



EAA Chapter 878  
Maple Lake, Minnesota

## The *Maple Lake Flyer*

A newsletter of EAA Chapter 878, Experimental Aircraft Association

EAA Chapter 878: a part of the aviation community in Maple Lake,  
Buffalo and surrounding areas of Minnesota since 1986.

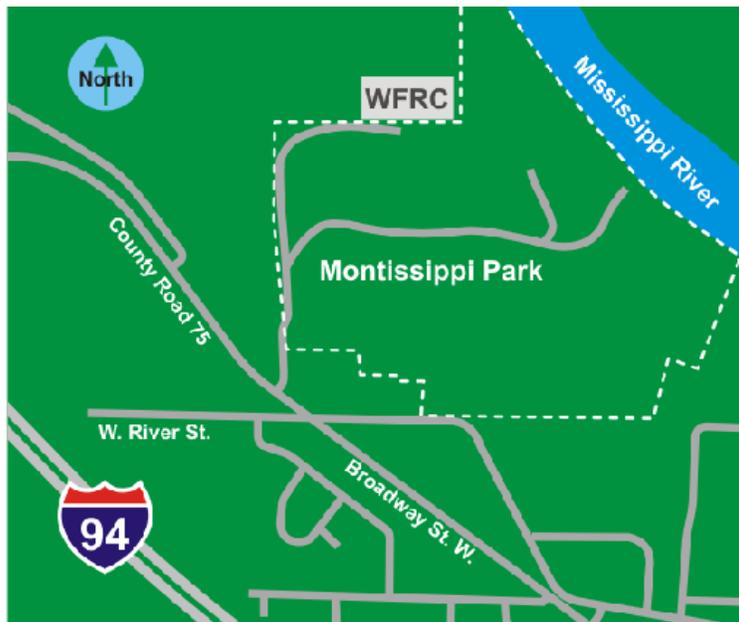
September, 2014

### • EAA CHAPTER 878 MEETING AND EVENT NOTICES

#### ✓ **Saturday, September 6, 10:00 a.m.**

**Wright Flyers R/C Field at Montissippi Park in Monticello.**

**The field is west of Monticello on County Road 75, and just east of the Monticello Nuclear Plant. See map below or <http://www.joeld.net/wfrc/> for more info. See Tom Rammel's column for flight activity and lunch info.**



#### ✓ **Tuesday, September 9, 7:30 p.m.**

**(Yep...meeting on Tuesday, not Wednesday!)**

**in the offices of Ascend Aviation (old Wright Aero), Maple Lake Airport**

Agenda for September Chapter Meeting:

- Secretary and Treasurer Reports
- Final reports on 2014 EAA Chapter 878 Fly-In
- Discuss flight simulator project
- Recruitment for chapter officers for 2015 - 2016
- Chapter meeting programs for balance of year
- Other business as required

● **FROM THE PRESIDENT**  
**Chapter President: Tom Rammel**

If you ever wanted to try flying Remote controlled aircraft, here is your chance. On Saturday, September 6<sup>th</sup> starting at 10:00 AM at the Wright Flyers R/C field at Montissippi Park in Monticello, will be a chance to learn to fly R/C airplanes. Invite some young people to come with you. This is a great way to get kids interested in aviation so bring some neighbor kids, grand kids or whoever might have some interest in aviation with you. We'll cook some hotdogs for lunch. Bring a salad or desert to share and let's have some fun flying model airplanes!

Thank you to everyone who helped make the pork chop fly-in a success. We had a good turn out and I heard many compliments about how good the pork chops were. Thank you very much for your hard work in making this a successful event.

I have been looking into flight simulator components, so bring your ideas and input and let's decide if this would be a good project for Chapter 878 to take on.

Also be thinking about the direction for the future of our chapter. This year will be the end of my two year term as president. We need to have nominations for officeholders in October so that the ballot can be finalized for a November election. I will not be accepting a nomination for the presidential position.

● **MINUTES OF MEETING – August 13, 2014**  
**Chapter Secretary: Wayne Flury**

**General:** 25 EAA Chapter 878 members and guests attended the chapter meeting, held in the training room of Ascend Aviation at the Maple Lake Airport.

**Secretary Report and Treasurer's Report:** both approved as printed in the newsletter. See the July Treasurer's report at the end of these minutes.

**2014 EAA Chapter 878 Fly-In Planning Committee Report:** Kurt Pennuto reviewed status and progress of planning. Pork chop meal prices to remain the same as last year at \$8 for a single chop meal, \$10 for a two chop. Decided to order 500 pork chops. There will be no pizza option, as previously planned. Glen Morrow will arrange to have all grass car parking areas mowed. Tim Bond will get soft drinks and ice, and volunteered to take away all trash. Members need to bring cooler and roasters, plus serving utensils and bowls. Ascend Aviation will conduct Introductory Rides. Kent Peterson reviewed the status of the Craft Sale. Set up for vendors is from 8 - 10 a.m., with 36 vendors signed up for space. The shuttle bus will travel from Madigan's to the airport and back.

**RC Flying Experience for Chapter Members with the Wright Flyers:** Tom Rammel has arranged with members of the Wright Flyers for a "fun fly" date on September 6 at 10:00 a.m. at their Montissippi Park flying field. Flights by inexperienced pilots to be via the "buddy box" system.

**Ascend Aviation:** chapter visitor Jason Erickson discussed his new operations at Maple Lake. Ascend Aviation will be offering flight training and maintenance, using on-line scheduling. He expects to be in operation by October 1.

**Chapter Flight Simulator:** Tom Rammel will research the equipment required for the chapter to construct a flight simulator. Ascend Aviation has a basic table-top simulator.

Opening Balance		\$6308.53
Income: Dues	\$ 25.00	
Total	\$ 25.00	
Expenses: Air Academy (Wyatt Erickson)	\$ 200.00	
Wayne Flury (Nametag)	5.61	
Total	\$ 205.61	
Total Change:	\$ 180.61	
Ending Balance		\$6127.92

**Air Academy:** Wyatt Erickson shared stories and thanked the chapter for contributing to his experience at the Air Academy following this year's AirVenture, and showed examples of a wing rib, sheet metal work, fiberglass work and welding that he did at the academy.

**Chapter Video:** Ken Compton proposed to put together a chapter video that can be used to publicize the chapter and our events.

**Young Eagles:** Glen Morrow has a Young Eagles event scheduled for September 13 at Maple Lake. As always, ground school help and volunteer pilots are needed. Contact Glen for more info.

**AirVenture Oshkosh 2014:** several EAA Chapter 878 members were able to attend AirVenture 2014. Members Tom Rammel (KidVenture), Kent Peterson (Seaplane Base) and Wayne Flury (Announcer's Stand) shared stories about their volunteer experiences.

**Chapter Meeting Date:** motion made, seconded and approved to change the chapter meeting day from the second Wednesday of each month to the second Tuesday of the month. Reason given for the request is to avoid conflicts with church activities. This motion did not change the winter Saturday meetings.

● **EAA CHAPTER 878 PORK CHOP DINNER FLY-IN, August 16**  
photos by Wayne Flury

The low ceilings that hung around until after noon kept the number of fly-in aircraft to a minimum, but the drive-in traffic was steady throughout so we still had a successful day. Though we changed from our typical September Sunday date to this August Saturday (to coincide with the Maple Lake Gear-Head Get Together), there were still many familiar faces and airplanes in the crowd. Thanks to all the chapter members, families and friends that pulled together to make this another great event!



Lots of happy people eating lots of pork chops and hot dogs.



Our highly trained and experienced cooking staff delivered up another batch of delicious pork chops.



The classic lines of a Howard and Bill Mavencamp's Beechcraft Staggerwing added a touch of elegance to the flightline.



A pair of powered parachutes got a lot of attention.



Our good friends in the Wright Flyers RC Club displayed some typical and not-so-typical airplanes!



Pay at the end of the line (or else)!



Airplanes and clowns made kids of all ages happy!



**EAA Chapter 878  
Pork Chop Dinner Fly-In, 2014**



A PT-23A and PT-19 from Golden Wings Air Museum at Anoka.



New for 2014, the Craft Show brought lots of new visitors to the airport.



Bruce Topp brought his Harmon Rocket over from Buffalo. It was a "Bronze Lindy" winner at AirVenture Oshkosh 2014.

- **ADVENTURES AT AIRVENTURE**  
*Stories About Chapter 878 Members Volunteering at Oshkosh*

**Volunteering at the 2014 KidVenture Control-Line Area**  
by Tom Rammel

I was one of the control line pit crew volunteers again this year at KidVenture. The KidVenture area is located near the Pioneer Airport and EAA Museum on the AirVenture grounds at Oshkosh, Wisconsin. This area has many hands-on activities geared specifically for kids, but parents and grandparents are welcome to join in on the fun also.

This year AirVenture ran from July 28<sup>th</sup> to August 3<sup>rd</sup> and I volunteered the morning shift from 8:00 AM to Noon. My days started with getting signed in as a volunteer and then removing the front and side curtains of the tent we were working from. As a pit crew member my duties were to refuel the airplane motor and start it. Another crew member would launch the airplane, but on some days I would do the launching.

Most days we would have a steady stream of kids flying the airplanes. We had two



circles with airplanes flying at the same time. I timed some of the flights with my stop watch and they averaged between 60 and 90 seconds of actual flight time and turned 8 to 15 laps. Some of the very small kids we would put less fuel in the tank, but we always put less than a full tank of fuel in.



The airplanes were designed by the control line group from St Louis and named the Tough Baby. We have been using these airplanes for several years and are still flying the original airplanes! I am amazed at how well these airplanes fly even on windy days. The material they are made from is called Corflute and it is similar to corrugated card board, but plastic instead of paper.





The engines are Norvel .061 Glow engines that have proven to be very reliable. A large syringe with a short piece of fuel tubing is used to quickly refuel the engine and an electric starter is used on the spinner to start the engine. Total cycle time from launch to next launch is 2 to 3 minutes. Sometimes the pit crew is waiting for the volunteer pilot to finish giving instructions and training to the kids before the engine is started. When the pilot gives the signal the engine is started and the airplane is launched.

This year 200 to 300 kids per day flew these airplanes. What a great way to get kids interested in aviation. Need some

excitement in your life? Try volunteering at KidVenture...it is rewarding for you and the kids.



On Wednesday evening the control-line volunteers had a cookout dinner at the campground. We had a good time of food and fellowship and I had a chance to see old friends that I met from past years of volunteering.

While I was at AirVenture, 2500 other people and I built an airplane in one week! This project was called the "one week wonder" and I put rivets in the lower left side of the fuselage. On Sunday the airplane did its first taxi on the runway. After AirVenture it was inspected and got the airworthiness certificate and on Tuesday it flew for the first time. It was fun to be part of this "one week wonder."



● **LIFE AND TIMES OF A FIRST YEAR SEAREY PILOT**  
by Dave Swanson

First flight was August 15' 2013, and the first forty hours were flown off by the spring of 2014. Nothing was easy. It was either windy or cold or rainy, or I was busy with something else, or minor adjustments had to be made. The last day I needed almost four hours, but it was nice weather so I flew circles until it was done. I thought it would be all downhill from there, but noooo! That was only the start of a long learning curve.

I started landing on Greseth's grass runway and found that this plane lands on grass as nice as anything I have flown. Plus it was easier than trying to keep the weeds in the lake and not spreading them to every other lake in the area.

Then the rains came. Harold's runway was under a foot of water, and is still is under about 6" as I write this. The boat ramp was also under water, so I found some used conveyor belting about three feet wide and laid that out to the ramp and it has worked nicely since.



Next we needed to fly to the cabin so I built a ramp up to the beach. First flight was great, with a stop at Motley to remove any weeds looking to relocate up north. I landed on Lake George and drove right up the ramp and parked. Getting ready to leave, I found we could not turn the tail in the sand, so we tried pushing backwards. The gear retracts forward, and as we pushed the tail moved forward and broke the retract cable. I knew you could fly with the tail extended, but I called



the factory for confirmation. So we jacked it up and tied the tail in place. It was a slow takeoff due to drag, but a nice short landing at home. About four hours and \$70.00 and all was good as new.

The second time taking it up north, Kevin flew and we taxied up the ramp...no sweat. But backing it down the tail sank in the sand at the bottom of the ramp this time. Jacking and gentle pushing we were back in the water. That night I beached it. It looked like it was gradually sinking over time, but I thought the hull was on the bottom. Wrong. The next morning the tail was under water! The sump pump did its job and we were soon floating again and no electronics got wet. We tied it sideways the next night and that did the trick, but we would not want to leave it in a storm. I have to do some thinking, but a wide-tired tow bar might do the trick.

Back to Harold's runway again. I figured I could take off on it if I would go about a quarter of the way down, raise the tail and retract the gear. The tail should rotate forward and the mains move up. I should settle on the belly, and make a water takeoff before the rest of the runway comes into play. But my wife said *No-No-No-No*, so that took care of that!



Harold's Dock

The lake weeds have been so bad that I drive in the lake and raise the gear as soon as I can, already dragging about fifty pounds of weeds. I can pick them off the left side no sweat, but then I unbuckle and crawl over the console to the right side and pick more weeds. In the meantime the wind has turned the plane and I am close to shore. I blindly reach for rudder with my left hand, but then I can't see out. So far luck has helped and the weeds are off and I am back in my seat. Buckle in and away we go. Returning, I lower the wheels at the last second and add extra power to get on shore with the fifty pounds of new weeds. Taxiing back to the hanger, I pull all the weeds I can from the left side, which makes for better right turns. Too bad I should be making left turns. At the hanger, I clean off weeds and put it away. Next day I get bawled out for leaving clumps of weeds all over Harold's yard. Hopefully the weeds will stop growing soon or the runway will dry out.

As to the flying, I am getting comfortable and have found it's really fun. I've landed on lakes I never would have considered before, and turns on the water are a snap. I sometimes land and do a high-speed taxi left or right 360 degrees then take off again. In flight you can trim it up and take your hands off and it goes straight and level; at high speed you have to use small elevator changes to stop vertical oscillations. You can go about 100mph, but due to noise I like between 80 and 85. As to wind, my ideal is 15mph or less. The SeaRey is light and bounces around a lot in gusty winds. It handles max weight nicely – it's slower on takeoff but does not bounce as much airborne.

All in all, I am very happy with it, but have had to accept that it's a light airplane with only so much room. A flying boat handles and docks differently than a floatplane, but the retractable wheels and sliding windows that open in flight are great assets for a seaplane. I am sure, as with anything, I will keep learning and finding the best way to do things. The annual was done in late August with 71 hours and no problems.

P.S. If you hadn't figured it out, the talk of taking off from a wet runway was a joke, but I have wondered if it would be possible!

P.P.S. As a finish to my story, the weeds are now way down. Harold flew and did great, though he did flair high but made a nice recovery. On the return up the ramp I gave it full power and the tail came up. I tried to slowly back off power to prevent a hard tail drop and the hull stopped our nosing forward. I thought that would happen but did not know...this would be a hard plane to nose over.

## ● EAA CHAPTER 878 MEETINGS, ACTIVITIES AND PROGRAMS FOR 2014

by Wayne Flury, Newsletter Editor

- |         |   |
|---------|---|
| 1) Sep. | 6, fly RC aircraft with Wright Flyers at their Monticello flying field. |
| 2) Oct. | Open  |
| 3) Nov. | Open  |
| 4) Dec. | Chapter Christmas Party   |
| 5) Jan. | Open  |
| 6) Feb. | Open  |
| 7) Mar. | Open  |

## ● EVENTS – 2014

Check the bulletin boards and Calendars of Events in various magazines for more, more, much more:

- |        |   |
|--------|---|
| Sep. 7 | New Ulm Lions Club fly-in breakfast, 7 – 12:30.   |
| 7      | Faribault. Faribault Aero Pilots Association and CAP Squadron fly-in breakfast, 7 – 12. |
| 13     | LeSueur, pancake breakfast, 8 – 12 (rain date Sunday)                                   |
| 14     | Stanton Airfield, rescheduled Father's Day fly-in! 7 – 12.                              |
| 14     | Blue Earth, 11 – 2, pork pattie sandwich & sweet corn                                   |
| 20     | EAA Chapter 412, Grand Rapids, pancake breakfast fly-in, 8 – noon.                      |
| 20     | Mora, chili feed 11 – 2   |
| 21     | Hector, 72 <sup>nd</sup> annual pancake breakfast, 7:30 – 12:30. PIC's free.            |

● **EAA CHAPTER 878 and MAPLE LAKE FLYER INFO**

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Submissions for publication are encouraged and should be sent to the attention of: Newsletter Editor, at the postal mail or e-mail addresses shown on the newsletter, or c/o any chapter officer.

Send "change of address" information, email address and phone number changes to Newsletter Editor or Chapter Roster Monitor.

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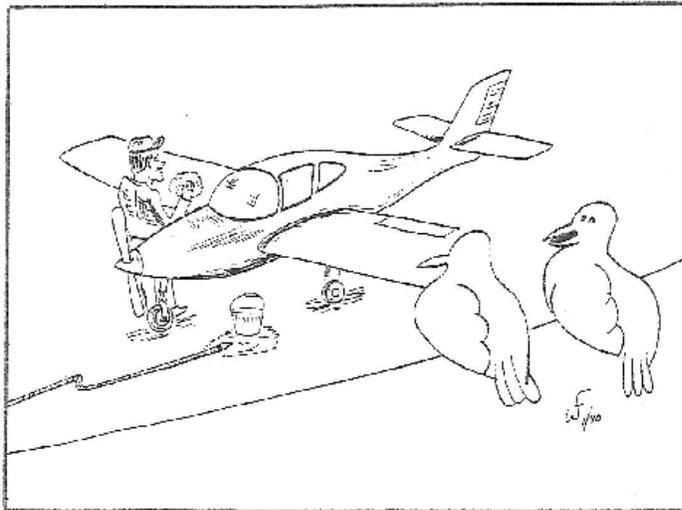
Beginning in September, 2014, our meetings will normally be held at 7:30 p.m. on the second Tuesday of each month (except for the winter months of January – April when we meet on Saturday mornings). Meeting locations may vary each month, depending upon the meeting program.

Dues are \$10 per year for members up to 35 years of age, \$25 per year, age 35 and over.

**Current Officers and Officials of EAA Chapter 878:**

<b>President:</b>	Tom Rammel	320-286-5283	trammel@zeiss.com
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<b>Chapter Roster Monitor:</b>	Joe Simmon	320-963-6125	psimmon28@gmail.com
<b>EAA Chapter Advocates:</b>	All Members		
<b>EAA Chapter 878 Website</b>	Elaine Morrow	<a href="http://eaa878.org">http://eaa878.org</a>	

● **THE FUNNIES**  
by Wayne Flury



"Shall we do it now or wait until he's done washing?"

9/2014

Continuing with my "summer vacation" from drawing, here's another "recycled" cartoon!

This one originally appeared in the Chapter 878 newsletter in January, 1990.