



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.

April, 2014

• EAA CHAPTER 878 MEETING NOTICE

Saturday, April 12, 9:00 a.m. at West Metro Aviation on the Buffalo Airport

Agenda for March Meeting:

- Program: chapter member Mike Schmitt will use his Cessna 206 on amphibious floats to discuss the fine points of seaplane flying. Mike is also a member of the Minnesota Seaplane Pilots Association.
- Secretary and Treasurer Reports
- Report from 2014 EAA Chapter 878 Fly-In Planning Committee
- Report from 2014 Buffalo Fly-In Pancake Breakfast Planning Committee
- Video from Oshkosh?
- Other business as required

• FROM THE PRESIDENT

Chapter President: Tom Rammel

Here it is April already and we still have snow in Minnesota. I think everyone is ready for spring and warmer temperatures. I know that I am.

I enjoy building even though lately it has been model planes and not full scale airplanes. Many of you have other interests or goals and many are in various places in your lives where some meetings are of less interest than others. We work together to try to make things interesting for the majority but if something is not of interest to you I hope you hang in there with us. Chapter 878 is not my Chapter it is your Chapter, the members are what makes this Chapter what it is.

Kurt Pennuto talked to me after the March meeting and is interested in looking into using remote controlled airplanes to teach and get some young people interested in aviation. Kurt is already working with some students in the Rockford middle school and teaching aerodynamics in an advanced placement program. Kurt stopped by my home and he was able to try my RC flight simulator on the computer. We also talked about the possibility of these students building their own model airplanes and I sent Kurt a set of planes for the plane that I had at one of the Chapter meetings last year. Ideas like this are what will get young people interested in aviation. It was seeing and building control line airplanes that got me interested in aviation in 1964. I remember getting my first glow engine for my 8th birthday, a Cox golden bee .049 with a 6 x 3 propeller. The golden bee had a larger gold anodized tank than the silver tank baby bee and you could fly it inverted without the fuel running out of the tank. If I remember right, that engine cost about \$6.00 back then, a similar engine now is around \$100.00!

Ok enough nostalgia, the point is I want to find ways to get more young people interested in aviation and this seems like a good way to do that.

● **MINUTES OF MEETING – March 8, 2014**

Chapter Secretary: Wayne Flury

General: Approximately 35 EAA Chapter 878 members, family and guests met in Tim and Carla Bond's hangar and enjoyed a hearty breakfast of pancakes and sausages.

Secretary Report, Treasurer Report, Dues: Both were approved as printed in the newsletter, with no questions or comments.

2014 EAA Chapter 878 Fly-In Planning Committee

Report: Kurt Pennuto led a report and discussion, recapping the committee meetings and preliminary contacts with the Maple Lake "Gear-Head Get Together" event (see <http://www.gear-headgettogether.com/>). The chapter approved by voice vote the fly-in committee

recommendation to change the date of the fly-in to August 16, 2014 which will coincide with the Gear-Head event. Note: the Gear-Head date had already been established and publicity distributed. Further coordination meetings with the Gear-Heads will take place in the future. The objective of the move is to allow the two events to complement each other, taking advantage of attendance at the two events to increase exposure and attendance for both organizations.

Kurt also reviewed fly-in committee discussions about expanding the events and vendors at the fly-in. Recommendations are: hosting a craft fair, airplane/helicopter rides, static displays, vendors, possible alternative menu that could still include pork chops but also add pizza or other items.

Kurt concluded that he saw these changes as a next step in the chapter development and progression. There were no objections or recommendations for other actions by the chapter.

2014 Buffalo Fly-In Pancake

Breakfast: the chapter discussed an invitation from Mike Wiskus of West Metro Aviation to put on the pancake breakfast for the Buffalo Fly-In on June 8. Approved by voice

Monthly Treasurer's Report by Dick Burns, thru February

Opening Balance		\$3208.51
Income: Dues	\$ 310.00	
Total	\$ 310.00	
Expenses: James Aarestad	\$ 50.00	
EAA Insurance	\$ 100.00	
Total	\$ 150.00	
Total Change:	\$ 160.00	
Ending Balance		\$3368.51



Chapter members, family and friends enjoyed good food and socializing.



Our chefs for the morning (under the supervision of Carla Bond) were Tim and Carla's daughter, Christina (right) and her friend Taija Goskey (left). Excellent work!! The wild blueberries visible in the pancakes were provided by chapter friend Ray Johnson.

vote. Greg Thomes and Tim Bond will co-chair a Pancake Breakfast Planning Committee, with Dick Burns and Peter Radintz also on the committee.

Buffalo Fly-In Swap Meet: the chapter had also been invited by Mike Wiskus to organize or oversee an aviation swap meet at the Buffalo Fly-In. With the labor commitment of the pancake breakfast, it was decided to pass on this offer.

Chapter Shirts: By vote of members present, red polo shirts were chosen for the new chapter shirts.

Chapter purchase a hangar: additional discussion from previous meetings. Dick Burns reviewed how Chapter 25 acquired their hangar (fund raising, no-interest loan from member, raffle of vehicle supplied by a car dealer member, etc.). Discussions concluded by noting that Chapter 878 does not have any level of income production to justify further discussions. Tabled for now.

Chapter build an airplane: additional discussion from previous meetings. Tom Rammel had checked with EAA HQ and was advised that this is generally not a good idea. Dick Burns noted that Chapter 25 has a sub-group that builds/owns a project airplane and uses their chapter hangar. There is nothing against a group of individuals getting together to purchase, work on and ultimately own a project, but this should not be a chapter project.

- **DUES FOR 2014 (last call!)**

Chapter dues for 2014 are now due (last notice). Please see Chapter Treasurer Dick Burns. Dues are \$10 per year for members up to 35 years of age, \$25 per year, age 35 and over.

If you are unable to attend a meeting, mail a check to: Dick Burns, 16233 Cty. Rd. 15, Wayzata, MN 55391.

Note that EAA Chapter 878 dues are not the same as your national EAA dues. They are distinctly separate and the membership benefits are unique to each of us.

- **NEW CHAPTER MEMBER**
by Allen Zabel

(Ed. Note: I asked Allen for some background about himself and his wife, Barb, so I could introduce them to the rest of the chapter through the newsletter. The following is his story.)

I currently own a Cessna 172N, but I have an interesting story of buying my first airplane from Texas – a 1979 Cessna 152II. After a bus ride from hell, I signed the paperwork and proceeded to take off. It was really cloudy and there was a storm coming. All the radios and VOR's were set. I figured since I did not have any charts, I would head for another airport that had them. Needless to say, the storm did not burn off at noon as predicted. I turned into the clouds to go under them and around the edge of the storm. After burning up all my fuel looking for a place to land, I found out the radios were not working correctly. I also didn't know if the VOR's worked either. When I finally landed for fuel, the VOR's seemed to be adequate. I found I was along 35W, but on the east side. I was nowhere near where I was supposed to be. I continued to fly and kept on course. The next tank of gas I had no idea where I was. Nothing appeared to be right. When I finally found a place to land, all I saw were fuselages.....turned out to be a military installation!

They chased me out and showed me the civilian part. The guy there told me I was in Texas, to the farthest east side, but they had no charts either. The guy found me an old outdated chart, so I left and headed north by northwest. At this point I found one of the radios worked until it warmed up. So I used them until they heated up and then had to shut them off. I kept flying using the compass, trying to go around the storm. I headed towards the hills and suddenly it started to rain. I figured at this point I would break this chain of events – no charts, no radios, rain and not knowing where I was. The first airport I found put me into Little Rock, Arkansas. I figured that I had been doing about 150 knots sideways in front of the storm. I landed and decided I would sleep in my plane for the night. I crawled into the back and put on a headphone and

listened for the weather. The lightshow from the storm was beautiful, but thank goodness the storm missed me. During the night, a farmer would go by with his tractor and there were lots of cattle grazing. I woke up the next morning and went to get out of the plane. I found I had slept with my legs crossed and bent. When I stepped out, I fell to the ground – my legs were numb and wouldn't work! I went to the office and used their computers to plot my course and get more information. I then took off and headed north by northwest again. Naturally, the only place I had no charts for was the place I had to land, a little corner in Joplin, Missouri.

I filled up and kept my heading. I called my wife and told her where I was and she said to fly straight north. I then flew a while and ended up in Iowa. I remembered my instructor told me if I ever got to Iowa that the roads would look like stripes. He said pick one and follow it. When I was down to a quarter tank of fuel I started looking for another airport. Little did I know, the airports in Iowa are few and far between. I was almost out of gas and began flying tipping the wings to get more fuel on one side. I decided against the wet field and mud and decided to land on a dirt road. Suddenly there were telephone poles on both sides of the road. Needless to say, not enough room to land, so I climbed and watched for any dry place to land. I saw in the distance, a dry spot to land and headed there. It turned out to be a brand new runway. They also had fuel. YAY!! I called them and had them come out to put fuel in. My Cessna holds 24.5 gallons of usable fuel. He put in over 24 gallons. I thanked him and took off. Three hours later, I arrived at my hangar in Maple Lake, MN.

After I got to thinking about it, during the trip there were a few times I thought that this was the dumbest thing I have ever done. I also learned never to take a Greyhound bus again. After I calmed down and replayed the trip in my mind, I realized it was like a pioneer aviator going across country with only a compass and maybe a map. Since then I purchased a 496 Garmin GPS, a hand held radio with VOR lock and my wife bought me an iPad, which houses my charts and Bad Elf. If my radios go out again, I am ready. I learned a lot from this trip and now it would not bother me to travel across country.

I started my flight training at Flying Cloud. I started taking Sport Pilot lessons and then my wife said there were too many restrictions and I would never be able to fly. She said to just go up to Private Pilot. I spent way more money at Flying Cloud than I should have. They kept telling me their airplane had broken down and it would be a few months, so I had to start all over according to them or it was too windy every time I tried to fly. I found out about Maple Lake and in no time I had my license. I had a wonderful instructor, Barry. He taught me so many very useful things that have helped me many times. I now have started the WINGS program and completed Phase One and am working on the second. Last May, I received my certification for A & P mechanic's license.

Last year Greg Thomes and I purchased a really nice hangar at Maple Lake. We are adding improvements as we go. Greg is a wonderful hangar mate.

My wife and I have had custody of our 5 year old grandson, Jaiyce, for a few years. I am retired and Barb works full time. Jaiyce will be starting school this fall, so there is no traveling on the horizon. I also had open heart surgery last August and had a small battle with the FAA to get my medical back with no restrictions. I also had surgery on my shoulder in October. I can now fly again, but the weather has to cooperate.

We love to ride motorcycle, go-kart, snowmobile and ride 4-wheelers. Up until a few years ago, our farmer next door was retired and let us ride on his 160 acres of field. Our two kids learned to drive cars at about 6 years old and were riding 4-wheelers at age 3!

Feel free to come and chat any time. We spend a lot of time there in the summer with the kids and grandkids.

● EVENTS – 2014

Here's a list of some upcoming events for 2014, compiled from various sources. It is not intended to be complete or all-inclusive, and will primarily feature EAA chapter sponsored events, plus other activities or unique events. Send your information for inclusion here.

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

- Apr. 12 EAA Chapter 878 meeting, 9:00 a.m. Location and program to be determined.
12 Minnesota Aviation Hall of Fame. Induction banquet and ceremony. Tickets at www.mnaviationhalloffame.org.
12 EAA Chapter 919 Chili Fly-In, 10 – 2. Rushford.
May 14 EAA Chapter 878 meeting, 7:30 p.m. Location and program to be determined.
17 EAA Chapter 412, Pancake Breakfast, 8 – noon. Grand Rapids.
31 – June 1 Discover Aviation Days, Anoka County Airport. www.discoveraviationdays.org.
June 7 North Central Sonex Fly-In, Buffalo Airport, at West Metro Aviation. Info: wflury@wh-link.net, 763-670-6021
8 Buffalo Fly-In Breakfast and Air Show, Buffalo MN
11 EAA Chapter 878 meeting, 7:30 p.m. Location and program to be determined.
15 EAA Chapter 100 fly-in breakfast, 7:30 – noon. Dodge Center.
15 Canby Air Show, Canby, MN. Air show announcer – Wayne Flury. Performers are: Vanguard RV Squadron; Bill Cowden, Yak 55; Darrell Massman, Panzl 330; Grant Neilson, Pitts S1S; Rob Ator, Pitts S1S.
July 9 EAA Chapter 878 meeting, 7:30 p.m. Location and program to be determined.
July 28 - Aug 3 AirVenture Oshkosh 2014, Oshkosh, WI, www.eaa.org; <http://www.airventure.org>

● SONEX FINALLY BACK UNDER CONSTRUCTION

by Wayne Flury

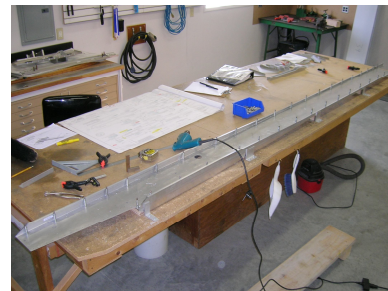
My shop workbench now has parts for a Sonex taking shape. In early March I traveled to Oshkosh to pick up the machined spar caps, plus some welded components (pushrods for the ailerons and flaps) and preformed shapes for the ailerons and flaps. It feels good to finally be able to resume building!



At Sonex, trailer loaded and ready to leave the shipping department.



Reminding myself of what a completed Sonex looks like!



Main spar assembly being fabricated in my shop.

● EAA CHAPTER 878 MEETINGS, ACTIVITIES AND PROGRAMS FOR 2014

by Wayne Flury, Newsletter Editor

Interesting meeting programs are essential to the vitality of our chapter. Here are some activities already planned or ideas for 2014. But, the chapter needs your input and help to suggest, find and coordinate programs for the remaining months! Does a hangar neighbor have an interesting airplane they would talk about? Do you have a project in mind, or need some advice? Other ideas?

- 1) May Wyatt Erickson, report of Oshkosh aviation camp. Location?
- 2) Jun Meeting at home shop of Wayne Flury, Sonex update
- 3) Jul. Chapter picnic? Location?
- 4) Aug. Pork Chop Dinner Fly-In?
- 5) Sep. Pork Chop Dinner Fly-In?
- 6) Oct. open
- 7) Nov. open
- 8) Dec. Chapter Christmas Party

- **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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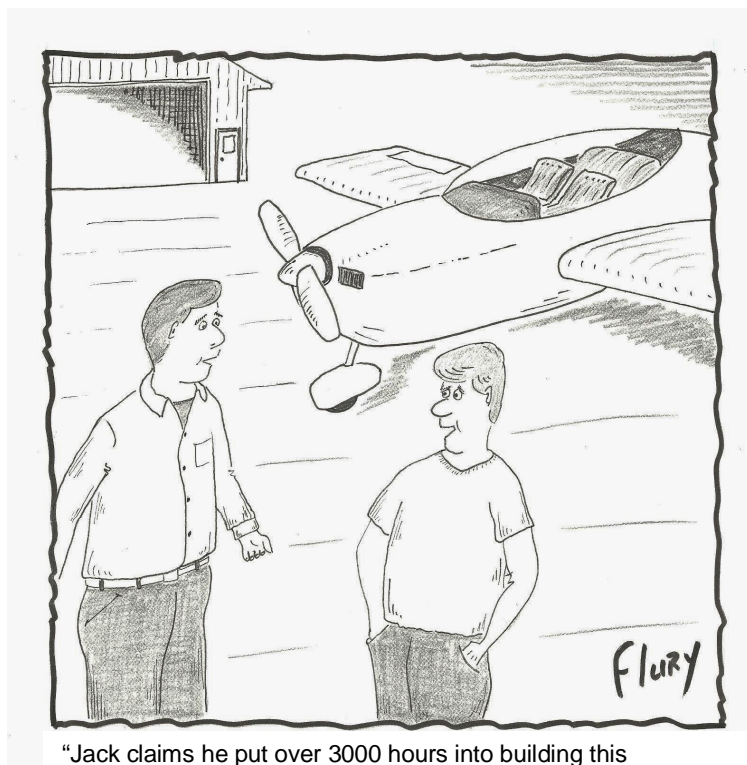
Meetings are normally held at 7:30 p.m. on the second Wednesday of each month (except for the winter months of January – April when we meet on Saturday mornings). Meeting locations may vary each month, depending upon the meeting program.

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:

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

- **THE FUNNIES**
by Wayne Flury



"Jack claims he put over 3000 hours into building this airplane, but I suspect at least half of his time was spent on coffee break and donuts!"

4/2014