



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.

December, 2016

- **EAA CHAPTER 878 EVENT and MEETING NOTICE**

Christmas Party Meeting, Saturday, December 17

At: Huikko's Bowling and Entertainment Center (Bison Creek Bar & Grill) in Buffalo.

Directions: From the intersection of Highway 55 and Highway 25, go North approximately 2 blocks to 14th St. NE, turn left. Bowling alley is on the West side of Highway 25.

Driveway to the parking lot is on north side of the facility, between the Hair Design Salon and Klatt True Value Hardware.

Enter facility from the parking lot on the west side.

Social hour begins at 6:00 p.m., dinner service at 7:00 p.m.

Social hour is a cash bar. Individual meal dinners will be ordered from a limited menu. Everyone is responsible for their own bill.

After-dinner program: Mike Wiskus is our guest speaker, who will talk about his air show performer experiences.

All chapter members, spouses and family are invited to this casual event! We'll celebrate our common interest in aviation and another year of successful EAA Chapter 878 activities while we look forward to more in 2017.

Please remember to wear your nametag.

PLUS: Tree of Hope toy collection.....Saturday, December 3

Toy receiving, packaging and distribution.....see the Tree of Hope flyer attached

PLUS: Loren Schiebe Christmas Party.....Friday, December 9

Friends of Buffalo Airport (FOBA)..... see the party info flyer attached

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- **FLIGHT TO SUCCESS**
by Greg Thomes, Chapter President

The holidays are upon us!

We should all feel fortunate that EAA Chapter #878 never really went into “*holiday-mode*” during 2016. As in a sporting event or contest, the team with the greatest *momentum* sees good results. It's a tribute to each of you that we (#878) always had the forward *momentum* of improving general aviation this year.

The 2016 momentum included trips to Oshkosh; successful fly-ins at KCFE and KMGG; educational seminars; charitable works and new endeavors such as a plane build and developing a new tax status for the chapter.

Come and celebrate our successes at our holiday party on December 17th. Check out the details in this newsletter.

Thank you for your contributions to our *momentum*!

Greg



- **MINUTES OF MEETING – November 8, 2016**
by Wayne Flury, Chapter Secretary

November meeting of EAA Chapter 878 held at the Maple Lake hangar of Tim and Carla Bond. Meeting called to order by Vice-President Pete Radintz at approximately 7:35 p.m. with 12 members attending.

REPORTS:

Secretary's Report: by Wayne Flury for October, as printed in the November newsletter; motion to approve by Dave Swanson, second by Kurt Pennuto; no discussion; approved.

Treasurer's Report: by Dick Burns – September report was included at the end of the September Secretary's Report and was verbally approved at October meeting. Treasurer's Report through October presented

verbally by Dick. Motion to approve by Fred Jude, second by Tim bond; some discussion regarding printed format; approved. Treasurer's Report through October to appear in December newsletter. See the summary of the general treasurer's report at the end of these minutes.

COMMITTEES:

- Young Eagles:** Chapter Young Eagles Coordinator Tim Bond reported on Delano Cub Scout group flown recently. Has a group of Girl Scouts to fly yet this Fall, or may wait till Spring.
- Chapter Webmaster:** Website Coordinator Dan Hanson not present. Wayne noted that Dan has been working on the website, and he expected something to be completed shortly.
- RV-4 Project:** Tom Rammel reported on progress on rudder assembly. Asked if it was time to buy the parts for the fuselage – approx \$4500 cost? Discussion about possibility of finding an uncompleted project on eBay and other sites, and asked for all members to keep an eye open for deals. Tom will continue to include a "Wants" section in his monthly report of activities for the newsletter.
- I.M.C. Club:** No one present from IMC Club. Dick Borrell noted he had attended the last IMC meeting and discussed their programs. He encouraged other members to attend to learn more. Dick brought a list of IMC members and dues they paid to Chapter 878. Names to be added to newsletter and chapter mail lists. Next IMC meetings are Nov. 22 and Dec. 27.
- STEM Programs:** Kurt Pennuto reported that he had just finished the first session of the year at Rockford Middle School. Did a project using balsa wood gliders to illustrate the effect of control surfaces (add "ailerons" with sticky notes). Will be discussing Young Eagle flights with students.

TABLED BUSINESS:

Chapter Build or Acquire a Structure (Hangar or Garage) at Maple Lake Airport: Noted by Tim Bond that the City of Maple Lake still wants to take down the Larry Prybl hangar to provide taxiway access to a buildable site behind that row of hangars. Jason Erickson plans to build there. So, acquisition of this hangar is likely off the table.

Jump Club: Fred Jude. No update.

OLD BUSINESS:

Non-Profit Status, 501(c)(3): Wayne Flury reviewed his exploration of the process to achieve this status, including discussions and communication with a lawyer who works with EAA and is on the Chapter Advisory Board, Patti Arthur. Also talked to Charlie Becker of EAA who provided good background and information.

Wayne provided summaries of expenses as quoted by Patti Arthur...to do the application using the Form 1023EZ = \$650. To do the long Form 1023 - \$2275.

Discussion about pros and cons of each. Discussion of using Patti rather than local attorney who may not be as familiar with aviation or the chapter structure.

Kyle Weatherly knows the lawyer that Dick Borrell noted and will check with him for input.

Tim Bond moved to work the process through Patti Arthur, seconded by Fred Jude, no discussion, approved. Wayne will contact Patti.

Articles of Incorporation need to be updated which Patti will do. Wayne will contact MN Secretary of State office to get chapter status back to "Active."

Chapter address of record needs to be changed at Secretary of State (was the address for Wright Aero, no longer valid). Discussion of getting a PO box. Tim Bond volunteered to have his home address used for this purpose. Motion by Dick Borrell, second by Dave Swanson, approved. Wayne will add this to chapter info with MN SoS.

Dick Borrell volunteered to review the Chapter 878 bylaws. Wayne to send existing bylaws to Dick, along with EAA template for updating.

Compass Rose:

Chapter member Patti Sandusky not present to discuss.

Tree of Hope:

Elaine Morrow not present for update. Tim Bond noted that he had picked up a supply of toys from Elaine and has in his trailer. Pete Radintz noted the event is scheduled for December 3 at the large hangar at Maple Lake, and encouraged members to volunteer to help.

Motion by Fred Jude to not do an EAA Chapter 878 donation to the Tree of Hope and instead encourage individual personal contributions to TOH, or a donation from the chapter via a "pass the hat" collection among the members. Seconded by Dale Bodine. Discussion followed.

No budget has been set for the chapter with any amount planned for this expense. Chapter gave \$500 in 2015. Either of the proposed options would leave money in the chapter treasury to be used for "airplane things." Discussion of what our chapter funds are to be used for. Discussion of the history of TOH, how Chapter 878 originally collected toys for use by TOH (usually at a December Christmas party meeting), and later a decision by the chapter to donate money directly to TOH for use by the organization to purchase age specific items, or batteries, supplies, etc. Noted the TOH is a 501(c)(3) organization, thus individual donations are tax deductible. Collection from members could be done at a future meeting, but not the December meeting.

Discussion closed, vote by show of hands: 6 in favor, 4 against, one abstain, plus Pete abstaining as acting president (12 voting members present).

Wayne Flury was directed to communicate this change to chapter membership via the newsletter.

NEW BUSINESS:

Christmas Party 2016:

Connie Erickson not present. Christmas Party is scheduled for Saturday, December 17 at Huikko's in Buffalo. Wayne Flury is still attempting to confirm a speaker for the after dinner program. Decided not to purchase centerpieces for the tables, as has been done previously.

Election of Officers: All current officers volunteered to continue in service, and there were no other nominations. Vice-President Pete Radintz called for a motion for a unanimous ballot for all positions; so moved by Dick Borrell, seconded by Dave Swanson, approved.

ADJOURN: Motion to adjourn at 9:02 by Dale Bodine; Seconded by Dick Burns; approved.

Other:

50/50 Program: Tim Erickson not present, no 50/50 raffle.

Chapter PIC Hours: Chapter Vice- President Pete Radintz passed around the PIC sheet for attendance and for record of chapter member flying hours and building hours to date.

Treasurer’s Report Summary:

Monthly Treasurer’s Report by Dick Burns Through October:			
Opening Balance			\$ 6302.51
Income:	Dues	\$ 25.00	
	Fly-In Cash Deposit	3222.00	
	Total	\$ 3247.00	
Expenses:	Fly-in, Maple Lake		
	Mini Biffs	\$ 283.09	
	Tim Bond, supplies	313.36	
	Total	\$ 596.45	
Total Gain/Loss:		\$ 2650.55	
Ending Balance - October			\$ 8953.06

2016 – Pork Chop Dinner Fly-In Financial Statement by Dick Burns			
Income:			
	Ticket Sales (meals - Sunday)	\$ 2381.00	
	Saturday night	241.00	
	Cash box redeposit	600.00	
	Total	\$ 3222.00	
Expenses:			
	T&R Meats		
	500 pork chops	\$ 476.85	
	120# Beans	253.44	
	130# Potato Salad	313.09	
	8# Wieners	33.52	
	5# Seasoning	40.00	
	Delivery Charge	n/a	
	Tim Bond	313.09	
	(charcoal, soda, chips, ice, etc.)		
	Mini Biff (portable toilets)	283.22	
	Connie Erickson (chili, etc.)	167.90	
	Change for cash box	600.00	
	Total	\$ 2481.11	
Profit:			\$ 740.89

● **NEW CHAPTER 878 WEBSITE IS UP AND RUNNING**
by Dan Hanson, Website Manager

Most of the work on the new Chapter 878 website has been completed and is now available at <http://www.878.eaachapter.org/>. Our new chapter website is a modification of the general websites designed for chapter links on the EAA website, so it looks quite different than the previous chapter site.

I am still working on the “Calendar” portion of the website, but all other pages are populated. Look for the “Calendar” to be up shortly.

I will monitor and update this website as required, but all members must provide me with guidance, requests or suggestions for new or improved content.

For input or questions, contact Dan Hanson at 612-508-0357 or dhanso312@gmail.com.

- **NON-PROFIT STATUS FOR CHAPTER 878**

by Wayne Flury

After approval of the chapter to pursue an IRS 501(c)(3) Public Charity Status with the firm of Anderson & Hughes in Denver, CO, I contacted Patti Arthur of the firm to get things underway. Patti is an attorney with the firm and is on the EAA Chapter Advisory Board.

I have received an "Engagement of Services Agreement" from Patti which, at the time of this writing, I have reviewed and forwarded to Greg Thomes for his reading as well. If we concur that all is in order, I will sign the Agreement on behalf of the Chapter and return it to her so she can proceed. They require a flat fee, partial payment of \$300 to accompany the signed Agreement.

I have also updated our chapter status with the Minnesota Secretary of State office, along with an update of our contact point and mailing address.

Patti will work with us to update our Minnesota Articles of Incorporation (certain language needs to be in place).

Our chapter bylaws need to be updated as well. She can advise on this (again, certain language), but we need to do the main work. Dick Borrell has done a preliminary review of our existing bylaws and merged them with the language from a generic template provided by EAA. Dick will need the assistance of other chapter members for this purpose. If you are interested in helping, please contact Dick.

- **IMC CLUB**

by Dave Wendt, Founding Member and President – IMC/EAA 878

Here's a link to a very interesting and informative article from the November/December 2016 *FAA Safety Briefing* magazine titled "Who's In Charge? – Logging Pilot in Command Time." As noted in the article, one of the responsibilities of a pilot is managing your logbook.

<http://files.constantcontact.com/8ed61970101/59352c16-bbfe-4d9f-886f-2d55eced9062.pdf>

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Another excellent article is from the EAA News website, dated November, 2016:

License to Practice

by Radek Wyrzykowski, EAA Staff Member and Founder of IMC

We all remember that one day a few months, years, or, for some of us, decades ago when we were presented with a document titled "Private Pilot Certificate" and most of us were told by our examiners, "Here is your license to learn." I have never forgotten getting mine; it feels like it was just yesterday. I was thinking, what else is there to learn?

Many years have passed since that time. I became a CFI, CFII, and MEI. I worked as a chief flight instructor for various busy flight schools in the Northeast of the United States, and that was when I realized — we got it all wrong.

For decades, we have been restating the same formula: "License to learn." The accident rate in general aviation, despite a slight decline in the last few years, has stayed virtually unchanged for decades. Technology, quality of equipment, and resources available in the cockpit are advancing exponentially. We all keep learning not only the new, but also the unknown, systematically lowering our minimums and being able to concur bigger and greater challenges. So, where is the problem?

Let's define learning first. The Oxford Dictionary defines it as, "The acquisition of knowledge or skills through experience, study, or by being taught." But knowledge acquired, no matter how important, will never by itself make us better pilots. Knowing how to land in crosswind does not automatically mean you



will be able to do it. But then, you may say, every flight is a unique experience from takeoff to landing. Flight, many times, with crosswind landings and challenging approaches. But how many times, after safely putting your aircraft on the ground in strong turbulence and crosswind on the edge of your plane's maximum crosswind component, have you said, "Hey, let's go for another one." You have probably taxied to your parking space or hangar, perhaps even forgetting proper control wind corrections on your way, and you were proud of yourself that you conquered the challenging beast of weather.

Yes, it was a good experience, maybe not within your comfort zone but definitely within your capabilities. Our concern should be about the experience that is outside of both of those parameters.

For most of us, we fly in conditions within our own self-imposed comfort criteria. And through exercise, we may perfect our aircraft control, navigation, and communication techniques within those standards. What are going to get us in trouble are situations outside of those limits.

Let's for the moment look at some other activities requiring highly skilled actions. The first that comes to my mind is a sharpshooter in the military. This is an activity in which the individual must gain knowledge and skill, and requires constant practice in various conditions, distances, and wind situations. There will be no point at which we could say somebody has learned how to do it. Constant practice will be required to maintain the ability to perform. Aerobatic pilots also require constant practice, not just knowledge of what has to be done.

The biggest problem for us pilots is that we can't practice most situations that could get us in trouble. Yes, you can hire a highly skilled and experienced instructor and practice crosswind landings outside of your initial comfort zone, but even those individuals will encounter limits they will never want to cross. You wouldn't want to practice engine failure 700 feet off the ground after takeoff in your airplane. You wouldn't want to make an off-field landing for real just for practice, or fail a vacuum pump (also not possible for technical reasons) in actual IMC conditions just for training.

Practice, also defined by the Oxford Dictionary, is a "repeated exercise in or performance of an activity or skill so as to acquire or maintain proficiency in it."

It is not enough to learn and exercise in our comfort region. Your so-called "license to learn" is actually your "license to practice." If we really want to take responsibility for the safety of our passengers and people on the ground below, it is our responsibility to systematically practice those situations that are outside of our comfort zone and those we don't get to perform very often. Just like military pilots or airline captains, who have practice mandated by the nature of their profession, we should develop our own routines to follow.

Just like brushing your teeth every day, or taking showers on a regular basis, every one of us should sign up for a monthly simulation session in which to practice all those situations you already know how to handle but you wouldn't practice in the air. Because it is not just about knowing; it is about practicing it to perfection, so when the situation comes up you will act on it without hesitation. You will act like a professional.

If structured properly with ground discussions and some flight time blended in, the entire process could even be used to satisfy your flight review. You can choose to learn or not to learn new airplanes, new systems, or new avionics. Or you may simply decide to stay local and fly "low and slow." In either case, while your "license to learn" may be desirable, your "license to practice" is critical for your and others' safety.

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Invitation to Join IMC Club 878 Google Group: Some of you may have received an email from Steve Kickert with an invitation to join a Google Group for the IMC Club 878. Google Groups allows you to create and participate in online forums and email-based groups, and can also be used to share documents, pictures and calendar invitations. His message was as follows:

“Hello, Great IMC meeting last week. One of my takeaways was to ensure that this Google Group had everyone added to it. If you are receiving this, then you were not on the list. This group email allows all of us to communicate to the IMC club membership with things like meeting updates, safety pilot requests and anything else that we think would be useful for everyone. To send an email, just address your email to imc-club-878@googlegroups.com. Warm Regards, Steve”

If you are not part of the IMC group, and would like to be added to it, please email Steve at the address above with your info.

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IMC Club meetings are held at Elliott Aviation (KFCM) at 6:30 pm on the 4th Tuesday of every month. For more information and program content each month, please contact me at DaveWendtInsurance@gmail.com, or 612-272-4600.

Errata: The November newsletter article incorrectly listed Dave Borrell as attending the previous IMC Club meeting. It should have stated that chapter member Dick Borrell attended.

● CHAPTER 878 AVIATION EVENTS – 2016 and 2017

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|------|----|--|
| Dec. | 3 | Tree of Hope toy collection and distribution, at Maple Lake Airport |
| | 9 | Loren Schiebe / FOBA Christmas Party, at Buffalo Airport, Andy and Sue Brallier's hangar |
| | 17 | EAA Chapter 878 Christmas Party, to be held at Huikko's Entertainment Center in Buffalo. |
| | 27 | IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm. Contact Dave Wendt, DaveWendtInsurance@gmail.com , or 612-272-4600 |
| Jan | 14 | EAA Chapter 878 meeting (Note: Saturday morning date) |
| | 24 | IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm |
| Feb | 11 | EAA Chapter 878 meeting (Note: Saturday morning date) |
| | 28 | IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm |
| Mar | 11 | EAA Chapter 878 meeting (Note: Saturday morning date) |
| | 28 | IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm |

Note: this generally will not detail the many pancake breakfasts and other fly-ins or local aviation events because they are already well documented on other sites which are dedicated to that purpose. If I did try to list them, I risk the possibility of missing one or slighting someone if I fail to list their event. I will make an exception for some special events.

For aviation events throughout the area, see the various Calendars of Events in magazines, websites and bulletin boards, plus I recommend subscribing to the free email alerts through <http://www.flyins.com> and www.socialflight.com.

● WANTED...YOUR PHOTOS AND STORIES...SUCCESS!! by Wayne Flury, Newsletter Editor

My plea last month brought forward a great article about ADS-B by Kyle Weatherly (see elsewhere in this newsletter) and the promise of a future article from Laura Herrmann about her involvement with Pilots N Paws, a pet rescue group for which she volunteers. Also, you will note an expanded IMC section in the newsletter, courtesy of Dave Wendt. Thanks to all of you!

But, I'm sure (I know) this group has many other stories that could be shared (and, if it's a story that requires some degree of anonymity, I can change the names to protect you!).

Where did you go, what did you do this last summer flying season? Or, what are you planning to do this coming winter flying season? If you're one of those people (those people!) who go south for the winter, what aviation experiences do you have there? Maybe someone will come to visit you!

Send me a photo or two, along with a story or at least a brief explanation. Don't worry about the words...I can help on that. Then I'll put it in the newsletter so others can share in your enjoyment of flying!

- **ADS-B – COMPLIANCE AND PANEL UPGRADE**

Kyle Weatherly, Chapter 878 Member

A Piper Cherokee 140D named N1794T is my mistress. At least that is what she is called by my wife, and now by me as well! It does make some sense, since I sneak off to see her whenever I can and I pay monthly so she has to have her own place to stay. That said, the 2nd lady in my life needs to have gifts as well, which leads us to the newest piece of jewelry in the cockpit of this plane – the new Appareo Status ESG ADS-B Out Transponder.



By now we are all aware of the 2020 mandate for ADS-B OUT, and there are many schools of thought on when and what to use for compliance. Or, the camp that will never comply and just choose to stay out of controlled air spaces requiring ADS-B OUT. I don't know if these discussions will ever change.

I made the decision to move forward with this upgrade based on several factors. Among these were:

1. I do fly in the Mode C Veil and into Class C airports on occasion, and wanted to be able to continue doing that.
2. The safety part of this is very appealing to me. I have flown with ADS-B IN for about 8 months and really have enjoyed having that extra bit of situational awareness when it comes to other aircraft in the area.
3. My former transponder, a GTX 320, was the oldest instrument in my panel (not that the others are new).

Why I went with the Appareo ESG:

Again there were several factors that played into my decision on going with the Appareo product. I spent several months studying pros and cons of each of the ADS-B OUT units that I would consider. Factors that played into this decision were based on my current instrumentation, the fact that I needed a TSO'd unit, and the amount of money I would be willing to spend for the upgrade. There were many to consider at the time, and even more now, but the Appareo unit was at the top or close to the top of each of the lists in the categories mentioned above.

Current Instrumentation Considerations:

- Replacement size – matched to GTX 320 so no panel mods needed to be made
- I have a Garmin GNC 300XL – IFR Rated non WAAS
- I fly with the Status 2 and IPAD running ForeFlight for Navigation, Flight Planning, Weather, Charts, Etc.

The Features of the ESG:

- Direct replacement in my panel where GTX 320 was located (same size – no modification)
- TSO'd
- Able to use existing Altitude encoder
 - I opted to replace mine due to newer technology available.
- 1090-ES with built in WAAS GPS (WAAS Antenna included in base price)
- Qualifies for FAA Rebate
- Capable of tying my Status 2 directly to the ESG for power and antenna reception
 - This may not sound like a big deal but it really is. The Status 2 needs to run on battery or plugged in via a cord. The built in antenna dictates that it has to be attached to a window or glare shield to receive the satellite signal when flying. By attaching the power and antenna via the ESG my Stratus 2 now mounts under the panel accessible but not in the way. I no longer am looking at battery life, or excessive heat, by being in one of the windows.

- Installation was at quoted – 20 hours for installation, testing, and paper work regarding ADS-B installation.

Some of my unexpected – actually pleasant – surprises:

- I ordered the unit in January 2016 after making my decision this is when they were in the FAA approval process. The price was \$ 3,495.00 at that time. Because of the advanced sales, the ability to go through the FAA process fairly cleanly they lowered the price to \$ 2,995.00 at that time. Since my unit was on order but not shipped I was charged the \$ 2,995.00 price.
- St. Cloud Aviation performed the installation. I had my name on the list in January 2016, once the unit arrived in June/July of 2016 I was put on the install list, which was early September 2016. The website refund was announced in early September and the website officially opened the day my plane was finished with the install. Therefore I was able to be one of the first to claim a number and rebate for the ADS-B installation.
- When I had my GTX 320 removed I had St. Cloud Aviation test it and yellow tag it for proper operation. It passed, and I was able to list it on Barnstormers, and EBay if anyone was looking for a replacement. I sold it within a week putting a few more Franklins back in my pocket.

The FAA Website process:

I was surprised that something from the government was this easy to use! It is a 5 step process:

1. Decide
 - a. You decide on your ADS-B electronics based on your own methods
2. Reserve
 - a. You reserve a rebate reservation code
3. Install
 - a. Setup your installation date
4. Fly and Validate
 - a. Once installed you have a fixed time to fly and validate it working
 - b. I had only a small problem with this since I misunderstood the instructions below (these are right off the website).
 - i. ADS-B validation flights should be conducted within published areas of FAA ADS-B Coverage. Flying near the surface or at the fringe of ADS-B coverage areas may negatively impact the metrics provided in your PAPER Report. Please refer to the [FAA ADS-B Coverage Map](#) before flying.
 - ii. The problem is that the Map covers the entire US – the actual flight needs to take place in air space that requires ADS-B Out by the mandate.
 - iii. Although the first flight I took was within ADS-B covered area and everything reported fine with my transponder, it failed the test.
 - iv. I found this additional note on a different document – General Aviation ADS-B Rebate Program Rules (**YEP, I now knew I was dealing with the government**):
 1. Only after the prior steps are completed, the Eligible Aircraft is flown in the airspace defined in 14 CFR §91.225
 - v. I simply took one of my normal flights to Rice Lake, WI and spent ½ hour under the Mode C veil prior to leaving that airspace for Rice Lake. The transponder now passed the test. I received a PAPER and GAIRS Report (both defined on the website)

5. Claim

- a. Once you have your Reserve Number, and your e-mail containing your GAIRS report. You click on the icon to claim your rebate.
- b. Surprisingly again the FAA processed the claim and I received my check within about 4-5 weeks.



The panel of my lady, N1794T.



Panel detail.

Some of the reference material I used –

<http://www.planeandpilotmag.com/article/ads-b-buyers-guide-final-countdown/#.WBzFOGfruTM>

<http://ipadpilotnews.com/2015/10/ads-b-receiver-buy-2/>

<https://www.aopa.org/go-fly/aircraft-and-ownership/ads-b/ads-b-selector>

http://www.appareo.com/wp-content/uploads/2016/08/Appareo-Stratus-ESG-Technical-Specs_a3.pdf

FAA Rebate Website:

<https://www.faa.gov/nextgen/equipadsb/rebate/>

https://www.faa.gov/nextgen/equipadsb/rebate/media/ADS-B_Rebate_Program_Rules.pdf

● CHAPTER 878 RV-4 BUILDER REPORT by Tom Rammel, Chapter Build Project Coordinator

Progress: The RV-4 rudder progress has been slow but steady. All the holes are now drilled and deburred. Some of the holes have been dimpled and I like to do this with the squeezer but many cannot be reached with the throat size of only 1.25 inch. If anyone has a squeezer with a 2.5" or 3" throat please let me know. This would work for most of the dimples in the rudder.

My son-in-law purchased a used paint booth and I have been helping him get it installed. The ducting is 30" diameter and connects to two 24" industrial fan units that have 1.5HP each. It moves a lot of air and is a down draft booth to minimize overspray. The reason I mention this is because it is taking some of my RV-4 building time.

Dave Swanson and Harold Greseth will be working on the wing build. Dave told me that he has been looking over the plans and "thinking" about building the wing. He said he would try to pick up the wing parts from Tim Bond on Monday. Maybe he will already have them by the time you read this.

Now you are up to date with the RV-4 build for December. Have a wonderful Christmas with your family and friends.

Needs: Rivet squeezer with a 2.5" or 3" throat.



- **TREE OF HOPE**
by Elaine Morrow, TOH Co-Coordinator

Attached to this newsletter is the Tree of Hope flyer for 2016. Just a few days before we gather to sort, bag and distribute toys for this year! We will be delivering toys to over 35 hospitals within Minnesota.

Our date is December 3, from 9 am to 1 pm, is at the Maple Lake Municipal – Bill Mavencamp Sr. Field (KMGG). Please come and volunteer to help collect, sort, bag and distribute toys. Refreshments will be served!

We'll be setting up and unloading on Friday afternoon, December 2, from 1 to 5 if you can also help then!

Donations to the Tree of Hope (toys that are new and unwrapped, or cash for purchasing toys or batteries or packaging materials and labels, etc.) are always accepted and very much appreciated. Please see the flyer for information on donations (welcome any time of the year).

If you can help or have any questions, please contact me at the email or phone number shown on the flyer.

Ed. Note: As directed at the last chapter meeting, this note is to communicate to all members that Chapter 878 will not be making a monetary contribution to the Tree of Hope as we have in past years.

It is sincerely hoped that individuals will see the value of this particular toy collection (which is so much different from other collections because the toys are given only to hospitals to be distributed as they see fit to children who are in their care) and make a generous contribution from your heart to this effort. Your contributions may be cash or your valuable time, or both, as your personal situation allows.



- **CHAPTER DUES BECOME DUE IN JANUARY**
by Wayne Flury

Chapter 878 dues for 2017 will become due in January. Please help our treasurer, Dick Burns, by paying with a check made out to EAA Chapter 878. Paying with cash, while acceptable, puts the burden of proper tracking on Dick, since he may have several people throwing money at him all at one time!!

IMC members who recently paid are considered to have paid for 2017. As noted in the Chapter Info on page 16 of this newsletter, our dues structure is: Dues are \$10 per year for members up to 35 years of age, \$25 per year for age 35 and over.

- **NEWSLETTER AND AVBITS EMAIL LIST TO BE REVIEWED AND PURGED**
by Wayne Flury

At the conclusion of our dues payment period (first couple of months of the year) I'll update our Chapter 878 Membership List and distribute it to all who are "current" in their dues.

AvBits: only those who are current in membership dues will be on the "AvBits" email list (AvBits is an email on various subjects that may or may not be included in the regular newsletter, sent out on an irregular basis. If you don't have email, you don't get this either since I do not send it out via USPS).

Newsletter: will be sent via email or mailed via USPS to all dues current members, plus others who receive the newsletter as a courtesy, as an invitation to join the chapter, as a "sharing" with other EAA chapters, etc.

I generally keep the "invitation" names on this list for an extended period of time but, if you do not reciprocate to indicate an interest in joining the chapter, I will be purging you from the list. Please consider joining the chapter, your fellow pilots and your friends to help us to be strong for EAA and all aviation.

- WHAT I DID ON MY SUMMER VACATION (Part Three)**
A visit to the Air Force Museum, Wright-Patterson AFB, Dayton, Ohio
 by Wayne Flury

Joyce and I left home in late September on a travel destination to Charleston, SC where our oldest daughter and family live. On the first day we drove to Bloomington, IL and met up with Announcer's Stand friends and co-workers at the EAA AirVenture Oshkosh (WI) and Sun 'n Fun (Lakeland, FL) air shows. Though we normally see each other only a couple of times per year, it probably takes all of a minute to relax with each other, and that's one of the true measures of a good friendship.

I've always heard great things about the Air Force Museum, (the correct and proper name is the National Museum of the United States Air Force), and I convinced Joyce that Dayton, OH was not far off our planned route to South Carolina and that a museum visit would be a good thing. With a reasonably early departure from Bloomington and minimal rest stops, I figured we could be there by noon or shortly thereafter. I knew it was a very large place (more than can easily be seen in one day) and Joyce agreed to a plan where she would spend the afternoon in the gift shops, cafeteria, movie theaters and easily accessible displays while I ran around to see as much as possible. That, at least, was the plan.

The museum is, quite appropriately, located on the grounds of an Air Force base. It's at Wright-Patterson AFB, so named for 1) Wilbur Wright and 2) Lt. Frank Stuart Patterson who was killed during a test flight

over Wilbur Wright Field on June 19, 1918. Today the base covers over 8000 acres of land, is the largest employer in the state of Ohio at a single location, and is the largest employer among all Air Force bases.

The Google Maps lady who lives in my phone directed me smartly to the



Photos:

Top Left – View of the museum from the road on approach to the parking lot.

Above – Four main display hangars (the fourth opened early this year). Each has approx. 224,000 ft² of floor space! Their arched roof design is reminiscent of WWII era hangars (for local examples, check those at St. Paul Downtown/Holman Field by the frontage road along the Mississippi River).

Above Right – Many great sightlines on the grounds surrounding the museum.

Right – Main entrance. The structure on the left houses the theaters.



appropriate base entrance gate, onto a landscaped access road and to the parking lot by a modern building and shady park/picnic area! We arrived about 1:30 and, since the hours of operation are from 9:00 am to 5:00 pm, we had to hustle if I was going to see much!

Because we were attending on a week day during the school year, attendance was light which was to our benefit for parking and seeing the displays. There is no parking or entrance fee, though there are several places for voluntary cash contributions.

We had barely passed through the entrance gate checkpoint and were still getting oriented when a museum volunteer noted

that Joyce uses a cane and asked if she wanted to use a mobility scooter. These are available on a “first come/first served” basis and are “No Charge!” After a quick scooter checkout we were off to explore. With



Joyce and me in front of the museum’s P-38J in the World War II hangar. This is a favorite of mine, not only because it’s a sweet looking airplane but also because my father worked for a short time as a sheetmetal worker (a “skin fitter”) at the Lockheed plant in California.



F-106, tail number 80787 – the infamous “Cornfield Bomber.” On Feb. 2, 1970, this aircraft, piloted by Captain Gary Foust of the 71 FIS, entered a flat spin from which Capt. Foust could not recover. After ejecting from the aircraft, the resulting change of balance caused the aircraft to stabilize and land “wheels up” in a snow-covered cornfield in Montana, with only minor damage. It was sent back to base by rail, repaired and returned to service!

her newfound hot wheels, I was soon the one who was limping along on tired feet and aching joints while Joyce zipped from area to area, waiting for me to catch up!

At the end of the day we had traveled only a small portion of the exhibits. I thoroughly enjoyed everything I had seen and even Joyce was having a good time. We departed for our hotel and decided that, if we could extend our reservation for one more day, we would come back tomorrow. We could, and we did! See what I meant about our “plan?!”

I have included a few photos in this article, but they’re aircraft of special interest to me. The museum is so overwhelming that I could fill several newsletters with my photos! If you’re interested in seeing more I recommend the museum website, which includes a “virtual tour” of the exhibits, as well as the Wright-Patterson AFB website. See: <http://www.nationalmuseum.af.mil/> and <http://www.wpafb.af.mil/>. For the virtual tour, see: <http://www.nmusafvirtualtour.com/full/tour-std.html>.

If you decide to visit in person, there are many hotels and restaurants in the area. We stayed at the Comfort Suites Wright Patterson (<https://www.choicehotels.com/ohio/dayton/comfort-suites-hotels/oh311?source=gyxt>) which I highly recommend. It’s priced OK, located just outside the base perimeter fence and only a mile to the museum (you can see the museum from the hotel entrance. If the fence wasn’t there it would be an easy walk). The hotel has the usual suggestions for restaurants (they do provide a complimentary breakfast), but none appealed to us. We decided to do some sightseeing of Dayton (this could easily fill another couple of days), and after driving around for a while we headed for a Google Maps recommendation – the Fifth Street Brewpub – which Joyce and I both highly enjoyed!



The Lockheed C-130 Hercules (this one is an “E” model) was my first USAF assignment aircraft as a Maintenance Officer. I got to know them very well while stationed at Ton Son Nhut AFB, Vietnam.

To give you a sense of the size of the hangar, the top of the tail of a C-130 is at 38’-6”.



I wish the C-130 had been included in the SE Asia War Gallery since these aircraft could, and did, haul almost everything into and around Vietnam.

This particular aircraft is displayed in the “Global Reach” gallery in the new “Fourth Hangar.”



In the presence of some fast company in the Research and Development Gallery! Foreground – the North American X-15 (the red/white thing is an external fuel tank); above and to the right – the nose of the North American XB-70A Valkyrie; and low to the left – the Lockheed YF-12A (predecessor to the SR-71). Note the American Helicopter XH-26 “Jet Jeep” just off the nose of the Valkyrie! R&D isn’t just for superfast stuff!



The “business end” of the Valkyrie. Designed in the late 50s, first flight of this Mach 3+ aircraft was in 1964, but was retired by 1969.

The museum is also home to the National Aviation Hall of Fame, <http://www.nationalaviation.org/>, located within the facility.

Of course, Dayton also had a couple of famous brothers and other aviation notables! Check out the following sites for much, much more:

[Dayton Aviation Heritage National Historical Sites](#)
[The Wright B Flyer](#)
[WACO Museum & Air Field](#)
[Armstrong Air & Space Museum](#)
[Wright State University Wright Archives](#)
[Aviation Trail, Inc., Visitor Center & Museum](#)
[Grimes Flying Lab Foundation](#)



Valkyrie and others in the background. The round structure in foreground is a STEM classroom for visiting students.

● EAA CHAPTER 878 and MAPLE LAKE FLYER INFO

The *Maple Lake Flyer* is published monthly by Chapter 878 of the Experimental Aircraft Association (EAA) for the use, education and enjoyment of Chapter members and others to whom it is provided. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 878 nor the EAA.

Submissions for publication are encouraged and should be sent to the attention of: Newsletter Editor (see address below).

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

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Chapter meetings are normally held at 7:30 p.m. on the second Tuesday of each month (except for the winter months of January – April when we meet at 9:00 a.m. on the second Saturday morning). Meeting location and time may vary each month, depending upon the meeting program. Our December meeting is a family social event held at a local event center, with date, time and place to be determined annually.

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

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EAA Chapter Advocates:	All Members		
EAA Chapter 878 Website	Dan Hanson	612-508-0357	dhanso312@gmail.com www.878.eaachapter.org/

● THE FUNNIES by Wayne Flury

"The Funnies" is taking a break to wish you all the very best of the season, and a very Merry Christmas!



12/2016



www.holidaytreeofhope.org

Like us on Facebook: <https://www.facebook.com/TreeofHopeMn>
Read about us in the *Minnesota Flyer* magazine – Oct and Nov Issues.

Tree of Hope Date	Saturday – December 3, 2016
Time	9:00 AM to 1:00 PM
Snow Date	Sunday
Collection Site	Maple Lake Municipal Airport, Minnesota (7 miles west of Buffalo, MN)

WHAT IS THE TREE OF HOPE? Since 1990, the Tree of Hope has collected toys which are distributed to over 35 Minnesota hospitals by the aviation community, including EAA chapters, Flying Clubs, Minnesota 99s, Zuhrah Shrine Flyers, WAI, and MN Pilots Association, and the general public. It started when we found other toy collections did NOT give to hospitals at holiday time, and often the families could not afford presents with the financial costs of seriously ill children. All expenses are covered by the coordinators and volunteers, so 100% of the donations go to gifts for hospitalized children.

HOW CAN YOU HELP?

- Collect unwrapped new toys
- Donate money to purchase gifts- 100% of donations go to toys for the children
- Volunteer to help collect, package, and deliver the toys!

Monetary donations can be made by check, made out to **Tree of Hope** and mailed to volunteer Elaine Morrow (address below). Donations can also be made by credit card on the Tree of Hope web site via the *Donate* button.

WHAT DO WE NEED? Gifts for children—infants to 18 years of age. Something to help keep them busy while in the hospital—a toy, game, craft items, etc., and gift cards are appreciated for teens. Anything that will bring a smile to a young person's face is welcome.

WHEN AND WHERE? Bring your gifts to the Maple Lake, Minnesota, Airport on the first Saturday of December to see volunteers in action – or volunteer yourself – labeling and packaging the gifts for over 35 hospitals. Refreshments provided!

If there is no collection box near you, gift donations can be dropped at the Maple Lake Airport, or call one of the contacts below to make arrangements for pickup. **Donations are accepted all year long!**

Tree of Hope Contacts

Elaine Morrow (Minnesota Chapter 99s) E-mail: pilotelaine@aol.com H: 763-777-9276 Cell: 952-913-2356 1172 Willowbrook Circle, Delano, MN 55328	Howie & Deb Klier (Zuhrah Shrine Flyers) E-mail: n6870j@aol.com H: 952-898-5735 Cell: 612-802-8441
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“Loren Schiebe Christmas Party”

Date: Friday, December 9th

Start Time: 5:00 PM to???

Begin Eating: 6:00 PM

**Place: Andy and Sue Brallier's Hangar,
Buffalo Airport**

For many years Loren and his family invited the aviation community into his hangar for a celebration of the holidays. Though Loren is no longer with us, the **“Friends of Buffalo Airport” (FOBA)** invite you to help continue in the spirit of his hospitality by joining together with good friends, good food, and good drink. All pilots, spouses, and friends are welcome.

FOBA will provide: **Roast Beef, Pulled Pork, Buns, Soft Drinks, Coffee, Plates, Cups, and Utensils.** There will be a donation box for the fixed costs at the party.

Please bring something to add to the food table: a “potluck” dish to share, chips and dip, Hors d’oeuvre or a dessert and any other beverages for your own use.

See you on the 9th!

“Friends of Buffalo Airport”