



The Maple Lake Flyer

A newsletter of EAA Chapter 878, Experimental Aircraft Association

EAA Chapter 878: a part of the aviation communities of Maple Lake, Buffalo, and surrounding areas of Minnesota.

34 Years.....1986 – 2020

June, 2020

- **EAA CHAPTER 878 EVENT INFO**

Date:

Location:

Meeting Time:

Our June meeting will again be held via

ZOOM!! – Tuesday, June 9, 7:00
(in the comfort of your home)

If you already know what Zoom is and have it installed on your desktop, laptop, or mobile device...GREAT! You're all set and just need to enter the meeting ID code: **868 9923 3518**

If not, see more info contained in this newsletter on Page 2.



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

It's wonderful how Americans continue to make history in the aviation world. Last Saturday, the first manned space travel from US soil since 2011 took to orbit from Cape Canaveral in a Space X Falcon 9 rocket. A private company spear-headed the latest effort to put Americans in space.

Astronauts Douglas Hurley and Robert Behnken successfully docked with the International Space Station a short time later. According to the Trump Administration, this is the first step in placing a permanent presence on the moon and eventually allowing travel to Mars.

Making memories like this have been associated with aviation for over 100 years. As an EAA chapter, we trust that you're making your own memories by flying and taking part in our aviation activities.

May your skies be bright and breezes light!

Greg



Remember to regularly check our chapter's website:

<https://chapters.eaa.org/ea878>



- **HELP SUPPORT EAA CHAPTER 878 AS YOU SHOP**
If you're an Amazon shopper, consider using AmazonSmile

The AmazonSmile Foundation will donate 0.5% of the purchase price of eligible products to the charitable organization of your choice – please designate EAA Chapter 878!

- **CHAPTER 878 AVIATION EVENTS – 2020**

June	9	EAA Chapter 878 meeting. 7 pm Zoom meeting
	23	IMC / EAA878 meeting, location and format to be advised
July	14	EAA Chapter 878 meeting, tentatively scheduled to be held at Maple Lake airport, with burgers or brats on the grill!
	28	IMC / EAA878 meeting, location and format to be advised

Note: this list generally will not include the many pancake breakfasts and other fly-ins or local aviation events because they are well publicized on other sites dedicated to that purpose. For other event information, see our EAA Chapter 878 website www.878.eaachapter.org/, and websites such as <https://www.eaa.org/eea>, <https://www.aopa.org/community/events>, www.socialflight.com, and <http://www.flyins.com>. Also see various Calendars of Events in magazines, and airport bulletin boards.

- **ZOOM TO OUR MEETING**

So we may continue to hold chapter meetings even if we can't currently gather together in person, our June 9 meeting will be via the "Zoom" teleconference app.

Our May meeting went well. Please join us again. If you weren't able to be a part of that meeting, please try to join our June meeting.

If you haven't used Zoom, or haven't downloaded the Zoom app, please do that and become familiar with it. It's a simple download, easy to use, and is FREE. It can be installed on your desktop, laptop or mobile device. Download at: <https://zoom.us/download>.

On June 9, open Zoom on your device, click on "Join A Meeting" and enter "ID code": 868 9923 3518 to be allowed in. Note: you can begin joining about 10 minutes before the scheduled meeting time.

Elaine Morrow had previously provided the following link with tips about "looking good" on Zoom meetings: <https://apple.news/AzQzias2cQSC0uKFp235BSA>.

NOTE: During presentations (such as done by Chris Glaeser), please mute your microphone so that unintended distractions (dogs barking, phone ringing, babies crying, coughing spells, etc.) are not transmitted.

- **IMC CLUB**

by Dave Wendt, Coordinator – IMC/EAA 878

IMC/EAA 878 Club meetings: Fourth Tuesday of each month at 6:30 PM
This month – June 23



Special Meeting Location Information Until Social Gatherings Are Allowed
– meetings will be a "virtual" event, utilizing the "Zoom" meeting app.

Download this app if you do not yet have it. Expect more info later
regarding a meeting sign-in code.

ATTENTION: All interested pilots (IFR & VFR), are you interested in joining IMC/EAA 878 Club? Cost is \$25.00 (EAA Chapter 878 dues) per year. All meetings are free and open to all IFR and VFR pilots. Our Mission and Purpose is to become BOTH current and proficient pilots!

For more information about IMC club and program content each month, please contact Dave at DaveWendtInsurance@gmail.com, or 612-272-4600.

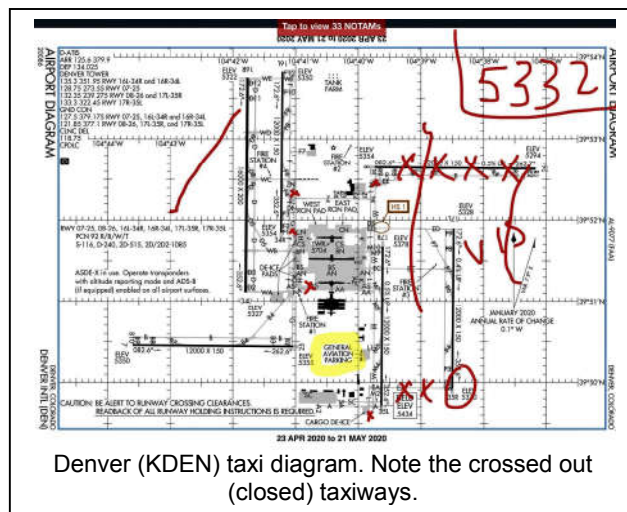
- ADVENTURES IN BRAVO AIRSPACE**
A Dog Saved and a \$100 Bowl of Green Chile
by Laura Herrmann

The recent changes in travel brought about by the COVID-19 pandemic had put a damper on my planned aviation adventures. My trip to Hawaii in my attempt to land a GA airplane in all 50 states cancelled. A friend and I were going to fly to the AOPA event in Wyoming and stop in Idaho on the way back so I could complete my 50th state, and that was cancelled. Disappointing, to say the least!

However, an opportunity to fly a rescue dog to her forever home in Greeley, CO (KGXY) became a fun way to take to the air under COVID guidelines. A trusted copilot and I accepted the mission, and we began flight planning. As I was thinking about the trip, I had a crazy idea. Why not land at KDEN on the way home? My friend was agreeable, so I contemplated how to safely accomplish my first landing at a Bravo airport.

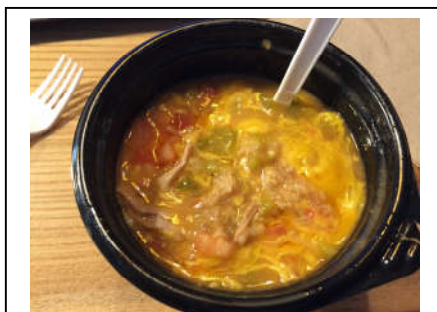
The first thing I did was pull up the KDEN taxi diagram. Wow, what a spiderweb! I then started listening to Denver Approach and Tower on liveATC.net while following along on my taxi diagram. I progressed to drawing the clearances on the diagram, and then looking at previous routes in ForeFlight.

To further enhance my situational awareness, I called Denver Approach and Denver Tower for information. Denver Approach was very helpful, and said that we should file IFR and expect radar vectors on approach. I was also told that I would not be given a SID in my departure clearance. However, I have always been given a SID on my many previous trips to Class D airports around Denver, so still briefed on the PLAINS1.AKO transition that I had always received. I also learned that a full stop landing and trip to Signature would be required to collect the mandatory landing fee.



My final task in preparation for the flight was to practice the flight on my Avidyne IFD 440 GPS. I've had the GPS for just over a year, and really like it. However, I had not had much practice with SIDs and STARs, so brought the box home for some practice on my powered docking station. After multiple rehearsals, I felt good to go.

Our trip out was uneventful, but very windy. I had the leg into Valentine, NE (KVTN) where we would stop for some \$3.99/gallon fuel. The winds were a 20 degree crosswind at 19G35! I knew I was up for a challenge as the winds were really gusty. My mind was set and I was prepared for the landing, but our groundspeed had dropped to 58 knots! I didn't think we would ever get to the runway! I just wanted to land and get it over with. Luckily I had a great landing – we could use the airplane again!



A "\$100" bowl of green chile!

My friend flew the leg into Greeley, and we were warmly welcomed. They loaned us a courtesy car for the night and we settled into our hotel rooms. Lady, who was a fantastic passenger, met her new people and they drove happily away. It's always such a good feeling to deliver a rescued dog to their new family! Dinner was fantastic Mexican food with the best hot green chile I've had since my last Denver visit five years ago. After dinner I checked weather and NOTAMs. I spent quite a bit of time crossing out each closed taxiway, and there were many! I wondered why, and was soon to find out!

(All photos by Laura Herrmann)

The morning greeted us with a beautiful VFR day, and we were excited as we set out. We were given vectors east of the airport, then south around Colorado Air and Space Port (formerly Front Range Airport) for Pilatus traffic, then to 35R at KDEN. We were offered 35L which we accepted as it would be a much simpler taxi to Signature. It helped my situational awareness that I was familiar with the Denver area and could recognize landmarks on this beautiful VFR day.

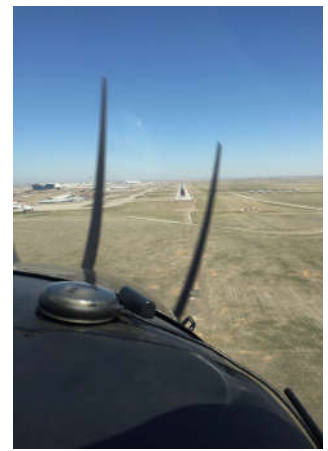
It was an amazing experience on approach as the runway seemed so huge! At 12000'x150' it was definitely the largest I have landed on. The taxi was uneventful, other than all the taxiways also seemed huge. Lots of concrete at KDEN!

We were treated like royalty at Signature, complete with a black carpet welcome. As we exited the plane, a Southwest jet landed on the runway we just exited. I assume the pilot silently thanked me for warming up the runway for him/her! The Signature staff was very welcoming. I couldn't wipe the grin off of my face, and I think they all got a kick out of us. We paid the mandatory \$40 landing fee, and had our Signature fee waived by spending \$49 on seven gallons of fuel.

We weren't expecting lunch due to COVID, but were told the restaurant was open for takeout. The desk manager informed us that the food was excellent, and that the chef used to work at a famous golf course. I immediately asked if it was Castle Pines, the ritziest course in Denver, and was told "No, Mar-a-Lago." I had to think twice and then remembered who golfs there. The food was excellent – I had an awesome Poblano Chile Burger, and my friend said her chicken fingers were the best she has ever had. We ate in the pilot lounge with a beautiful view of the Rockies in the distance.

After two hours of enjoying the ambience it was time to depart for a fuel stop in Valentine, NE and then home. My friend was PIC for this leg and did her first high altitude run-up. As right seat "radio girl" I called for our clearance and was given the dreaded PLAINS1.AKO transition. I began to program the GPS, and no matter what I did could not get the SID to load. The prop was spinning and Departure was expecting us to taxi out, so I highlighted the first fix in the SID and then "direct, enter, enter." So much for all my practice, but my backup plan did work. I knew we would be broken off the SID well before the transition, so would manually activate each leg until then.

As we rolled out, I realized why all the taxiways were closed. There was some construction near the main terminal, but many of them along with one



Photos, top to bottom:

- Approach to 35R at Denver
- Denver terminal
- Denver terminal
- Denver taxiway
- Virga

runway were filled with parked planes! There was also a plane parked at each gate, and few of them looked like they were going anywhere. The rollout at altitude is always interesting with the higher true airspeed, making it seem like you are never going to rotate! As we left the Denver area, we were greeted with a pretty view of Virga across the plains. Another fuel stop at Valentine again, and then back home.

Our trip ended uneventfully after a long day of flying, and we both agreed it was a fantastic trip: a dog rescued, a Bravo airspace adventure, and some great green chile – doesn't get better than that! Watch out, MSP, here I come!

- **BITS AND PIECES**
by Wayne Flury

- ✓ Chapter member Colt Kinney advised that he has passed the Private Pilot written exam, and he's now looking forward to flight training. Congratulations Colt!
 - ✓ Earlier this year Kyle Weatherly was wearing an "EAA Lifetime Member" jacket. He told me he had made this commitment to EAA because he believed so strongly in what EAA is and does.
 - ✓ Kyle's commitment made me think about EAA and what it means to me. I had considered a Lifetime Membership previously, but never took action, plus I don't think EAA really promotes the option very well. Anyway, I decided to take the money I would normally have spent on my AirVenture Oshkosh trip and put it toward finally becoming an EAA "Lifetime Member." So, now I don't have to pay yearly dues any longer! No, at my age the cost doesn't justify it, but it's another way of standing strong with EAA.
 - ✓ Do we have any other Lifetime Members in EAA Chapter 878? What's your story?
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- **WANTED – PHOTOS OF YOU AND YOUR AIRPLANE**
by Elaine Morrow, Chapter Webmaster

Please send me a photo of your airplane (and you) which I will include in our Chapter 878 website. This includes aircraft projects too! Send to: pilotelaine@aol.com or call me at 952-913-2356 with any questions.

- **CHAPTER 878 HANGAR UPDATE**
by Wayne Flury

A group of chapter members, consisting of Greg Thomes, Elaine Morrow, Craig Fordahl, Henry Williams, John Schnettler, Pete Radintz, Harold Greseth, and Wayne Flury have been meeting to review the current condition of our existing hangar at Maple Lake, and the needs and goals of the chapter for hangar space.

On May 28 several of the group met at the Maple Lake airport in the chapter hangar, C-5. We reviewed our goals for the hangar and agreed to present a request to an upcoming Airport Advisory Committee for a plan to take down the existing structure and rebuild it to current building codes, as well as extend the building 20 feet to the rear. If approved, the proposal will go to the Maple Lake City Council for approval. Henry Williams is preparing an architectural drawing in support of the proposal.

We also loaded up most of our existing inventory of tables (old wooden tables in very poor condition) for disposal.

On June 3 the proposal was presented at the meeting of the Maple Lake Airport Advisory Committee. After discussion it was approved and it will next be presented to the Maple Lake City Council for approval or possible amendments.

- **EAA CHAPTER 878 SCHOLARSHIPS AWARDED**

by Kyle Weatherly, Scholarship Committee Coordinator

A total of four applications were received for the EAA Chapter 878 Scholarship program from students graduating from Wright County schools. These scholarships are \$1000 each. All applications were reviewed and the following students were selected:

- Leah Pinoniemi - Delano
- Jocelyn Prince - Buffalo
- Ryan Park - Buffalo

Tentative plans are to have them meet with the chapter at our July meeting at Maple Lake where we hope to celebrate with a light dinner (burgers or brats on the grill) and present the students their award.

Look for more info to follow.

- **THINKING ABOUT OSHKOSH, AND A “LOOK BACK”**

What's A Favorite Memory of Yours? Share With The Chapter (Oshkosh, Maple Lake, Buffalo events, or others)
by Wayne Flury

The reality of not going to Oshkosh this year for AirVenture Oshkosh 2020 is starting to sink in more and more. I keep thinking about how I would already now be planning and preparing, things I would be looking forward to doing, people I would be anxious to see again, etc., etc., etc.



Oshkosh Announcers Stand, 1993

Do you have a favorite photo or two from an Oshkosh trip (or from Maple Lake or Buffalo, or other) you would like to share? Send them to me and together we'll keep the "EAA Oshkosh Spirit" alive until we can all go there again for real!!

As a defense mechanism, I decided to look at photos from my past years of EAA attendance. Digging in my files, I found this photo from 1993 (the first year I volunteered at the air show Announcers Stand). A younger version of me is kneeling on the left.

This photo was taken by an EAA photographer and printed in the following year's (1994) "program." Some of our group evidently weren't on hand when the photographer was, because some fondly remembered folks aren't in the photo. And sadly, too many of those in the photo are no longer alive. Of those shown, only me and the fellow also kneeling to my left, Danny Clisham, are still active volunteers.

I happened to be "in the right place, at the right time" to become a part of this group. Interestingly, the fellow who trained me for my position, Marshall Bush (shown in the center of the back row) was from McGregor, MN. This year would have been my 28th consecutive year on the Announcers Stand, and now as a "Co-Chairperson" since 1999.

Through the years I've been fortunate to work with a lot of air show performers (announcers are considered performers, as well as the pilots!) and aviation personalities, and I've gained a family of friends that extends across North America. They have shared so much with me, and taught me much about life as well as aviation.

As I reviewed my photo albums, I noted that I have a bunch of airplane pictures but the photos that mean the most to me are those of people! I think there is a future story hiding in that statement, a story with which I'm sure my air show family would heartily agree. Paul Poberezny, the founder of EAA, was famous for his saying "The airplanes bring you to Oshkosh, but the people keep bringing you back." So very true!

- **CLASSIFIED ADS**

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Note: the "Classified Ads" section of this newsletter is a place to list your notices for Help Wanted, For Sale, For Trade, etc., etc. Items listed should be generally aviation related. Listings are no charge to chapter members. Non-members may take advantage of this service by contacting the Newsletter Editor for costs and conditions.

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FOR SALE...Zenith HD601

Larry Bishop, a former Chapter 878 member, has an aircraft for sale:

Zenith HD601, 400 Hours since built in 2000; Rotax 912, 80 HP; 110 IAS; (2) 15 gallon tanks; Fuel burn: 4 gallons/hour

Located at Maple Lake, MN airport (MGG); \$25,000. Contact Larry at 763-682-3877



● EAA CHAPTER 878 and MAPLE LAKE FLYER INFO

EAA Chapter 878
PO Box 169
Maple Lake, MN 55358-0169

<https://chapters.eaa.org/ea878>
a 501(c)(3) non-profit organization

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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 on the second Tuesday of each month (except for the winter months of January – April when we meet on the second Saturday morning). Meeting location and time may vary each month, depending upon the meeting program or other chapter activities. Our December meeting is a family social event held at a local event center, with date, time and place to be determined annually.

Chapter membership is open to all persons interested in aviation. To become a member, simply contact any one of the current officers and request a membership application, or click on the "Membership" link on our website. Annual dues are \$10 for members up to 35 years of age, \$25 for age 35 and over, and \$35 for a family membership.

Current Officers:

President:	Greg Thomes	763-443-7039	greg@thomesinsurance.com
Vice-President:	Peter Radintz	320-963-1980	peradintz@hotmail.com
Secretary:	Wayne Flury	763-670-6021	wflury@outlook.com
Treasurer:	Henry Williams	612-363-1803	hawms1@q.com

Chapter Leaders and Coordinators:

Beverage Coordinator:	OPEN		
Chapter Assets Monitor:	OPEN		
Chapter Librarian:	Harold Greseth	763-682-5486	hjpgreseth@gmail.com
Chapter Manager of Non-Profit Programs:	David Wendt	612/272-4600	DaveWendtInsurance@gmail.com
Chapter 878 Roster Monitor:	Wayne Flury	763-670-6021	wflury@outlook.com
Chapter 878 Website:	Elaine Morrow	952-913-2356	pilotelaine@aol.com
Culinary Coordinator:	Volunteers		
Eagle Flights Leader:	Kyle Weatherly	612-759-5227	k.weatherly@live.com
Facebook Leader:	OPEN		
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Fly-In Committer Chairpersons			
Winter Chili Feed	Laura Herrmann	952-210-8600	ljherrmann@yahoo.com
Buffalo Fly-In	OPEN		
Maple Lake Fly-In	OPEN		
Fly-Out Coordinator:	Dick Borrell	612-799-3337	dbborrell@yahoo.com
IMC/EAA 878 Club Coordinator:	David Wendt	612/272-4600	DaveWendtInsurance@gmail.com
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	Boyd Emmel	612-414-6743	bjemmel3@gmail.com

EAA Chapter 878 Advocates: All Members

Add your name to the list above – how can you help and support your chapter?

- **THE FUNNIES**
by Wayne Flury



A look into the future of airline travel?

6/2020