

The Maple Lake Flyer

February 2024



I Followed My Heart
&
It Led Me to the Airport



EAA Chapter 878

Advancing Joy Through Flying Since 1986
Maple Lake, MN



EAA Chapter 878 Newsletter

Celebrating 39 Years

Proud Supporter of Maple Lake, Buffalo & Nearby Area Aviation Communities



Next EAA Chapter 878 Meeting

Date:	February 10, 2024
Location:	Arrival/Departure building at Buffalo-KCFE
Meeting Time:	9:00 AM



Have you paid
your dues yet?

(click image)

Help EAA Chapter 878 by paying your dues,
payment by either check or credit card is easy!



Presidents Airspace

by Kyle Weatherly

Wow what an interesting and fast start to the year. As many of you know I missed the first general meeting for 2024. Although my job has changed with APT, I am still called upon at times to take a trip. While out in Idaho I found the bug that everyone has been talking about since 2020. Yep, my first issue of Covid. So, boom 2 weeks vaporized in January 2024.

The weather, timing, work, covid all have prevented me from flying yet this year. I am hopeful for tomorrow (Sunday).

As to the club itself, we have plenty of plans in the works for further expanding our offering to the community. A couple of recent requests of interest are.

- Civil Air Patrol – (CAP) There is a chapter in Delano that is looking for more aviation opportunities for their cadets. Among these are potentially helping with our fund-raising events and utilizing our education center. I would like to put out a request for donations of any old instrumentation, plane parts etc. that could be used for educating youth on the operation of these devices. [Read more >](#) 2 min read



Secretary's Airspace

by Kris Schneider

Meeting most of my medical deductible the 3rd day of the year has given me plenty of time to rest and heal the shoulder that is in a sling and attached to my dominant hand. I give the whole experience about a 2 out of 10. Do not recommend.

On the bright side of it though, it gives a person time to check out the video library of the EAA site. There is so much informational content that everyone can learn a thing or two. Also, the last full week of January is/was the 4th annual Homebuilders Week on the EAA site where there are live webinars most of the day covering all facets of the homebuilt world. Think AirVenture seminars, but online. The link to watch archived videos is: <https://www.eaa.org/eaaircraft-building/homebuilders-week>

I hope everyone stays safe and see you at the February meeting!



Treasurer Airspace

by Henry Williams



Payment Sites

[Membership Dues](#)

[Hangar Fund](#)



STEM Airspace

by Dick Borrell



Our 2nd Chapter build will be an RV-4. What is an RV-4? Here's a photo of one that I took at Bryd's Backcountry Adventure Center in Ozark Arkansas last fall. This one was flown in from Texas by the Director of Flight Operations at NASA! What a beautiful paint scheme.

The event that I attended is called ArkanSTOL. STOL means Short Takeoff Or Landing. ArkanSTOL's motto is "How fast can you fly slow."

ArkanSTOL is a timed flight competition where you'd take off from the main grass airstrip, fly less than a mile to another short (900 foot) grass airstrip, land turn around and takeoff, then fly back over the main airstrip to a another grass airstrip, land turn around and takeoff and come back to the main airstrip, landing over a 25' tall obstacle and stop as quickly as safely possible! How long do you think that would take? Try in under 4 minutes! This is a very fun event to watch. It's important to note that before you can fly the course during competition you must "qualify" on the course at least twice. These are very high quality and well-trained pilots! [Read more >](#) 2-1/2 min read



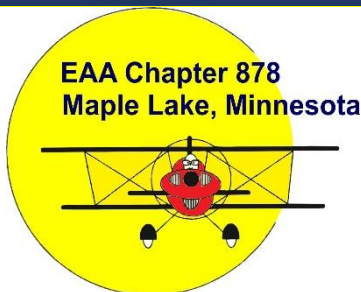
Eagle & Young Eagle Airspace

by Kyle Weatherly

We are looking forward to another year flying Young Eagles. We will split the location between Buffalo and Maple Lake this year. Location will be determined the month before the event. Our first Maple Lake event in years took place last September and it was a big hit.

As mentioned in previous notices Greg and Betty will be getting more involved this year and assisting Amy and I in the coordination and running of the events.

First one is in April!



EAA 878 Scholarship Airspace

by Kyle Weatherly

The EAA 878 Scholarship Update:

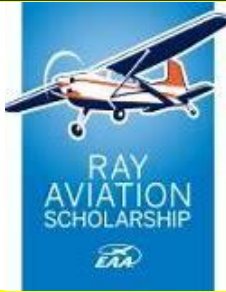
The committee members are: Greg Thomas, Wayne Flury, Laura Hermann, Lloyd Melvie, Boyd Emmel, Jon Niska, and Kyle Weatherly.

The 2024 EAA 878 scholarship has been posted and the application can be accessed via our website.

I was able to update the scholarship and post it on our website in mid-December.

Everyone, please consider stepping up to help out with this program. It is an important program and is one of the criteria for a healthy chapter. This doesn't take that much time and takes some knowledge of computers Google Forms and monitoring the website for applications. I am still around to mentor the person that takes this over hoping you will consider helping out the Youth of Wright County to enter aviation as a career.

Call me and we can have a discussion. 612 759 5227



Ray Scholarship Airspace

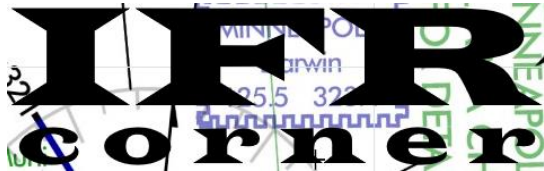
by Kyle Weatherly

Every chapter has to apply for the Ray Scholarship on an annual basis. The application is due by end of January each year. Our application was submitted in late December and will be evaluated against all other applications in February. Our chapter should know by end of March if we can select a candidate.

There are candidates in the area that I know will be looking to apply so hopefully we find the right candidate to receive this wonderful opportunity.

I would really like to see someone step up to take over this important program. Where else can you make a life changing difference for a young person.

I am still around to guide and mentor the person that takes over this program. Please give it consideration it takes up some time, but I have been able to do it while managing many other EAA 878 programs as well as a work calendar that I am certain none of you would want. Call me and we can discuss without any obligation. 612 759 5227



IFR Tips

by Boldmethod

7 Things To Remember During A Last Minute Runway Change



(click image)



Pilot Tips

by Boldmethod

High On Final? Here's How To Use A Forward Slip To Correct



(click image)

Memories

This Month In History



(click image)



EAA Chapter 878 Aviation Education Fund



(click image)

A home for our EAA Chapter 878 Aviation Education Center would help us consolidate meetings, conduct training sessions & finish building an RV-4 airplane.

Please join us in this fundraiser to rebuild an old hangar

Sharing with others would also be helpful.



KFCM Saturday Morning & Pro-Tips Webinars

(Wings Credit Given)

Saturday Morning Webinars (0900-1000 CT)

- February 3: TBD, Carl Anderson presenting
- February 10: Reconstruction of an L-3
- February 17: Ballooning
- February 24: Swift Fuels

Schedule of topics: [FAASafety.gov](https://www.faa.gov/safety)

Questions? [Laura Herrmann](#)

New to Wings? [Wings account setup](#)



Notable Mention

by Chapter Leaders & Coordinators

Wanted – Photos of You and Your Airplane

by Elaine Morrow, Chapter Webmaster

Help me make our website a place of chapter recognition and interest. Please send me a photo of your airplane (and you) which I will include on our Chapter 878 website. This includes aircraft projects too!

Send to: pilotelaine@aol.com or call 952-913-2356 with any questions.

Requesting Chapter Member Aircraft and Project Info

By Chris Glaeser

Chris Glaeser (as our chapter Flight Advisor) is still looking to get information from all chapter members. about aircraft owned, or projects working on, His focus is to have a list so that if he gets a call from someone asking if he knows anything about RV aircraft or float planes, etc., he has a source of reference.

If you haven't yet responded to Chris, please contact him with your info (a photo may also be nice) with complete data on your airplane, including engine and prop. His contact info is: 952-239-4081, or

chris.glaeser@gmail.com.

WINGS - Pilot Proficiency Program

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots. [Read more >](#)

EAA Proficiency365

Improve your flying, proficiency, and safety with EAA® Proficiency365™ the online hub of EAA resources, programs, and exclusive member benefits that can help you stay active in year-round activity to advance your flying proficiency, improve your safety, and help you contribute to your aviation community. [Read more >](#)

Ski Plane Checkout

Flying is about learning new things, sometimes on every flight. Aviation writer Wayne Flury here relates his introduction to a new way of Minnesota winter flying – on skis. When Wayne isn't flying the Citabria, he's building a Sonex from plans. While most aircraft used with skis have a tail wheel and you will need to be tail wheel qualified, a unique endorsement is not required for operation of an airplane on skis. However, it's always prudent to get some training, either from an instructor or an experienced pilot. Now, let's go skiing!



By Wayne Flury

Harold Greseth is a very good friend who trustingly lets me fly his nice 1975 Citabria 7GCBC (150 HP, fixed pitch prop, flaps) that he keeps at his farm near Buffalo, a few miles from my home. His short grass strip is perfect for the Citabria but it's a sweaty palm generator until one's proficiency in short field take-offs and landings (mostly the landing part) has matured. The east end features a power line so that landings from that direction – which seems to be every time I fly – are over an obstacle.

On New Year's Eve day, 2003, Harold called and suggested that we go ski plane flying. When I arrived the Citabria was pre-heated, pre-flighted and positioned outside his hangar. We taxied on a path leading onto the lake that adjoins his property and took off with Harold in front demonstrating the techniques. With little snow cover locally we opted for Winsted and their grass runway which had captured just enough snow to make it slippery. Under these conditions it wasn't much different than wheel plane flying, except no brakes!

With a few landings successfully completed, and me now in front, we headed home. On this day there were people ice fishing, a couple of snowmobiles, and even a cross-country skier on the lake. I made a low pass in the direction of landing and set up for an approach. The winds, which had been mild at take-off, had picked up significantly now. Flying from a lake (either on skis or floats) is similar to the way early pilots flew from large grass fields – just aim into the wind and go – so you usually don't have to worry about crosswinds. This landing also went well and I didn't scare any of the on-lookers.

As I taxied back to the farm the Citabria wanted to weather-vane into the wind and I needed to hold full right rudder to keep it headed in the preferred direction. The lake surface was a big blotchy patchwork of snow/ice/snow/ice/snow/ice. Each time a ski came off the snow you could feel the plane skitter sideways from the wind as we lost snow cover and tracking.

I commented that it was a good thing we had at least a partial snow cover for the skis to grip when I made the mistake of coming completely off snow and onto ice. Immediately the nose

started to swing left and no amount of right rudder would straighten it out. For a moment I sat there helpless, watching the world swing sideways past the windshield. Though I knew there were no brakes, my natural reaction was to stomp hard (real hard) on the right brake. That didn't help. So now I'm in the equivalent of a ground loop, the shoreline is getting closer, and a dead tree is just waiting to do a Charlie Brown kite eating/airplane fabric tearing thing.

I don't remember if Harold said anything but I finally woke up and punched full left rudder. This caused the tail to snap around and, by adding power, I pulled us away from the shore and back onto the snow pack. Those winter nights of my youth driving around in my old car, sliding corners, had finally turned productive!

A couple of weeks later I was trying to turn aluminum into Sonex parts when I heard an airplane fly over my house. Harold and his floatplane partner had flown the Citabria "up north" to check on their cabins and were saying hello as they returned. I jumped in my truck and got to Harold's place just as they reached the hangar.

We re-fueled and turned the plane around (those long, flat things under the airplane where the wheels normally are don't make for easy ground handling when your feet keep slipping out from under you). Harold took the front seat and, since we now had about 8" – 10" of snow, taxied straight away from the hangar, down the shoreline and onto the lake.

A modest amount of power kept us moving, with the pre-takeoff check done as we moved. A gentle turn brought us into the minimal wind, and full power had us tail up and on the skis in no time. A couple of light bounces as we crossed snowdrifts and the remains of snowmobile tracks were the only disturbances before we were flying. Harold turned east to an adjacent lake, set up for an approach and demonstrated a nice landing into snow that was relatively hard packed from being wind blown.

We changed places and I made my first takeoff with snow deep enough to say that I was actually flying a ski plane. On climb out we noticed a fishing contest being held in one of the

See Checkout, page 12

Checkout

Continued from page 11

to check snow conditions and to look for the tree stumps and branches that adorn this lake. All looked clear, so I came back around in a low pattern and set up for a landing with full flaps.

Landing on a lake of this size is like having a 10,000 foot paved runway, so there were no worries about the opposite shore suddenly appearing in the windshield. But when descending upon such a wide, white expanse, your peripheral vision starts to lose a reference point. I held a small amount of power to maintain a constant rate of descent, like a glassy water landing for floatplanes. This Citabria doesn't have a rate of climb indicator, so the rate of descent was judged by the seat of my pants. An experienced pilot would probably choose to touch down where a shoreline was more visible to assist in height judgment.

As usual when I have Harold in the back seat, my landing was uneventful and smooth, so I guess I can say that I've got a sensitive butt! A little power kept the Citabria skiing, I reduced flaps, took off and came around to repeat the exercise. After another landing I made a long taxiing turn to go back to the "end of the runway," just to get the feel of relatively high-speed snow taxiing.

We returned home and, with no wind, it was an easy set up for landing and a smooth touchdown. This lake is protected on all sides by hills and trees, so the snow was deep and soft. Touching down on this stuff was like jumping onto your grandmother's feather bed! The airplane settled down so smoothly that

bays, so we moved over to Pelican Lake (that huge shallow lake just south of Monticello). I made a low pass

it just made a person feel all giddy inside! We needed a little more power to keep the skis doing their thing and the turn back toward the farm took more effort, but nothing uncomfortable. A small burst of power brought us up onto the bank and we slid to a stop in front of the hangar.

In addition to the normal thrill I get from flying and seeing the beauty of our country, winter flying offers its own unique view – a landscape of extreme contrasts of color and texture. That which is hidden in the summer becomes visible, and the boundaries of what is visible in the summer become blurred as the snow softens the outlines of physical features. It's all just so doggone poetic! A plane on skis allows winter access to much more of the country. The only downside is figuring out an easier way to move the airplane back into the hangar!

As with any winter flying, ski plane flying requires a proper preflight and another good look before subsequent flights to be sure everything is clear of frost, snow and ice. Take advantage of the many good books and articles about ski operations. Be properly clothed and prepared for emergencies that could have you stranded in harsh conditions. Have a cell phone available, even if your flying may be done in areas the phone companies deem unworthy of coverage. Remember that operations "off-airport" are done at your risk for choosing a suitable site – your insurance company may have some input. And be courteous of others who are using the lakes.

I'm certainly not yet a competent ski plane pilot, but I'm looking forward to next winter with a whole new vision. If you've got access to an airplane compatible with skis, give it a try – it's a whole new experience. Now I'm wondering if I can make skis to fit the Sonex?

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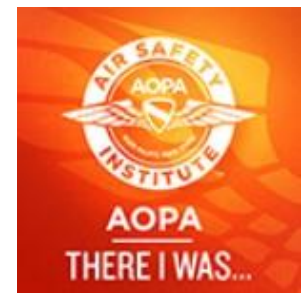
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Aviation Podcasts

(click image)



Aviation Webinars

(click image)



Chapter 878 Aviation Upcoming Events

Feb	10	EAA Chapter 878 meeting, Arrival/Departure building at Buffalo-KCFE
	27	IMC / EAA Chapter 878 meeting, Thunderbird Aviation, Flying Cloud-KFCM
Mar	9	EAA Chapter 878 meeting, Arrival/Departure building at Buffalo-KCFE
	26	IMC / EAA Chapter 878 meeting, Thunderbird Aviation, Flying Cloud-KFCM
Apr	9	EAA Chapter 878 meeting, Arrival/Departure building at Buffalo-KCFE
	23	IMC / EAA Chapter 878 meeting, Thunderbird Aviation, Flying Cloud-KFCM

Note: this list will generally 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](#), and websites such as [EAA](#), [AOPA](#), [Social Flight](#), [Fly-ins](#), and [FunPlacesToFly](#). Also see various Calendars of Events in magazines, and airport bulletin boards.



Editors Airspace

by Ray Svobodny

The EAA Chapter 878 Newsletter is published monthly, 1-week prior to monthly Chapter meetings.

Sharing your knowledge and other news with the Newsletter is both fun and easy but please follow our simple editorial guidelines. Your articles, videos, high resolution images, and The Funnies by Wayne are welcome and needed. Our Chapter Members are particularly interested in aviation related topics.

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[~or~](#)

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Are you or a friend not yet a Chapter 878 member? [Click here for a Membership Application Form](#).

If you have questions, please contact me anytime. [Ray Svobodny](#) / 612-327-4232.

EAA Chapter 878 And Maple Lake Flyer Masthead

EAA Chapter 878			
PO Box 169			EAA Chapter 878 Website
Maple Lake, MN 55358			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. Send "change of address" information, email address and phone number changes to: Chapter Database Manager. Permission is granted to other Chapters to reproduce any or all this publication, with credits to be acknowledged.

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 usually 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 people 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](#). 2024 Annual dues are \$10 for members up to 35 years of age, \$25 for age 35 and over, and \$35 for a family membership.

Officers for 2024 - 2025:			
President:	Kyle Weatherly	612-759-5227	k.weatherly@live.com
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Winter Chili Feed:	OPEN		
Buffalo Fly-In:	OPEN		
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	Amy Weatherly	612-239-5800	frogfootamy@charter.net
EAA Chapter 878 Advocates:	All Members		

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



are you a member? **JOIN TODAY**

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