



## *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.*

October, 2014

- **EAA CHAPTER 878 MEETING AND EVENT NOTICES**

**Tuesday, October 14, 6:00 p.m.**  
**(Yep...meeting on Tuesday, not Wednesday!)**

**At the hangar of Tim and Carla Bond at the Maple Lake Airport, in the first row of hangars parallel to the runway.**

**The chapter is providing burgers or brats for the grill. Bring a dish to share.**

Agenda for October Chapter Meeting:

- "End of Summer / Member Appreciation Party" (see note above, bring your family and a dish to share)
- Secretary and Treasurer Reports
- Determine if we want to have a Christmas party meeting in December
- Initial introduction to chapter flight simulator
- Ballot for chapter officers for 2015 – 2016 (election at November meeting)
- Any other business as required

- **FROM THE PRESIDENT**

**Chapter President: Tom Rammel**

I want to thank the Wright Fliers R/C group for hosting the remote controlled airplane fun fly last month and for inviting our EAA 878 group to experience flying model airplanes. We had 15 members and invited guests that came and some kids that were able to get a hands on experience flying models. My son John grilled 40 hotdogs and we all had a great time.

The parts have been ordered for the flight simulator and you can try it out at the October meeting. Bring some ideas for the mounting / enclosure and keep in mind we would like to keep it portable. Possibly a removable hinged module that could be installed in a cockpit when not being moved to schools, etc. Try out this 3 monitor setup and let me know what we should add. So far we have a good quality yoke with elevator trim button on the left thumb, electric flaps control on the right thumb, and digital flight timer in the center of the yoke. Rudder pedals with differential toe brakes, and throttle quadrant with throttle, mixture, and an analog elevator trim lever. Other buttons can be assigned as needed.

The October meeting is a member appreciation event and social party. Thank you for all your hard work and dedication to Chapter 878. The events of 2014 would not have been possible without you. So bring your spouse or significant other and have a good time.

We need to have nominations for officers in October so that the ballot can be finalized for the November election.

- **MINUTES OF MEETING – September 9, 2014**

**Chapter Secretary: Wayne Flury**

**General:** 15 EAA Chapter 878 members in attendance. Meeting held in the training room of Ascend Aviation at the Maple Lake Airport.

**Chapter Video for August:** watched the August video from Oshkosh, featuring action from AirVenture 2014.

**Secretary Report and Treasurer’s Report:** both approved as printed in the newsletter. See the August Treasurer’s report at the end of these minutes (note that the fly-in expenses are not complete) .

**2014 EAA Chapter 878 Fly-In Report:** Tom Rammel thanked everyone who had helped to make the fly-in a success. Dick Burns had a preliminary financial report, but noted that there were still expenses to be turned in. Kurt Pennuto reviewed his notes and observations, with additional general discussion and input from members present. Kurt noted that a Fly-In Committee must be reformed to review this year’s event and plan for next year. Primary concerns are to avoid excessive wait times for chops to be cooked and to have sufficient quantity of sides to complete all meals. Issues such as prices/drinks/server help/extra chairs/etc. to be reviewed. Discussed in general, but not resolved, is the question of the fly-in date for next year (have on same date as Gear-Head Get Together in Maple Lake).

**Chapter Flight Simulator:** Tom Rammel presented a cost estimate (slightly less than \$2000) for equipment required to construct a portable flight simulator. Motion approved to proceed with project.

**Chapter Officer Nominations:** Tom Rammel noted that he will not continue as president past his current two-year term. Need a ballot of nominees set by October meeting, for vote in November.

**Hangar Use Policy:** Allen Zabel brought up the issue of this FAA policy proposal. The comment period is still open.

**Meeting Programs For Balance of Year:** October Meeting will be a “member appreciation party.” Chapter will purchase and supply meat for grilling, with members providing pot luck dishes. Dick Burns will purchase brats or hamburgers for the grill. Other suggestions for meeting programs include a FAAST program, instructor presentation (ground school), or other speakers. No response or action regarding a December party.

Opening Balance	\$6127.92
Income: Fly-In	\$ 3496.00
Total	\$ 3496.00
Expenses: Fly-In	\$ 2490.66
Total	\$ 2490.66
Total Change:	\$ 1006.24
Ending Balance	\$7134.16

- **ASCEND AVIATION OFFERS GROUND SCHOOL**  
**by Jason Erickson**

A Private Pilot ground school will start October 20th at the Maple Lake airport. The cost of the class will be \$350 and includes the Jeppesen text book and a FAR-AIM. The class will be every Monday for 8 weeks. For more information or to register, contact Jason at Ascend Aviation at [jason@ascendaviationllc.com](mailto:jason@ascendaviationllc.com), or [763-913-6376](tel:763-913-6376). Also see: <http://ascendaviationllc.com/>.

- **WHAT IS AVBITS?**  
**by Wayne Flury**

AvBits is an occasional email sent *TO CHAPTER MEMBERS ONLY (dues paid)* with important information that cannot wait for the monthly newsletter, or perhaps with a link to an interesting video or information about upcoming events or any other relevant chapter and general aviation correspondence. This is a benefit available only to EAA Chapter 878 members.

If you receive this newsletter via email, but are not a chapter member, and would like to take advantage of this benefit, please join our chapter. Contact Wayne Flury or any other chapter officer for info.

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

**Volunteering at the 2014 AirVenture Seaplane Base**  
by Kent Peterson



I was going to fly to Oshkosh this year, but as I flew east of the Cities I encountered a heavy cloud layer @ 3,000 ft. I decided to land at Menomonie, WI about twelve miles to the north and find out what is going on—the FAA briefer had told me the night before that it was "all clear" to Oshkosh the next morning. There were several other planes at the airport



that were stalled and trying to find out when they could continue on. I called a briefer (who sounded like he was in Princeton) and he told me Eastern WI was locked into IFR and probably would be for several days. I got back into the plane and flew back to MGG, loaded my stuff into the Jeep and headed for Oshkosh...again!

I drove for the next seven hours in the most beautiful flying weather we've had this summer, and finally arrived at the seaplane base. I wanted to hurt a briefer!



Accommodations for volunteers at the seaplane base are very good. There is a free, sheltered camping area for volunteers and seaplane pilots who flew in. The base also supplies sandwiches/pop/water/junk food for the volunteers during their shifts, which are four hours in length.

There are many options for volunteering there and I chose to drive the pontoon boats in the harbor, giving rides to tourists among anchored seaplanes. I greatly enjoyed the work and socializing on the boat, especially



with the many Australians.

In the evening, we usually enjoyed a meal and/or movie provided by the base. There were also aviation



seminars and speakers in the "big tent" on the grounds. Of course, Saturday evening the base hosted their famous Watermelon Dinner, and served over 700 paying guests. Attendees got a delicious pulled pork meal with the trimmings, a beer mug with the seaplane base 2014 logo etched and all the free beer you could put in the mug! No flying tomorrow morning!

Throughout my time there I was able to catch the shuttle bus from the base to the main event at the airport, about six miles away, and that ride was also free to volunteers.

There were more than 5,400 volunteers at Oshkosh this year, and without them the event would be at a standstill. If you're interested in learning more about volunteering, visit the Oshkosh website or give any of our chapter volunteers a call—Wayne, Tom or me.

The picture of my tent by the plane was from last year's trip to volunteer driving the people-mover tram tractors, or riding in the back of the passenger trailer on an elevated seat, speaking to the passengers. Last year I landed and camped at Fond du Lac and shuttled to the Oshkosh airport. In the picture, the trams are parked and waiting for the morning shift to begin.

● **EAA CHAPTER 878 MEETINGS, ACTIVITIES AND PROGRAMS FOR 2014**  
by Wayne Flury, Newsletter Editor

- 1) Oct. Member Appreciation Party
- 2) Nov. Chapter officer elections for 2015-16
- 3) Dec. Chapter Christmas Party?
- 4) Jan. Open
- 5) Feb. Open
- 6) Mar. Open

● **EVENTS – 2014**

The list of organized flying events is getting smaller, but don't let that stop you from flying! See the various bulletin boards for more:

Oct. 25 EAA Chapter 745, Pancake Breakfast Fly-in, Benson's Airport, White Bear Lake, 9 am - noon.

● **A CANADIAN FISHING TRIP STORY**  
by Kent Peterson

Our fishing trip to Sioux Lookout, Ontario began with takeoff from MGG @ 8:00 a.m. on 09/13. We had carefully weighed everything that went into the plane and were near maximum allowable weight. The plane certainly handled differently on takeoff and landing. We had checked online for fuel prices, and planned on refueling at Orr (\$5.35/gal.) so we wouldn't have to buy higher priced gas in Canada. But, without checking fuel prices online just before we left, we changed our plans at the last minute and flew direct to International Falls and refueled there (\$6.85/gal.) Nice move. Then we made the 8 mile flight across the border to the Fort Frances, Ontario



Both of us are holding lake trout and Connie is one over her daily legal limit. I'm only holding one trout, so I'm not breaking Canadian game laws like she is— I'm married to a criminal! (we didn't know we were over the limit; we just kept fishing 'til the sun went down)

airport and called in to Canadian Customs. I had provided them with the details of our flight the day before, so they simply asked whether there were any changes from my previous call. I said there weren't, and the Customs representative on the phone cleared us to enter Canada! No aircraft inspection and no face-face personal questioning!

During our packing at home, every item that went into the plane was weighed on our bathroom scale, and the tanks topped off with the gas weight added, to be certain we were within the load limit of our plane. I was a little concerned as to whether we were over our load limit; that bathroom scale always seems a little heavy when I weigh myself!

We made the 110 mile, highway smooth flight to Sioux Lookout – miles and miles of trees and lakes; emergency landing sites – none! We landed at Sioux Lookout behind a government medical flight and tied the plane to three concrete-filled tires they provided. I cancelled my required VFR flight plan, and our host took us the 40 miles to his fishing camp, where we fished, ate fish and fished some more for four days. Connie caught the biggest fish, but I was in charge of counting, and I think I caught the most! While the weather here was beautiful during our time fishing, in Sioux Lookout it was unusually cold/windy with rain. We found out that the jet stream was stuck right at the U.S./Canada border for several days; we used our winter coats/gloves quite a bit, and it snowed the day before we left!! We were the first guests to ever fly in to Discovery Lake Lodge in his 22 years of business and the owner, Paul, thought that was pretty cool.

At International Falls, we landed and taxied to a large circle that was painted on the asphalt, and had to remain in the plane until the customs lady cleared us to step out. Then, she asked for plenty of documentation about us and the plane. She then took our passports, and swept the plane with a detector of some kind. We told her we were bringing back our limit of Northern Pike, Walleye and Lake Trout. She didn't seem to care.



Connie holding her big (14-16 lbs.) northern pike like a woman — I would have held it like a man, if I had caught it.

Our cabin: to our surprise, our beautiful log cabin home had no electricity and no furnace or heat panels. We brought the normal electrical items, but they stayed packed (including Connie's coffee pot!!). Connie made coffee the old fashioned way, in a metal coffee pot. There was no cell phone service, and WiFi service only in an emergency through our host's computer each evening when they ran their gas-powered generator (which provided their cabin with lights, electricity to light up his Miller Beer sign by the bar, and run their big screen TV – not fair!).

We had several solar light panels inside the cabin, but were cautioned to use them only when necessary. They did provide a propane

powered refrigerator and kitchen stove. I chopped wood for our wood stove every day, and we lit it up when we got back from fishing. We slept in bunk beds with mattresses that kept trying to slide off the bed and walked around after "lights out" using our flashlights. Mornings started with firing up the wood stove again; it was pretty cold up there. There was a dog named Dog who seemed to take a liking to us – he hung around on our porch and took care of our table scraps (was that why?).

On the 17th our host had a friend take us back to the airport. I noticed that the front of our plane had some dirt/debris on it. Just then a twin prop commercial plane arrived, and as it turned around in front of the Arrival/Departure building, a strong blast from the props had our plane hopping a little. I cleaned the plane, we loaded it and called Winnipeg for a weather report – IFR conditions all the way to International Falls and he didn't know when the low ceilings would allow VFR flight. We went into the terminal ate lunch and

waited for 3 1/2 hours for VFR conditions. Finally, we notified U.S. Customs of our departure/pending arrival time, activated our flight plan and took off.

The ceilings rose as we neared the border, and we landed in International Falls in clear weather. We parked near the terminal in a large circle painted on the asphalt, and waited for the very pleasant, lady Customs official to give us permission to exit the plane. She asked for my pilot's license, medical certificate, aircraft registration, aircraft airworthiness certificate, and our passports. She then inspected the Customs Decal we had purchased and attached near the entry door to the plane and scanned the plane with a radiation detector. We told her we had our limit of fish in a cooler; she didn't seem to care! She took our passports to the Customs office nearby while we went to the terminal for a break, and to close my flight plan. We picked our passports up at her office, and flew for home.

We needed gas, but were not going to top off the tanks at International Falls, so we stopped at Grand Rapids for lunch and fuel; \$6.35/gallon, but courtesy car took us downtown for a great meal! Then, off to MGG and the welcome sight of 28/10. I had logged 6.1 hours of flying and we estimate it would have taken us about 20 hours to drive, without stops for meals.

- **WAYNE'S GREAT SKYDIVING ADVENTURE!**  
by Wayne Flury

I'm sitting on the floor of a Cessna 182 on Friday, September 12, 2014, with my back to the pilot as we climb towards our 12000 foot target altitude above the Winsted Airport. There's a layer of scattered puffy clouds at 4000 feet plus some building clouds in the distance that look like they could bring rain, but otherwise the sky is a clear, cold blue. With me is Tandem Jump Instructor Patrick "Patio" Livieri and skydive photographer Daina "Tubbs" Tubbs (skydivers, like military pilots, seem to have an affection for nicknames). Patio watches me closely while we climb

and adjusts a vent to keep fresh air coming into the airplane. But, since it was only 52°F when we took off, we don't want to freeze ourselves out! Tubbs, who is a bundle of effervescent enthusiasm, keeps up a line of patter intended to keep even the most nervous or reluctant jumper distracted. I think they've both misinterpreted me – I'm thoroughly enjoying the climb and view of our beautiful earth, just as I do on any other flight. I'm



generally fairly reserved in my emotions, and right now I'm focused on absorbing the entire event, so I suspect I may not be exhibiting typical first-time reluctance or remorse!

Fast-forward to the point of this story—yes, I did jump out of a perfectly good airplane! But why? And just how did I arrive at this course of action? Am I crazy (let's not go there!)?

I've watched skydivers with admiration and interest for many years and thought skydiving would be a fun thing to do, but never took the initiative to pursue it (chicken??). Then, for my birthday last year, my wife

and two daughters called my bluff and presented me with a gift certificate for a tandem jump. Now I had no excuses!

Jumpers have always told me there's no such thing as a "perfectly good" airplane and encouraged me to try their sport. My upcoming tandem jump was a conscious decision to sample the thrill of free fall and parachuting back to earth. Soon I'm going to know if they have been truthful in their enthusiasm. Or, yes, maybe I really am crazy!

My gift certificate was for Westside Skydivers (<http://www.westsideskydivers.com/>) based at the Winsted Airport. After a busy summer, I figured I better get this thing scheduled and done or I'd have to wait until next year. I suppose I could have gone this winter to their Sealy, Texas (near Houston) facility, but that seemed like too long of a drive! I called on Thursday, figuring I would set up something for the weekend. Wrong—they were booked for the entire weekend! Hmmm, maybe this place is a little busier than I thought. When I asked about the next available openings, the scheduler said they had openings on Friday, so I swallowed hard and signed up for a two o'clock jump time. I was told to complete an on-line waiver of liability form and to be at the airport by 1:15 for my pre-jump briefing and equipment training.

I know and understand that skydiving is a dangerous sport, and all sky diving companies will require a waiver of liability before you can go. The language in these waivers would give any lawyer the heebie-jeebies and I'm sure there have never been, nor ever will be, any lawyers who do a skydive! I made up my mind to go for it and scrawled my name on the electronic form (multiple times). Lawyers be damned—it's their loss and I'm going!

I'm sure I was more quiet than normal as Joyce and I drove to the Winsted airport, thinking about what I'm about to do. I actually did eat some lunch on the way, but made darn sure it wasn't anything greasy. In the jump hangar I filled out more forms and elected to buy a photo option that includes a video of the jump as well as several still photos. Might as well have full documentation of this thing, and hope it doesn't catch me screaming like a little girl!

After watching a required safety video, I'm introduced to Patrick (Patio) who will jump with me. He moves quickly but thoroughly through a description of the jump process and instructs me in the pre-jump and post-exit positions, hand signals and other basic info. I step into a body harness, he adjusts it and cautions me not to change anything (no, Patrick, I won't. I want to stay very, very close to you—you're the one who's actually wearing a parachute). Westside offers jumpers the opportunity to pull the ripcord on their first jump, and Patrick shows me where to find it and the hand signal he will use to tell me when it's time. He straps a wrist altimeter on me which I'm supposed to check every few seconds during the jump.

Tubbs is already shooting video as I'm getting ready—it's obvious she's done this many times before. Patio leads me out to the 182 and has me move through the aircraft exit procedure. From this point on there is no wasted time. For one thing, they've got more people arriving this afternoon and the aircraft needs to get back on the ground for those jumpers. The other thing (I suspect) is that they don't want new jumpers to have too much time to think about what they're about to do!

Jump planes are workhorses and this 1963 Cessna 182F shows the battle scars of lots of flights. With no ear protection or headsets, it's a noisy ride. This is an aircraft intended to climb, dump the passengers and get back on the ground for the next load as quickly as possible. Amenities such as soundproofing and nice upholstery are a waste of load capacity.

As we near our altitude target, Patrick unbuckles my seat belt and I turn over into the waiting position—on my knees, feet extended back, upper body pushed low over my legs (sort of like a praying position!!). This allows Patrick to get behind and over me. He snaps his harness to mine and pulls my harness TIGHT. Now I know how a horse feels when a saddle is cinched tightly. He says he'll loosen it after we're under canopy.

So far I have been extremely comfortable in all aspects of the planning and flight, but now my chubby legs and aging knees with a touch of arthritis are complaining to me in no-uncertain terms—move or risk severe cramps—but there's no place to move to! Just for fun, if you're over 50, get down into this position on a

hard floor and have someone hold you down. Do this for two or three minutes...fun, huh? At this point I'm ready to do anything to get out of this airplane. Patrick tells the pilot to "give us the door early" and I'm good with that...I'll gladly give up some altitude for some pain relief!

The pilot slows the aircraft and when Tubbs pops the door open, the countryside is visible far, far, far below. Tubbs casually moves out onto the skydive step, grabs the strut and gets ready to immortalize my jump. I have been admonished to keep my hands firmly gripping the chest straps of my harness as we inch our way to the edge of the open door. Holding the straps serves the purpose of keeping my arms close to my body and reduces the chance that I will reach out to grab something as a survival instinct.

I had always wondered how I would react to the unobstructed view of the ground from an open jump door. I'm OK when I'm safely belted into an airplane with real windows or walls between me and the outside void, no matter how high we are, but I get the willies if I'm in an elevator with glass walls or if I look over the railing of an observation deck or bridge. My fingerprints can be found embedded in several steel structural components around the country. But, to my surprise I don't have a similar feeling now—no fear of height (acrophobia) or any sensation of height vertigo. It may be because I've committed myself to doing this, or it may be that Patio has me so well prepped and focused on proper body position for exit that I'm really not mentally processing anything further away than that step on the landing gear. Or, it could be that my knees are killing me and I'm ready to do almost anything to get my weight off them, including jumping out of an airplane!

*What would life be if we had no courage to attempt anything?*

*Vincent Van Gogh*

I'm supposed to put my right foot out onto the skydive step, and I'm glad to get at least one leg out from under me, but I misjudge the force of the slipstream and completely miss the step! Fortunately Patrick is holding me and I'm able to get my foot back into place. Now my heart rate is elevated a little...that first step could have been a big one! Patrick continues to get our bodies into the correct position for exit, but it seems to be taking forever. My left leg is still jammed under my body, my knee still aches and I remember hoping that my shoelace won't catch on the door frame!

My head is down and I'm looking at the ground far below when Patio gives a little push and we're off! I never even noticed that Tubbs had jumped a second before us (so she can video our exit from below). The first couple of seconds are a blur—the video shows us going head first and rolling into a belly down flat position—and then we're free falling and the sound and force of the wind against my body is incredible. The amazing thing is that I absolutely do not feel as though I am "falling" and I've now got a big ol' silly grin on my face. This is FUN!!

I'm thrilled with the sensations but have forgotten the proper body position, as I'm reminded when Patrick pulls my head back and gets us stabilized. Remember how you used to hold your hand out the car window and "fly" your hand? That's exactly what we're now doing (or rather, what Patrick is doing...I'm just enjoying the ride!) At this point I've also totally forgot about checking the altimeter on my left wrist. How high are we? I don't know! Now I know why novice jumpers are watched so closely...the euphoria of the jump could get them too low for a safe parachute deployment and landing.

Words cannot fully express the feeling of a tandem jump, it has to be experienced. I've seen video of a free fall simulator that uses the vertical blast of a column of air to support student jumpers as they learn technique. That's exactly what my jump felt like. There's nothing nearby (hopefully!) by which to judge relative motion, so it's as though I'm floating on a 120+ mph cushion of air! Tubbs suddenly appears near me, falling right with us, waving and enjoying her jump as much as me. She tries to get me to give her a "two thumbs up" signal, but I'm so giddy that I mostly just wave and smile at her! Did I say I was having fun?

I can see Patrick's arms in my peripheral vision as he uses them aggressively to keep us stabilized and do various turns as we fall, so I didn't give it any further thought when I noticed him waving his right hand around my face. Hey, I'm having fun...don't interfere with my view! Then there's a sudden yank on my body and harness as the parachute deploys and we're hanging from the cords. Oh yeah, I was supposed to pull the rip cord on Patio's signal! Remember what I said about having to be careful with novice jumpers!?

The blast of air on my body and noise of the fall transitions to a gentle breeze and a quiet descent under canopy, accented only by the ruffle of the canopy as we maneuver. Patrick demonstrates some gentle turns and one fairly aggressive 360° turn, but then we've got to get prepared for the landing. There's a light wind today and Patrick gets us set up on what I view as similar to a standard downwind, base and final approach to our grass landing area. Tubbs is already on the ground to video our landing and she is our touchdown target. I put my hands under my knees to hold my legs up as Patrick had instructed for landing. He flares the chute and we contact the ground in a seated position, just like sitting down on the lawn in my own backyard. Perfect!!



Am I glad I did this? Yes! Would I do it again?

Absolutely, though I would try to get scheduled with a group so we could use West Side's Cessna Caravan jump plane and I wouldn't be so cramped! Will I do it again? I don't know...this is one of those things that could be very addictive, but the Sonex has to get finished first!!

For your viewing pleasure, here's a link to YouTube with the video of my jump: <http://youtu.be/-S-EzVjn3PU>.

## 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, at the postal mail or e-mail addresses shown on the newsletter, or c/o any chapter officer.

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

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

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

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

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<b>EAA Chapter Advocates:</b>	All Members		
<b>EAA Chapter 878 Website</b>	Elaine Morrow	<a href="http://eaa878.org">http://eaa878.org</a>	

### ● THE FUNNIES by Wayne Flury



Why future time travelers will need to be very carefully chosen.

10/2014