



The Maple Lake Flyer

a newsletter of Chapter 878
Experimental Aircraft Association (EAA)
Maple Lake, Minnesota

October, 2012

EAA CHAPTER 878 MEETING NOTICE

Wednesday, October 10, 7:30 p.m. at Wright Aero, Maple Lake Airport

Agenda for October Meeting:

- General business meeting, including a summary of our Fly-In financial report and any suggestions, observations or recommendations for consideration in future events.
- December Chapter Christmas Party...determine if we want to again have our typical party...do planning and assignments for location, menu and events.
- Recap of chapter "fly-out" to Granite Falls...plan more events like this next year?
- Absorb the news regarding the impending closing of the offices of Wright Aero at Maple Lake (see column below by Joe Simmon) and discuss the impact this will have upon our chapter meeting location and other events.

THE PRES SEZ

President:
Joe Simmon

This September has been one of the better ones in many years. Talk about great flying weather...what's not to like? We had our fly-out to Granite Falls last Saturday, the 29th and it was just an outstanding day to fly. We had about a dozen members and guests flying down in five airplanes to attend the grand opening of the new Fagan Museum. Wayne will have more on this with pictures. Thanks to Larry Rosine, Mike Ackerman, Keith Smith and Pete Radnitz for sharing rides in their planes to the event.

Wright Aero is closing the offices in Maple Lake and moving them to St. Cloud. We will need to discuss contingency plans for the chapter activities at this month's meeting. I will try to have some additional information on the future use of the existing offices by the meeting date. Wright Aero has been fully supportive of our EAA Chapter from the chapter's existence and will be sorely missed.

Hope everyone can make the meeting; we need lots of input this month.

MINUTES OF FLY-IN AND MEETING, Sept. 9 and 12, 2012

Secretary:
Wayne Flury

An official meeting of EAA Chapter 878 was held at the home of Joe and Pat Simmon of Maple Lake on September 12. Members, family and friends gathered for dinner and to celebrate the successful completion of our 26th annual Pork Chop Dinner Fly-In on the previous weekend. We had cooked 600 pork chops for the fly-in and had only 35 left over. Those chops and left over beans and potato salad (we evidently had good portion control on these foods this year and didn't run out of them either!) made up the main courses of the dinner, along with burgers cooked by Chef Joe, plus appetizers, salads and desserts contributed by members.

After the socializing and eating, Joe thanked everyone for their help with the fly-in. We had a safe event with a good crowd. According to the records of "traffic advisor" Glen Weibel, we had 80 aircraft fly in and he left his compliments about the process and procedure of parking. Joe complimented the pork chop cooks (they were excellent, as

always) as well as everyone else who worked hard throughout the day. We had enough help so that everyone should have been able to take a break to eat. The car parking (coordinated by Tim and Wyatt Erickson) was well done and Joe noted that we should have barriers available next year to help herd the cars in the direction we want them to go!

The cost of pork chops was higher this year than in the past, and other foodstuff was more expensive also. We have held the same meal price for several years, so our profit will likely be less. Final report is expected to be available next month. No treasure's report was available at this meeting.

Wayne Flury called attention to Marv Sikkila's "Prop Clock" contribution. According to Wayne's newsletter records, Marv has provided a prop clock for our main doorprize or raffle drawing for 23 years! Marv has advised that this year was the last one he was going to make, so we need to find another attraction for future raffles, if we continue that feature of the fly-in. See photos included elsewhere in this newsletter about the fly-in.

WHO IS GLENN WEIBEL?

by Wayne Flury

Glenn Weibel has volunteered to work as the "traffic advisor" at our fly-in for the past three years, providing a very valuable safety service to all pilots. However, I realized that most of our chapter members probably don't know him or wouldn't recognize him because he is not a member of our chapter and he spends the entire day of our fly-in stationed out next to the runway! I asked if he would provide some background and, in his own words, here is Glenn Weibel's story:

"My wife, Ellen, and I live in Winsted, Minnesota. After living in Cannon Falls for 40 years, we made a decision to return to my roots, purchased a home my father had built in 1938 and started the remodel process! We are a 'second time around family' – I had 3 kids and Ellen had 2. Today we have 13 grandchildren."

"My previous occupations were: 10 years with North Central Airlines; 1 ½ yr as Office Manager with Minnesota AAA; 22 years as Air Traffic Controller; 20 years in corporate aviation (scheduling, accounting, aviation operations manager and crew member). I served as a city council member, mayor for 6 years, township board for 19 years, district hospital board & chair for several years, reserve police & EMT member and training coordinator for 9 years, Chair of the Reliever Airport Advisory Committee for the Metropolitan Airport Commission (6 airports – Lakeville, Flying Cloud, Lake Elmo, Crystal, Anoka, St Paul) for 9 yrs (currently vice chair) and also chair of the Downtown Airport Advisory Council for the city of St Paul and Metropolitan Airport Commission. I co-hosted the National Association of Towns and Townships in Washington DC, featuring the State of Minnesota. I have been an EMT/CPR instructor for 9 years and chair a two county EMT volunteer group."

"I also have served as a church council president and had the opportunity of giving a few sermons at church and at local holiday festivities."

"The service I provide at aviation fly-ins is a traffic advisory issue. I started in 1987 or 88 in Shell Lake, Wisconsin when I was invited to help out with the local fly-in because their volume of traffic was increasing. One year in Shell Lake we had 158 airplanes, single runway, no hard surface for back taxi! It was necessary to close the landings to get departures out. From that I have worked Hayward, Boyceville, New Richmond, Cable Union in Wisconsin and in Minnesota – Lake Elmo, Fairmont, Milaca, Maple Lake, Buffalo, Hector and Olivia. I only go where invited."



Glenn Weibel, working at the Hector, MN fly-in on September 16. Photo by Wayne

“My involvement in this service is my contribution back to aviation. In my 52+ years I have met many great individuals and been helped along the way in my desires. A reinforcement came in 1994. My son Sean was a helicopter pilot – crop duster – married 14 months, and on June 23, 1994 he had an accident. His last words were ‘I’m going down.’ ”

“That summer was a period that is sometimes difficult to review. In April, 1994, my wife had a severe stroke (loss of short and long term memory, ability to read and some vision). She came home from the hospital over Memorial Day weekend...3 weeks later Sean was killed in the accident and, 1 week after the funeral, his wife gave birth to a baby boy. After 3 months of just ‘hanging on to life’ the family as a whole climbed back into society. After that I felt a need to help in any way possible to assist with safety in aviation.”

“My involvement in all the fly-ins is on a volunteer basis. I ask for no imbursement or monies for my participation. I arrive with my own radio gear and truck from which to operate out of. I have been visited at various sites by the FAA personnel, I explain what I do and how, and have received their approval. I work on the local Unicom frequency.”

“Doing this work does involve a lot of my time, but the important question is: ‘What are the results?’ I can honestly say in my some 25 years of involvement in fly-ins I have prevented some accidents, possibly some mid-air and alerted pilots to equipment problems as well as just providing routine traffic and runway information.”

“I do have some other interests to keep my life balanced! I recently started a project to remodel a two car garage into a wood working work shop. It’s a slower process than desired but I hope to have it done prior to winter season. I also started 3 pre-annual flower beds this past summer and hope to have them in better shape next summer. At one time I had 140 wood carved model airplanes but have reduced that down to about 8 or 10 due to current space limitations.”

“I’m now also working with the FAA Safety First Team because I want to help the new generation of pilots that is required to replace us ‘earlier models!’ We (older pilots) have gone from the ‘fast & great looking’ to the ‘classic’ to the ‘collectible’ to the ‘antique’ model! There is a need for the new breed and I want to assist them to be better than we were.”

“I have had the opportunity of working with some great individuals. I readily admit that I am not the ‘best ever in aviation’ but hope that my contributions will prevent someone else from making mistakes. As a team supervisor, when I was preparing to leave the FAA, I tried to convey to my crew members that I had no knowledge when I started, but others shared their knowledge and I gained from that. I had tried to leave my knowledge with them and I challenged them to do the same when they left the FAA.”

“My advice to anyone when flying into a event is this: “See and be seen, ask for information, listen and if I talk too fast, tell me.’ When it gets busy, I tend to get into “overdrive” (a carryover from ATC days!).”

**COMING UP
NEXT MONTH IN
THE
NEWSLETTER**
by Wayne Flury

Here’s some stories or info to look forward to in next month’s *FLYER*:

- More info about the closing of Wright Aero and how this will affect EAA Chapter 878, our meetings and our events
- A recap of AirVenture 2012 as experienced by Wayne Flury
- Tree of Hope toy collection
- EAA Chapter 878 Christmas party planning
- The “Loren Schiebe” hangar party at Buffalo airport
- Your story or photos about our fly-out to Granite Falls
- More photos of the Fagen Fighters WWII Museum
- A recap of Wyatt Erickson’s year in aviation
- Maybe Dave Swanson can slow down on his airplane building long enough to take a picture and write a story?

CHAPTER 878 SCHOLARSHIP FUND

by Wayne Flury

Consider making a personal contribution to the Scholarship fund. The money will be used to support aviation education and supplement other chapter contributions. Our chapter has always put a high priority on Young Eagles and other events designed to encourage youth in aviation, and this a way for us to reaffirm that part of our mission.

EAA CHAPTER 878 SCHOLARSHIP FUND DONATION CARD

Please accept my contribution to the EAA Chapter 878 Scholarship Fund. Money donated to this fund will be used by the Chapter only for the funding of educational opportunities for youth.

Name: _____

Amount Contributed: _____

Cut along dotted line

FLY-OUT TO GRANITE FALLS

by Wayne Flury



Above: EAA Chapter 878 members and friends pose in front of Fagen Fighters P-51, Sweet Revenge. Note: Jeff Skiles of EAA, 4th from left. Wyatt already likes what he has seen...thumbs up!

Below: Interior views of the main exhibit hangar. Left : P-40, Desert Shark; Right: P-51 Twilight Tear, Bt-13, P-38 in rear, and other view of Desert Shark. Three wall have murals. Interactive video screens are around the perimeter. The hangar door is the largest yet made by Schweiss!



**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 or the EAA.

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Meetings are normally held at 7:30 p.m. on the second Wednesday of each month (except for the winter months of January – April when we meet on Saturday mornings) in the offices of Wright Aero, at the airport, Maple Lake, MN.

Dues are \$25 per year.

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THE FUNNIES
by Wayne Flury



"Code Red, Code Red! The candidate is getting off message again. Now he's going for the babes instead of the babies!"

9/2012

Memories of EAA Chapter 878 Pork Chop Dinner Fly-In September 9, 2012



Above, top row, L to R:
"Announcer's Stand"
and air ride sales;
hardworking ladies
made sure the money
came in!
2nd row: hungry folks
are satisfied; Dave
Swanson is happy
winner of Marv's 23rd
Prop Clock!

Below, L to R: good chefs make good pork chops!; Stearman row (Ray got parked front and center again!)
Bottom: more hungry folks getting fed; a ramp full of airplanes!

