



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.

32 Years.....1986 – 2018

January, 2018

- **EAA CHAPTER 878 MEETING NOTICE**

Chapter Meeting, Saturday, January 13, 9:15 am

At: A/D Building at Buffalo Airport (Note: start time is slightly later than normal to allow earlier users of the facility to finish and leave).

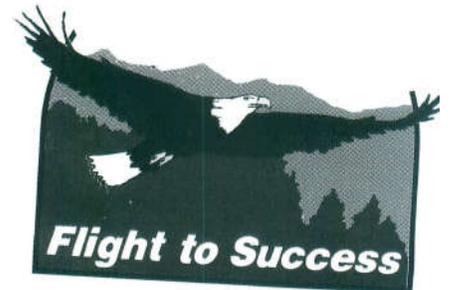
Notes:

- 1) a Chili Feed Committee Meeting will be held immediately following the regular January meeting
- 2) the Chili Feed on February 10 will take the place of our normally scheduled February meeting
- 3) our regular meetings for March and April will be on March 10 and April 14

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

We're dawning a New Year. 2017 is "in-the-books." My only 2018 New Year's EAA resolution is that we continue, as a chapter, to improve in the 3 areas being a healthy organization –

- Ways and Means: We're adding a chili feed fundraiser this year. Let's capitalize on good fly-ins at KCFE and KMGG. Our 501(c)(3) tax status helped raise funds and assets of over \$4,500 last year. Let's double this number in 2018. And, our membership rolls grew nicely thanks to our IMC Club friends.
- Pilot Improvements: Yes, we are a social club. But, let's all take advantage of the technology, training and tools available to become better pilots.
- Public Perception/Involvement: With a newly remodeled hangar and RV-4 project, we can make great strides in completing a number of projects.



But, as with anything in life, having focused and involved folks (like you) is the key to another successful year.

May your skies be bright and breezes light.

Greg

Remember to regularly check our chapter's website and Facebook accounts:

www.878.eaachapter.org/
www.facebook.com/EAChapter878/

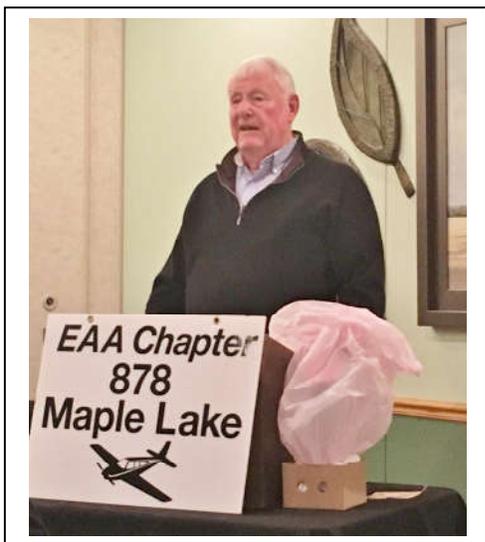
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● **EAA CHAPTER 878 CHRISTMAS PARTY – December 9, 2017**
 by Wayne Flury, Chapter Secretary

In lieu of a regular meeting for December, an EAA Chapter 878 Christmas Party was held at Huikko’s Entertainment Center in Buffalo on Saturday evening, December 9. A total of 22 chapter members, spouses and family enjoyed a social hour and meal followed by an after-dinner presentation by our guest speaker, local aviation legend Terry Marsh. A presentation of Chapter 878 awards and other recognitions of service concluded the evening.

EAA Chapter 878 President Greg Thomes (see photo to the right) addressed the gathering with general opening remarks and an overview of the past year. Greg also noted the passing of two of our chapter members this past year, Marv Sikkila and Keith Smith.



Our guest speaker, Terry Marsh (see photo to the left) was introduced by Greg. Terry spoke about his life in aviation, from the time he was taught to fly by his father until the time of his retirement from Northwest Airlines with approximately 34,000 hours of flight time. Terry relived his progression from the DC-3 to the 747. It was a very interesting presentation that left everyone wanting to hear more!

Our 2018 meeting schedule will begin on January 13 with our typical switch to Saturday morning meetings at 9:00 a.m. for the months of January through April.



2017 EAA Chapter 878 Service Awards

All presented by Chapter 878 President Greg Thomes to:

(from Upper Left, continuing clockwise)

Laura Herrmann – New Member of the Year;

Elaine Morrow – Tree of Hope toy collection organizer;

Dick Burns – Treasurer;

Kurt Pennuto – Chapter 878 Pork Chop Dinner fly-in organizer

Dave Swanson – Most Valuable Pilots (also awarded to **Harold Greseth** who was unable to attend);

Tim Bond (left) and **Fred Jude** (right) – Most Valuable Pilots (hangar acquisition and remodel).

Barb Zabel – accepting for husband, **Allen**, personal recognition from Greg as his hangar partner.

Betty Thomes – Greg’s favorite camping partner and co-pilot (I missed getting the kiss photo!)

Wayne Flury – Most Valuable Pilot, plus Chapter Secretary and Newsletter Editor.

Award Notes from the notebook of Greg Thomes (listed in same order as photos on previous page):

- **New Member of the Year: Laura Herrmann.** Laura attended virtually all meetings and events during the past 24 months; she was an active member of the Pork Chop Fly-In Committee; she provided an informative FAAST seminar in March; she has nearly 50 hours of flying time in the last year; she does animal rescue flights; and coordinates many of the liaison endeavors between the chapter and our IMC affiliate. Presented with a T-shirt and an award certificate.
- **Elaine Morrow:** Coordinator of the Tree of Hope, a toy collection and distribution project that is independent of the chapter, but strongly supported by the chapter. Under Elaine's direction, this project runs smoother every year; she had over 100 volunteers in support of the event; and at one point there were 30 aircraft on the tarmac at Maple Lake that had flown in with toys to donate. Elaine is also a valuable member of the 99s. Presented with an award certificate.
- **Chapter Treasurer: Dick Burns.** Dick has been the Chapter Treasurer now for 10 years and has served under 5 presidents! He mixes up a mean batch of scrambled eggs for our pancake breakfast and oversees the pork chop food line! His personal achievements this year included selling his house and shop, and then building a new house and shop in Veseli, MN. Presented with an award certificate and EAA pin.
- **Kurt Pennuto:** Was Chairman of another amazing Maple Lake fly-in this year, covering two full days. He has flown his plane nearly 50 hours again this year – to some very out-of-the-way places. He provided a very interesting seminar in February on his involvement with the Recreational Aviation Foundation (RAF). Presented with an award certificate.
- **Most Valued Pilots: Dave Swanson and Harold Greset.** This award goes to a pair of pilots that are like a "Band of Brothers." Both have attended all of our fundraising events this year. Dave provided a fabulous fire ring for the Maple Lake Fly-In campout. Both worked diligently on the chapter hangar remodel project. And both are long-time chapter members. Both presented with an award certificate and a model airplane (Harold not in attendance).
- **Most Valued Pilots: Fred Jude and Tim Bond.** Both instrumental in moving the chapter hangar project forward in 2017. Fred was key in gaining ownership of the hangar with his close ties to the former owner; Tim was the energy behind obtaining the key elements for the remodel – both of the doors, the tin, the wood and metal bar joist. Fred's many years of construction added the technical background necessary to put up a sturdy structure. Time rallied the troops to crawl up onto unsteady ladders and platforms – and to take a long distance trip to Wisconsin to pick up the hangar door. Fred can only shake his head when we make bonehead mistakes – he was very understanding! Tim provided the needed equipment and a skidloader.

In addition to his construction experience, Tim has served well as our Young Eagles Coordinator. He and his wife Carla are familiar faces around the Maple Lake airport.

Tim and Fred presented with aviation-themed door mats. Tim was also presented with an award certificate and Young Eagles Coordinator EAA pin.

- **Allen Zabel:** award personally from Greg Thomes to his hangar partner. Allen made a flight out to the Fagen Museum this year in his own Cessna 172; he always has my back with the comings and goings at the Maple Lake airport; spent a lot of energy winterizing the hangar during the past 24 months; has gotten his entire family involved in Chapter 878 activities; and is the best possible hangar partner anyone could ask for. Presented with a framed photo.
- **Betty Thomes:** Added man(woman)power at the food serving lines at both Buffalo pancake breakfast and Maple Lake pork chop dinner; slept in a tent with me at the chapter camp-out; assisted behind the scenes whenever asked; and IS MY FAVORITE CO-PILOT! Presented with flowers from her loving husband.
- **Chapter Most Valuable Pilot: Wayne Flury.** The "backbone" of the chapter and always looking out for the welfare of our group; attended two of the IMC Club meetings; worked on the hangar remodeling project; he and his wife visited Kitty Hawk last spring; member of the newly formed "Chili Feed" committee; attends both Sun-n-Fun and AirVenture, plus announces at these air shows and others in the upper Midwest; is the Chapter Newsletter Editor; and is Chapter Secretary. In the Oshkosh announcers stand there is a sign saying "Wayne's World!" Presented with award certificates, EAA pins, and a personalized B-17 metal silhouette.

Other Awards and Certificates:

- **Chapter President: Greg Thomes.** (Ed. Note – Greg didn't write any notes or make a presentation to himself of an award certificate or EAA pin, so I wrote a few things about him.)

Greg is leading the chapter to new heights in his second term as EAA Chapter 878 President. He flies his Cessna Cardinal as much as possible, including to his favorite hunting spot in North Dakota, and this last summer made his second flight to Oshkosh and camped in the "North 40." He has been a hands-on leader at all chapter functions and events. He has attended Sun-n-Fun, and this year was an active interviewer and general volunteer with the Announcer's Stand crew at AirVenture Oshkosh. He received an award certificate and EAA Chapter President's pin.

- **CHAPTER 878 AVIATION EVENTS – 2018**

- Jan. 13 EAA Chapter 878 meeting, 9:15 am at A/D Building, Buffalo Airport
- 23 IMC / EAA878 meeting at Thunderbird Aviation (KFCM), 6:30 pm
- Feb. 10 EAA Chapter 878 Chili Feed, 10:00 am to 2 pm, at West Metro Aviation, Buffalo Airport
- 27 IMC / EAA878 meeting at Thunderbird Aviation (KFCM), 6:30 pm
- Mar. 10 EAA Chapter 878 meeting, 9:15 am at A/D Building, Buffalo Airport
- 27 IMC / EAA878 meeting at Thunderbird Aviation (KFCM), 6:30 pm
- Apr. 14 EAA Chapter 878 meeting, 9:15 am at A/D Building, Buffalo Airport
- 19-21 Chapter 878 Garage Sale, at Dick Borrell's home/hangar near Waverly, MN
- 24 IMC / EAA878 meeting at Thunderbird Aviation (KFCM), 6:30 pm

Note: this list 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. For that information, see the EAA Chapter 878 website, www.878.eeachapter.org/, other websites such as <http://www.flyins.com> and www.socialflight.com, or the various Calendars of Events in magazines, websites and airport bulletin boards.

- **YEARLY CHAPTER 878 DUES ARE DUE**
by Wayne Flury

Your dues to the chapter for 2018 become due this month. Your membership in the chapter is dependent upon maintaining a current “dues-paid” status.

As established in our chapter bylaws, “Payment of dues shall be made to the and shall be payable January 1 of each year for the period of January 1 through December 31.”

Note: if you joined the chapter during this past year, please check with our Chapter Treasurer Dick Burns regarding your individual status. Persons joining late in the year have generally been considered to be “Paid” for the following year.

Contact info for Chapter Treasurer Dick Burns is: 9620 50th St. W 612-723-3052 / 952-473-1887
Veseli, MN 55046 dickburns1@aol.com

As noted in the Chapter Info on page 12 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.

Please help our treasurer by paying with a check made out to EAA Chapter 878. Paying with cash, while acceptable, puts the burden of proper tracking on Dick. He may have several people throwing money at him at the same time!! If you do pay by cash, please attach your name to the payment!!

Note (1): Chapter dues are not the same as your national EAA dues.

Note (2): Also, if you are receiving this newsletter, but no longer want to be a part of our chapter, please let us know that too.

- **CHAPTER 878 SPRING GARAGE SALE, APRIL 19-21**
by Barb Zabel

A garage sale, with the proceeds to benefit the chapter, is scheduled for April 19 – 21.

Do you have some things in your attic, basement, garage, storage shed, etc. that you no longer need or use? I know I do! Please consider setting it aside and donate to our Spring Garage Sale.

I've already received some donations which Alyssa and I have been selling locally. So far we have made \$95.00 in cash. There are still a lot of things to sell and both of us are working on it. Any of this that does not sell will go into the garage sale in April, and anything from there will go back to the people that donated to give to SA or Goodwill.

We will continue to collect and sell as we can. I think this will be a good money maker for us. Let me know what you can contribute (tax deductible donation) to the chapter.

● **MID-WINTER WARM UP CHILI FEED**

**EAA Chapter 878 Chili Feed Fly-In or Drive-In, Saturday, February 10
by Wayne Flury**

Chili Feed Committee Members Dick Burns, Wayne Flury, Greg Thomes, Laura Herrmann, Dave Wendt and Lloyd Melvie have set the time and date for our first “Chapter Chili Feed.”

See the fly-in poster included with this newsletter.

Date: February 10

Serving: 10 – 2

Location: West Metro Aviation at the Buffalo Airport

As with any of our chapter events, we will need volunteers to help set up, prepare food, serve, clean-up and, most importantly, enjoy the event! Please put this on your calendar and invite your friends to attend.

Note that we will have music (playing from 11 to 2). The band is a group in which Lloyd Melvie’s son is a member.

Anyone with ideas for the event, or wishing to be part of the planning, should contact any one of the committee members.

● **IMC CLUB**

by Dave Wendt, Coordinator – IMC/EAA 878

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

Next meeting is January 23, 2018. The program presenter will be Laura Hermann.

NOTE: new meeting location –

Class Room at Thunderbird Aviation at Flying Cloud Airport (immediately West of the Elliott Aviation Building and our previous meeting place at Inflight Aviation)



IMC Pilots Strive to be IFR Professionals – Always: Current, Competent, Proficient
Trusting: Judgment, Decisions, Curiosity

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ATTENTION: All interested pilots (IFR & VFR), are you interested in joining IMC/EAA 878 Club? Cost is \$37.00 total 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!

Features and Benefits: Redbird and Frasca 242 equipment access. Goal: Log one approach/month. Result: always Current and Proficient.

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

● **A SENSE OF ADVENTURE**

by Dick Borrell

(Ed. Note: Chapter 878 member Dick Borrell and his wife Patty took an early-December, 15 day-long flight and layover adventure to Florida and Arkansas in their Cessna 172. Their story is below. Be sure to note Dick's "shout-out" as to the value of the IMC club!)

Last summer my adventurous wife Patty and I purchased a 1979 Ford Motor Home with 102,000 miles on it and drove it from MN to Alaska and back. Over 5 weeks we put 8,000 miles on it and drove on 7 of the 9 Alaska highways.

So, this year when I suggested we fly our 1968 Cessna 172 to Merritt Island FL and back, she said yes! We did all the preparation that was prudent.

It started with a vacuum system check last January, just in case we needed to file IFR. Even though it hadn't been checked in over 10 years it was in perfect flying order. It might be due to the fact that some years back we found a cracked engine mount and, since the engine had to come off, we replaced all the hoses that went to or through the firewall, just as a precaution.

Next was an annual inspection. That was completed just a few weeks before we departed. Again, everything checked out except the ELT battery was due for replacement – no biggie. We also choose to do an oil change and add a little recommended Cam Guard.

Now that the airplane was in tip-top shape it was time to do some serious flight planning. With 38 gallons of usable fuel burning 8 gallons per hour our maximum range would be 4.75 hours. No reasonable pilot would actually schedule a 4.75 hour leg, as it leaves absolutely no reserve! So we started looking at fuel costs, potential weather and most direct route. We also considered "human" factors and chose to not plan any leg of the flight that would be over 3.5 hours.

Here's how it went:

■ Day 1, Leg 1 (November 30th) Waverly MN to Winsted MN to Canton IL

We were all packed and ready the night before. We got up at 6 am and packed the airplane. We back taxied at our private airstrip west of Waverly using our taxi lights, did our run up, took off at 7:10 am and went directly to Winsted airport (10D) for fuel.

With full fuel on board we set off for Canton IL (CTK), a mere 364 miles to the south east. At 110 mph we would be looking at just over 3.5 hours. We were fortunate to have a pretty strong NW breeze and actually averaged 140 mph, thus taking only 2.6 hours for this leg (saved about an hour due to the tail wind).

The only "incident" we had was over southern Minnesota. While we were at 5,600 feet a blue and white Cessna Cardinal going straight east passed just under us. I just happened to look out the left window to see it, and within a few seconds it was gone. Made me think that ADS-B isn't a bad idea – hope that the Cardinal had it and knew we were there!

While there we met a guy whose parents were from Howard Lake, MN. He mentioned that he flies into Winsted MN, but only on his flight simulator!



Refueling at the Canton IL (KTCK) Ingersoll airport.

■ Day 1, Leg 2 Canton IL to Hartford KY

Fully fueled and off to our lunch stop of Hartford KY (JQD), just 276 miles further southwest (or 2.75 hrs). We expected to land about 1 pm. That good old tail wind held up and it took only 2.4 hours at 115 mph. Patty had packed Subway sandwiches and Cokes.

While here we called our planned overnight stop at Smithville TN (0A3) and talked to the airport manager. He mentioned that the weather was deteriorating and as a pilot he would not recommend even an instrument approach to Smithville!

■ Day 1, Leg 3 Hartford KY to Pulaski TN

One thing all pilots know is to remain flexible. Get-there-itis has been the downfall of many pilots. The course from Hartford KY to Smithville TN would have taken us east of Nashville TN. Looking at the weather, we choose to stay west of Nashville TN and picked two airports that gave us options.

Just west of Nashville was Tune airport (JWN), just 76 miles south of us, and if weather got worse we could spent the night there. The weather did hold and we continued on to Pulaski TN, another 62 miles south. This short 1.5 hour hop had us in Pulaski TN about 4:30 pm.

The airport manager gave us a ride to the Hampton Inn and picked us up in the morning. One of the things we love about flying is the great and helpful people you meet along the way!

■ Day 2, Leg 1 (December 1st, IFR) Pulaski TN to Alma GA

When we got to the airport and checked weather, we found a front that just didn't seem to want to move. It was across the southeast and covered Atlanta GA with IFR and Low IFR weather. However, everything east of Atlanta was pretty good VFR with 6,000 foot ceilings.



Popping out on top, kinda. This was Patty's 1st IMC experience in a small airplane and she thought it was cool! This is the system that dropped 5 inches of snow on ATL.

Now I was glad that I had not only brought the airplane up to IFR standards but had gone up with my instructor and completed my instrument competency check! We filed through ForeFlight and were accepted as filed within minutes.



Patty and me somewhere over western GA in IMC with sun peeking through tops. Good thing I got current!



And some actual IFR.

Our IFR destination, Eastman GA (EZM), has an ILS approach, as did our alternate which we would not need. After receiving our void time from Departure Clearance (888-766-8267) we set off toward Eastman GA.

After climbing above the thin layer near our departure we continued East-Southeast, following our IFR filed route. A couple of hours into this flight we were handed off to the 2nd Atlanta controller and were asked to prepare for an amended course. This controller was very busy and rattled off a couple of VOR's to use versus the course we filed.

After figuring out what she said, we asked if she wanted us to turn after reaching our next fix or right away. She requested immediate turn which took us off published airways. Good thing that I've attended many IMC club meetings where we specifically talked about Off Route Obstacle Clearance Altitudes! Anyway, all was well and when we were authorized to descend to our Initial Approach Fix to Eastman we dropped into clear skies, cancelled IFR and proceeded to change to VFR navigation to Alma GA (AMG), another 80 miles. So after 3.5 hours (1.9 hours in or above the clouds) we landed at Bacon County in Alma GA.

■ Day 2, Leg 2

Alma GA to Merritt Island FL (COI)

Now we were just 246 miles from our destination – a short 2.5 hour flight. However, this leg would be through some of the busiest airspace in Florida! We requested flight following along our route and beginning with Jacksonville Approach we were handed off to St. Augustine Approach, Daytona Beach and then finally Orlando Approach. After lots and lots of traffic alerts and one course change for about 10 minutes, we arrived at Merritt Island FL about 4pm – just 12.3 hours of flight time since we left home.



This is final approach into Merritt Island FL Lowest elevation airport that I've ever landed at, just 5 feet above sea level .

■ Days 3 thru 10

Now on to some vacation time with friends, a 5-day Bahamian cruise, and a day extension due to that same system that just wouldn't move and now had dropped 5 inches of snow on Atlanta GA.

Then we were off to our next vacation destination, visiting Patty's mother in Bella Vista AR. This was planned to be a two day trip, stopping in Starkville MS overnight. What actually happened is that we started early, gained an hour and made very quick fuel stops.

■ Day 11, Leg 1 (December 10th)

Merritt Island FL to Bainbridge GA (BGE)

We left Merritt Island FL just before sunrise. At just 299 miles away, Bainbridge GA should have taken just 3 hours but we were now paying for the tail winds from earlier in the trip. 3.4 hours later we arrived in Bainbridge GA, which was an old army flight training base. Fuel truck topped us off and we were off to Starkville MS, another 299 miles away.

■ Day 11, Leg 2

Bainbridge GA to Water Valley MS (33M)

Using ForeFlight's winds aloft data, we stay low where headwinds are not too punishing. However, we are forced to climb up over 4,000 ft to avoid the Birmingham 2 MOA, a Restricted Area where the military could be practicing artillery fire up to 3,999 feet.

At altitude our ground speed drops to a crawl. 82 miles an hour is still much faster than we could drive, but we crawl along like this for an hour!

Finally clear of this Restricted Area we descend. While in flight we did some calculating and realized that we'd be in Starkville MS by noonish. We felt that was too early to stop. Doing some more calculating we realized that even with the headwinds we could easily make Bentonville AR (VBT) well before sunset. But we needed a fuel stop that would be further than Starkville MS so that our leg into Bentonville AR wouldn't be over 4 hours.

We found Water Valley MS with the cheapest avgas of the entire trip and it was just another 70 miles past Starkville MS. I reprogrammed the I-pad Mini with ForeFlight for the new destination and completed this 368 miles in 3.7 hours (our longest leg of the entire trip). There literally is no other reason to stop at Water Valley MS other than cheap fuel. There are NO facilities! We improvised and were back in the air in about 10 minutes.

■ Day 11, Leg 3 Water Valley MS to Bentonville AR (VBT)

We are now just 297 miles from our destination and grandmas home cooking. We are soon in Arkansas and after leaving Little Rock AR behind us we begin to enter no man's land – the northern hills of Arkansas and southern Missouri. Climbing well above the hills we keep looking and locating suitable "forced landing" areas. When over remote areas, an "out" is always a good idea. The airplane has performed flawlessly and there is no reason to expect that it won't continue to do so, but training tells us always have somewhere to go "just in case" things change.

We land in Bentonville AR about 4:30pm about an hour before sunset and with a King Air chasing us through the pattern. Folks at Bentonville are awesome. Grandma has a wonderful meal prepared for us, but the 10.3 hours in the air may have been a bit much. Probably won't do that again!

■ Day 15, Leg 1 (December 14th) Bentonville AR to Lamoni IA (LWD)

Again we are out early and our course of 360 degrees takes us just east of Kansas City MO. Again we are staying low in the softer headwinds – 3.2 hours uneventful and we refuel at Lamoni, IA.

■ Day 15, Leg 2 Lamoni IA to DB Private, Waverly MN (no designator)

On our last leg we would stay low for two reasons – headwinds and lowering ceilings. We have been continually checking the ceilings ahead and Maple Lake MN (MGG) and Buffalo MN (CFE) are both VFR. We landed uneventfully at 2pm.

We put almost 3,000 miles on the airplane, burned just under \$900 worth of fuel, and spent 28.7 hours (all without auto pilot) in the little Cessna 172.

We had a wonderful adventure and thank God that we are able to do a trip like this and live in a country that allows it.

Will we do another adventure like this? I'm always looking for an excuse to plan one.

Any ideas?

Photo Credits: all by Patty Borrell

- **TAX DEDUCTIBLE DONATIONS TO THE CHAPTER**
by Wayne Flury

If you purchase something for the chapter (that is, it becomes property of the chapter and is not just something you bring occasionally for the chapter to use at an event), you may claim this purchase as a tax-deductible donation to the chapter.

REMEMBER – EAA Chapter 878 is a 501(c)(3) organization and (currently) any donations you make to the chapter are tax deductible! Help the chapter and help your tax situation at the same time!!

- **CHAPTER 878 ON FACEBOOK**
by Barb Zabel, Facebook Leader

Facebook is an integral part of the internet social media, and I felt it was important for Chapter 878 to be represented there. This is another tool for communications with our members, for member recruitment, and for letting the general public know who we are and what we do.

Recent posts to the Chapter 878 page have included photos of our fly-in and Young Eagles flights.

Please see www.facebook.com/EAAChapter878/ and “Like” and “Share” the page. It’s a “public” page, so anyone can comment or add photos, etc. If you have any questions about this Facebook page, please call me at 763-360-6286, or email at zabe_73@hotmail.com.

If you do not have a Facebook account and would like help setting it up, let me know.

- **VOLUNTEER NEEDED TO MANAGE CHAPTER SIGN TRAILER RENTAL**
by Wayne Flury

The chapter has mobile sign trailers (a donation to the chapter under our non-profit status). Renting them to local businesses and organizations is a potential good source of chapter income.

A person (or persons) is needed to organize and direct this effort, and will include advertizing, establishing a rental price, setting up contracts with renters, monitoring condition of the trailers, and general supervision of the program. We also need to be sure we are in compliance with any regulations regarding rentals of such equipment, and insurance.

Greg Thomes has reserved the signs for the February Maple Lake Ice Fishing Derby, so we’re already into the business! You can help the chapter take the next steps!



● **EAA CHAPTER 878 and MAPLE LAKE FLYER INFO**

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

www.878.eaachapter.org/
 a 501(c)(3) non-profit organization

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.

Permission is granted to other Chapters to reproduce any or all of this publication, with credits to be acknowledged, excepting “The Funnies” cartoon which is the intellectual property of Wayne Flury.

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.

Current Officers, Leaders and Coordinators of EAA Chapter 878:

President:	Greg Thomes	763-443-7039	greg@thomesinsurance.com
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Fly-Out Coordinator:	Kyle Weatherly	612-965-1610	k.weatherly@live.com
Scholarship Comm. Leader	Kyle Weatherly	612-965-1610	k.weatherly@live.com
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IMC/EAA 878 Club Coord.	David Wendt	612/272-4600	DaveWendtInsurance@gmail.com
EAA Chapter 878 Website	Elaine Morrow	952-913-2356	pilotelaine@aol.com
Chapter Manager of	Barb Zabel	763-360-6286	zabe_73@hotmail.com
Non-Profit Programs			
Facebook Leader:	Barb Zabel	763-360-6286	zabe_73@hotmail.com
EAA Chapter Advocates:	All Members		

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

The list of volunteer leaders for EAA Chapter 878 continues to grow!

Due to the increased size of this listing, my monthly cartoon has been pushed onto the next page. That’s a good thing. Thank You!

- **THE FUNNIES**
by Wayne Flury

Some of Wayne's Random Thoughts as the New Year Begins:

- If you have umbrella coverage with your insurance, is your umbrella protected?
- If time travel ever becomes possible, will the travel clubs will be able to schedule their meetings at any time? i.e., "The next meeting will be held last Thursday."
- Why do people who book a flight to Las Vegas, where they will bet on the turn of a card or a throw of the dice, refuse to bet on the chances of the airline putting their baggage on the same aircraft on which they are traveling?
- If our mothers were airport mangers:
Mom's Airport Rules:
 - a) No running around the airport (everyone adhere to the established traffic pattern)
 - b) Let me know where you're going (file a flight plan)
 - c) Be sure to call when you get home (close your flight plan)
 - d) Persons not using proper radio procedures will have their mouth washed out with soap (we could wish!)
 - e) Pay attention to the playground supervisor (follow ATC controller directions)
 - f) Don't leave home without eating and take your jacket along (fill the fuel tanks and pack your emergency kit)
- Definition of a group of pilots sitting around a table, drinking coffee: "Airport Management Consultant Group."
- Do pilot projects ever result in more pilots?

1/2018



Chapter 878 "Mid-Winter Warm Up" 2018



CHILI FEED

FLY-IN / DRIVE-IN



Saturday, February 10
10:00 a.m. to 2 p.m.

(bad weather date, Feb. 17)

at

West Metro Aviation
Buffalo Airport (KCFE)
Buffalo, MN

Chili with lots of toppings

Hot and cold drinks

Live music in the hangar from 11 a.m. to 2 p.m.

General public welcome

Break off those icicles, defrost the windshield, preheat the airplane (or the car) and come to Buffalo Municipal Airport for some hot chili and cool music in the hangar of West Metro Aviation, hosted by EAA Chapter 878. Meet your friends, share some stories, have some food, and listen to some good music.

For additional information contact:

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EAA Chapter 878 is a local chapter of the Experimental Aircraft Association (EAA), of Oshkosh, Wisconsin, and is a 501(c)(3) non-profit organization. We've been a part of the aviation communities of Maple Lake, Buffalo, and surrounding areas of Minnesota since 1986.