



The Maple Lake Flyer

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

January, 2013

- **EAA CHAPTER 878 MEETING NOTICE**

**Saturday, January 12, 9:30 a.m.
at West Metro Aviation at the Buffalo Airport**

Agenda for January Meeting:

- At the regular meeting date this month we will have an FAA Safety Team (FAAST) program, presented by Glenn Weibel...see attached info. You may register for attendance on the FAA site if you wish, but it is not required...see you there!
- Chapter business will be conducted separately, as needed.
- Dues for chapter membership are due!

- **FROM THE PRESIDENT**

Chapter President: Tom Rammel

I am thinking about events that we could have in 2013, so please send me your ideas if you have something in mind. Also start thinking about how we can get some younger people interested in becoming part of Chapter 878. One idea that may help is to have reduced annual dues (maybe \$10.00) for anyone under age 35? Let me know what you think of this idea and if you have other ideas that may get younger people involved.

Sorry that I missed the Christmas party but I was at a friend's wedding. I hope you all had a good time. Please remember that dues are due for 2013.

(Ed. Note: for the benefit of chapter members who may not know Tom well, he submitted the following biography.)

Work and Family History

Tom was raised in Owatonna, Minnesota, with two sisters and one brother. He met his wife, Yvonne, in college. They were married in 1978 and now have four children, Mark, John, Michelle, and Lisa. After college, he moved to Bloomington and started working as an electronic engineer for CompuTool (a division of National Computer Systems) making CAD/CAM systems (Computer-Aided Design and Computer-Aided Manufacturing) and repairing hard drives. At that time, hard drives were the size of washing machines. CompuTool was eventually purchased by CAMAX.

Tom's next job was with XTAL Corporation designing an interface that connected 3-axis milling machines to CAD systems using RS485 communication. Most machines in the early 1980s used paper tape with punched holes to store programs. In 1988, Tom got a job as engineering manager of the controls division of Sterner Lighting in Winsted. He received a patent for a lighting control that he designed while working for Sterner Lighting. Tom and his family purchased a summer home in Cokato and lived in Bloomington during the winter. After one winter of commuting from Bloomington to Winsted, they decided to live at the Cokato home year-round.

In 1996, Sterner Lighting was bought by an investment firm, and the controls division was closed. Tom found a job at Carl Zeiss as an electronic engineer where he continues to work today. Zeiss employs more than 13,000 people worldwide. Zeiss started out in the optics business making microscopes and today Zeiss makes many types of lenses for scopes, cameras, binoculars, glasses, and many optical surgical instruments. The division that Tom works for designs and sells CMMs (Coordinate Measuring Machines). These machines can

repeatedly measure down to half a micron. (0.5 micron = .000019685 inches) or the diameter of a human hair divided by 500. Each machine is checked for accuracy after production with a measuring laser.

Tom currently has 5 grandchildren with another due in June.

Aviation History

Tom built his first balsa control line 0.049-powered airplane in 1964. In 1972, he built a Jetco Navigator amphibious remote-controlled airplane and built the radio control from a Heathkit. When Tom would go out to fly his R/C airplanes, his mom would tell him to take along a paper bag to bring home all of the pieces. Since then, he has built many R/C airplanes both from kits and from scratch.

Tom purchased an Aventura amphibious ultralight in 2001 and flew it from Cokato Lake. In 2006 while at AirVenture for the first time, he learned about Sport Pilot and signed up for his training certificate at AirVenture. Maple Lake had just received an Evektor SportStar, N605EV, and Tom started his Sport Pilot training in September, 2006. He received his Sport Pilot license on November 8, 2006.

In January, 2007, Tom purchased a SeaRey kit and started building. The first flight was October 4, 2007, after 945 hours of building. In 2010, Tom crashed his SeaRey in Cokato Lake due to a propeller fracture and was hospitalized for two months, so now Tom will have to be satisfied with getting rides in planes with others from Chapter 878. He still enjoys building and flying model airplanes.

● “MINUTES” OF PARTY, Dec. 8, 2012

Chapter Secretary: Wayne Flury

Our chapter Christmas Party was a successful event, though only 22 members and spouses attended. Attendance at events in December is always subject to conflicts with other events and celebrations, travel, weather, etc. Thankfully, the weather held off until much later than night (or early next morning) but now we are faced with the reality of winter in Minnesota and having to shovel snow again!



Photos: Top, Left, out-going Chapter President Joe Simmon presents the EAA Chapter Award Certificates.; Right: the chapter presented a special recognition plaque to Marv Sikkila for his many years of service to the chapter.



Below, Left: Greg Thomes opening a present (you never know what you're going to get!); right: Glen Morrow appears to have designs on the gift that Elaine had just opened (a can of "Moose Munch"). But, his vision of sugar plums was not to be – Elaine's gift was "stolen" before Glen could get into it! Not gonna say who stole it!



- **EAA CHAPTER 878 PRESENTS BILL AND BONNIE MAVENCAMP A TOKEN OF APPRECIATION**
by Wayne Flury

On Friday, December 14, out-going Chapter President Joe Simmon (right) presented a \$100 gift card as a token of appreciation to Bill Mavencamp (left) for all that he and Bonnie did for the chapter for many years (photo by Keith Smith).

As the owners of Wright Aero, Bill and Bonnie were instrumental in getting an EAA chapter started in the west metro and central Minnesota area. That led to the formation of EAA Chapter 878 in 1986, and Bill served as the first chapter vice-president, or “Vice” as the office was termed back then (the president was the “Hammer”, the secretary was “Scribe” and the treasurer was “Torque Wrench”). Since that time the offices of Wright Aero have served as our normal monthly meeting location, and their hangar has been home to our annual pork chop dinner fly-in since 1988.

We have also used hangar space for storage of our tables and chairs, plus file and storage cabinets for all of the miscellaneous stuff that is needed throughout each year. The front office lounge also became an unofficial daily meeting site for members, students and instructors, with gallons and gallons of coffee consumed while all things aviation were discussed. Hopefully, at least some business filtered over to the income side once in a while!

As of December 31, the Maple Lake offices of Wright Aero have been closed and operations are being consolidated at their St. Cloud offices. This brings a very long presence of Wright Aero and the Mavencamp family at the Maple Lake airport to a close, at least in terms of having an office there, though some aircraft used for charter operations may be still be hangared on the field.

The long term implications of this change for the chapter are still uncertain, but there are many options open for us. If you see Bill or Bonnie, be sure to give them your personal best wishes for the future.



- **CHAPTER DUES ARE DUE!**
by Wayne Flury

EAA Chapter 878 dues (\$25) are due at the beginning of each year. Please see Chapter Treasurer Dick Burns to pay your dues, or give the money to any of the chapter officers.

We have typically allowed a few months as a “grace period” for dues to be paid, but will then purge the list of members accordingly. This newsletter is sent to all chapter members, media outlets, other chapters and business owners plus others for general information and as a possible enticement to join the chapter. The list of “others” is periodically purged (as I see fit), so if you stop getting this newsletter in the next few months, you will know why! The primary distribution of the newsletter is via email, which is a huge time savings for your editor and to the chapter treasury!! Though our current chapter membership stands at approximately 30 persons, only 3 currently receive the newsletter via regular mail!

Chapter members ONLY receive my “AvBits” email, an unscheduled sending of a message with various “bits of aviation” info, video links, and other miscellaneous stuff that I think might be of general interest to the membership. However, this is only sent to members with an email account.

EAA Chapter 878 has always invited pilots and others interested in aviation to check out our organization and participate in events to see if we are a group you would like to regularly hang out with. Your membership in the chapter means that you find value in the group. That value can be different things to different people...perhaps it's the social aspect, the educational programs, technical or labor assistance with a project, etc. Your dues are pooled with those from everyone else to support our activities. Perhaps there is an activity that you would like to see us add that would add value to the chapter for you and others.

If you have already paid your dues...THANK YOU! If you are not sure about becoming or staying on as a member, please share your reasons or concerns with a chapter officer...we value your association!

- **CHAPTER 878 SCHOLARSHIP FUND**
by Wayne Flury

Consider making a personal contribution to the Scholarship fund. This money will be dedicated towards support of aviation education programs and scholarships, and will 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: _____

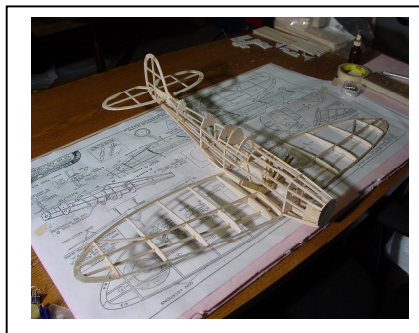
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- **IN-COMING CHAPTER PRESIDENT TOM RAMMEL WITH NEW LONG-SPAN R/C MODEL**
by Tom Rammel



Here is a picture of the almost 8Ft wing span Cub on floats that I just completed. It has not been flown yet but it has a 26cc, 2 stroke motor from a weed whip for power. It has seven servos for the radio control.

The other pictures are of a Spitfire that I started building from scratch five days ago (Ed. Note: as of Nov. 6). This is built from a bag of balsa wood that I won in a drawing at AirVenture 2012. When I won it they told me they had given away many bags of balsa and never seen anyone build an airplane from the bag of balsa wood. I said that I would build an airplane from it! I scaled up the plans two times from 16 inches to 32 inch wing span and plotted it out on my D size plotter in my home office.



Photos to Left: Before / After

- **CAPTAIN DAVE AND HIS SEAREY GET AN ENGINE**

by Dave and Kevin Swanson

Jan 2, 2013

Spent most of Dec. 27 plowing out my driveway and trimming trees so a semi could get up the driveway. Several Advil later I had a road that looked like a highway. The shipping company said my engine would be delivered between one and five, so I sat looking out the window till about two when the phone rang. The driver said he was sitting at the end of my driveway but could not get under the phone and electric wires! I raced down in my pickup...he was blocking half of Co. Road 10, but traffic could get around. Ten minutes later I had a motor!

The next day Kevin (Ed. Note: son) came over, we set it on a dolly and rolled it into the workshop with little trouble. After uncrating we thought maybe we could get it on the airframe. We did not have directions and I could not get hold of anyone at the factory...I was appalled that they were not working on a Saturday! We had to guess at a couple of bushings and spacers but made the right choice (they returned my call at 8am Monday).

We put a couple of tables on both sides of the frame and then two stepladders with wood on top for the final position. We got it on the first platform and then thought we should get help...Harold (Ed. Note: chapter member Harold Greseth) was on standby.

Well, we could not wait the fifteen minutes it would take for Harold to get here, so we went for it. There were a couple of seconds that I got pretty nervous as I was holding 160 lbs while Kevin was messing around trying to get the bolts to fit. If we dropped it, I was determined to be on the bottom as the engine is a lot more valuable than I am! Done and looks great.

We bought this engine in Canada. It's a new 912 Rotax converted to a 914 by adding a turbocharger. All work was done by Rotax, so a full warranty applies with a 2000 hr TBO.



The current status is that we are finishing the tail, then the engine and wires. Painting is done and turned out pretty good, at least as far as I am concerned. Next week I go to Florida for flying a company SeaRey, and about two months later will take the components to Harold's for final assembly. Fingers crossed!

- **EAA CHAPTER 878 MEETINGS FOR FIRST PART OF 2013**

by Wayne Flury

Interesting meeting programs are essential to the vitality of the chapter. Here are the planned activities for the first part of 2013. But, the chapter officers need your input and help to suggest, find and coordinate programs for the rest of the year!

- 1) January FAAST (FAA Safety Team) program
- 2) February Joe Morgan of Lockheed Martin (FSS)
- 3) March Biennial Review...Ground School, by James Aarestad (free to chapter members, \$25 to non-members)
- 4) April Pancake Breakfast for chapter members, family and friends
- 5) May tour of D'Shannon Aviation (next to West Metro Aviation), hosted by Scott Erickson of D'Shannon

● **TREE OF HOPE**
by Elaine Morrow

To EAA Chapter 878: How do I begin to thank you for all your support of the Tree of Hope? From the generous donation that bought toys for the increased needs, your help setting up and taking down all the tables, labeling and bagging the toys, through the whole process as shown in the pictures in the attached file. May you all be richly rewarded for your generosity to sick kids in the hospital!!

Your thoughtfulness in securing the Pilot Santa Bear really meant a lot to me. You already give so much to the Tree of Hope, and I was touched by your generosity to buy it so we can have it as our mascot forever!

The volunteers bagged/delivered 89 bags (25 toys/gifts each) plus 11 toys to 31 hospitals (30 in Minnesota and one in Wisconsin), for a total of 2,236 toys given this year to reach the goal of additional bags for many of the hospitals who have no one else donating to them. That's a record, as we delivered 76+ bags last year, and 70 + the year before.



Photos: Left: the brains behind the Tree of Hope toy collection...members of the Minnesota Chapter of 99s; below: Santa's helpers sorting and bagging; low ceilings kept Santa out of the Mooney for delivery of the bags of toys to various hospitals, so they went via cars and trucks!; even Santa's elves need to eat (and we ate well!).



Photos and captions by
Wayne Flury



Look for info next year about the Tree of Hope, 2013...see you there!

- **DRACULA COMES TO LIFE IN BUFFALO!!**

Residents are fearful!

by Wayne Flury

Anyone who has hung out at West Metro Aviation at the Buffalo Airport over the summer has seen an airplane emerge from the shadows, take shape and grow wings. West Metro Aviation has put together a new aircraft for Kyle Franklin and he calls it Dracula! Kyle introduced his new aircraft and performance to the air show industry at the recent International Council of Air Shows (ICAS) meeting in Las Vegas. As a member of the air show community, I was requested to not say anything about the aircraft or distribute pictures of it until after its public introduction.

I happened to be at West Metro on the last day of Dracula's residence in Buffalo and got a few photos, though just with my cell phone:



Above: Brian Holte makes some last minute tweaks to the airplane (this photo was taken right after I saw him sitting in the cockpit making airplane noises!).



Above and Left: the business end of the airplane – a P&W 985 with direct port fuel injection! The prop is a lightweight MT.



In keeping with the "Dracula" theme, Kyle also hopes to use some red smoke oil for part of his routine!



Left and above: classic lines with an outstanding paint job! No, there isn't any forward visibility while in the three point stance!

For more information about Kyle Franklin and "Dracula" see: <http://www.franklinairshow.com/index.html> and <http://www.facebook.com/franklins.flying.circus>.

Kyle will be appearing at the St. Cloud Air Show on July 20 and 21, 2013, but unfortunately the schedule says he will be flying his Super Cub in a comedy routine (which is still a great performance to see!).

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

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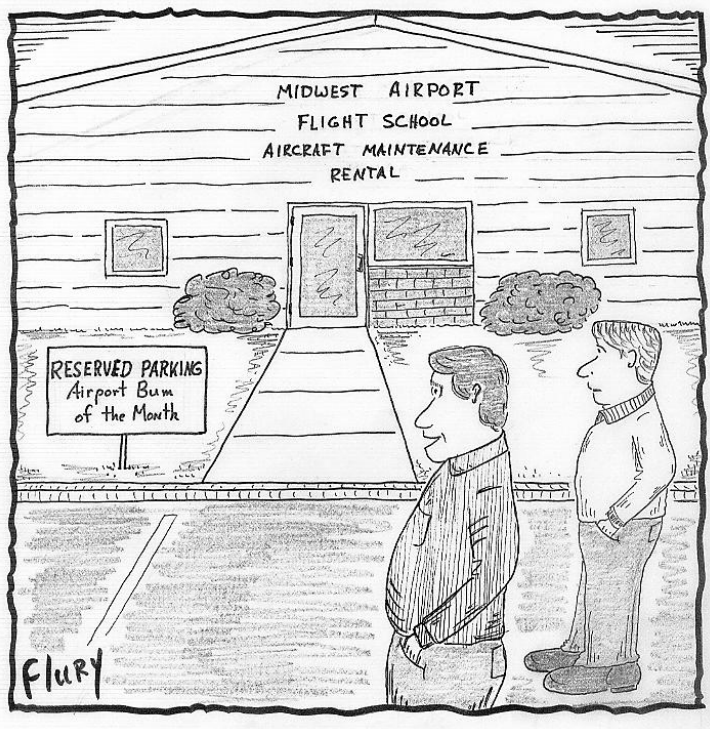
Meetings are normally held at 7:30 p.m. on the second Wednesday of each month (except for the winter months of January – April when we meet at 9:30 on Saturday mornings). Meeting locations may vary each month, depending upon the meeting program.

Dues are \$25 per year.

Current Officers and Officials of EAA Chapter 878:

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EAA Chapter Advocates:	All Members		

- **THE FUNNIES**
by Wayne Flury



"Say what you will, but at least our airport manager thinks outside the box to promote the airport."

1/2013