



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, and now a 501(c)(3) non-profit organization.

March, 2017

- **EAA CHAPTER 878 EVENT and MEETING NOTICE**

Chapter Meeting and FAAST Safety Program

9:00 a.m., Saturday, March 11

At: the Arrival/Departure Building on the Buffalo Airport

Program: Laura Herrmann, Chapter 878 member and FAASTeam Representative, will discuss the ICAO flight plan format. The following text will be posted on the FAA website for FAAST programs. All local pilots are invited to attend.

We will be required to file all flight plans using the ICAO format beginning spring, 2017. Join us for a look at the ICAO flight plan for VFR and IFR pilots. We'll explore changes to our familiar NAS flight plan and how ICAO differs. Next we will go through the ICAO form block by block, and learn about the new codes and formats. Finally, we'll look at filing ICAO through Leidos (formerly Lockheed Martin) and Foreflight. Resources for other flight planning services will also be discussed.

March Newsletter:

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

Alexander Pope once said, "Not to go back is somewhat to advance...and men must walk before they dance." EAA Chapter 878 has been making slow but steady progress to promote GA in the west metro area for 31 years. But, this last month, we picked up the pace and began to "dance."

Our chapter was formally approved, by the IRS, to carry 501(c)(3) tax status. This should open up many possibilities to accept donated items and funds on a tax deductible basis. Thanks Wayne Flury for spearheading this effort.

The chapter is also proud owner of our very own hanger. We purchased a hanger from Larry Pribyl on February 17th, 2017. See details on this purchase in a related article.

Join us on the "dance" floor. We'll be kicking-up our heels in 2017. And, each of you is helping make this happen!

May your skies be bright and breezes light.

Greg



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- ### A TRIP TO GRANITE FALLS

by Greg Thomes

Following are some photos of a short trip Allen Zabel and I took on Saturday, February, 18 to visit the Fagen museum at Granite Falls. The museum was in full bloom and we're both looking forward to the next trip there (maybe with our wives!).



Allen Zabel's Skyhawk somewhere over Kandiyohi County, taken from the Cardinal.



Greg in front of the B-25.



View from control tower of museum grounds.



WWII display of D-Day.

All photos by Greg Thomes.



Allen in front of the P-51.



Tour greeter, Ann Hannson with a group of pilots.

For more information about this museum, exhibits, their mission, and more, see: <http://www.fagenfighterswwiimuseum.org/>.



Railway boxcar display of Jews boarding Nazi train.

- **WANTED – YOUR PHOTOS AND STORIES ABOUT FLIGHTS YOU TAKE THIS SUMMER (OR WHENEVER!)**
by Wayne Flury, Newsletter Editor

Where are you going, and what are you doing this summer flying season?

Hey, where ya goin'?

When you go, take a photo or two and send them to me, along with a story or at least a brief explanation. I'll put it in the newsletter so others can share in your enjoyment of flying!

A great example is the story above about the trip Allen Zable and Greg Thomes made to Granite Falls.

- **GREAT MINNESOTA AVIATION GATHERING (GMAG)**

Randy Corfman, President of the Minnesota Pilots Association, has released information about the Great Minnesota Aviation Gathering for 2017. It's scheduled for April 29 and 30, a Saturday/Sunday timeframe as compared to the Friday/Saturday schedule of previous years.



Past years have featured an excellent selection of speakers, forums, presentations and vendors. You can expect more of the same this year. Be sure to put it on your calendar. Admission is free to MNPilots members.

For more information, see: <http://www.mnpilots.org/gmag/index.php>.

- **ANIMAL RESCUE FLIGHTS...CALL SIGN ARF**

by Laura Herrmann, PPSEL-IR

We all enjoy aviation, whether it's a few laps around the pattern, a trip with friends for lunch, or visiting family out of state. But, many pilots reach a point in their aviation career when they begin to wonder if there is something more. And, that's where charitable, humanitarian, or compassionate flying can bring a new depth to your aviation adventures!

There are many types of compassionate flights, including taking patients to medical treatments, fish and wildlife monitoring, and support of disaster areas. In this article I'm going to discuss some general considerations when flying these types of missions, and then address more specifically the considerations for animal rescue flights.

When flying humanitarian missions, extra consideration needs to be taken in ensuring the pilot, plane, and weather are suitable for the task at hand. The PAVE (Personal, Aircraft, enVironment, External pressure) mnemonic along with IMSAFE (Illness, Medication, Stress, Alcohol, Fatigue, Emotion) are great tools and easy to use. Other concerns are to ensure that adequate time and fuel reserves are available. It's often



Laura and her Cessna 182 returning from an animal rescue mission.

helpful to add extra time to your estimates to allow for any delays that often occur. Also, extreme caution should be used to ensure that mission pilots do not fall prey to "get-there-itis" because of the compassionate nature of the mission. These points should also be stressed with your mission coordinators and passengers.

Animal rescue flights are very rewarding, and also enjoyable. The usual mission is to fly dogs from areas in the southeastern United States to Minnesota. There is an overpopulation of dogs in the southeast

due to the philosophy on spaying and neutering in that part of the country, along with a lack of economic resources. Here there is a need for animals for adoption, so it is a win-win situation. Other dogs come from hoarding situations, or are being flown to a location where needed medical care is more readily available.

Most flights consist of multiple legs, so coordination with rescuers on each end of the mission and all pilots is crucial. Many missions are arranged independently, and many also through the web forum <http://www.pilotsnpaws.org/>.

For animal rescue flights, any pilot can make them regardless of number of hours flown. An instrument rating is not necessary, and there is no requirement for a copilot. Any airplane can be used, including LSA.

The number of animals flown varies greatly depending on the size of the animals, capabilities of the plane, and pilot comfort level. One of my flights consisted of flying a 100 pound bloodhound to Missouri. Another was flying two 170 pound Great Danes from Madison, WI to Siren, WI. One flight consisted of nine dogs of varying sizes. I've flown litters of puppies, and dogs with medical conditions. One flight consisted of flying two pygmy goats from Austin, MN to Middleton, WI! Needless to say, a good weight and balance calculation is important.

A usual flight for me consists of a leg from somewhere such as Cedar Rapids, IA, Madison, WI or Rockford, IL to Flying Cloud. The dogs usually come from Tennessee or Kentucky, but have come from as far away as Texas and South Carolina.

My airplane of choice is my Cessna 182. I've removed the back seat to make it easier to accommodate more dogs, their crates, and accessories. It's important to carry a small plastic tub with leashes, crate straps, and

a water bowl along with cleanup bags. Each crate has a towel for the animal's comfort, and those onboard should be ready for interesting odors! It's also a good idea to save extra time for post flight clean up duty.

Animals can be crated, leashed to seats or allowed to be loose in the plane. My preference is to crate whenever possible to ensure the animals are secure in case of turbulence. I also prefer to fly with a trusted copilot whenever possible to share the aviation workload and have someone free to keep an eye on the dogs.

The dogs can have water, but it is best if food is withheld the day of flight unless medically necessary. When transferring the dogs, it is very important to make sure all are leashed and under control to avoid escape. A walk, drink of water, and potty stop are important for both dogs and humans at the transfer points.

When flying legs with animals the call sign ARF may be used, signifying to ATC that you are an animal rescue flight. This call sign can be used whenever filing VFR or IFR flight plans, or when using Flight Following. The call sign should be used at first contact with ATC. When filing ICAO, the HUM code can be used signifying a humanitarian flight.

If these flights are between two 501(c)(3) organizations they may be tax-deductible. Please consult with your tax advisor as to what is allowable.



A couple of the lucky dogs in the process of relocation to a new home. They may not look happy now, but better days are ahead!

Flying rescue animals can definitely be challenging, but is always rewarding. Nothing beats a great day of flying knowing you have helped animals find new homes and families!

- **NON-PROFIT STATUS FOR CHAPTER 878**
by Wayne Flury

EAA Chapter 878 has received a letter from the IRS that we are now recognized as a 501(c)(3) tax-exempt, non-profit organization, with an effective date of January 28, 2017.

You may recall that the chapter contracted the services of Patti Arthur, an attorney with the law firm Anderson & Hughes in Salida, Colorado (Denver area) to assist us in the application process. Patti has extensive experience in this area, and is a member of the EAA Chapter Advisory Board.

I had agreed to be "point" for the chapter in this process, and worked with Patti to provide the needed info about the chapter. She filed a Form 1023-EZ application for us, which is for smaller organizations with a reasonable upper limit on donations. In truth, this application form is quite simple and I suspect we could have completed it without her assistance – IF we had someone with a background and practical knowledge in the process. As the application proceeded, we found that the chapter no longer had a valid Employer Identification Number (EIN) which resulted in the IRS rejecting our initial application, plus we needed an update to our Articles of Incorporation and filing with the Minnesota Secretary of State. These, plus other questions about proper responses to questions on the form made her contributions extremely valuable!

So, now that we have the 501(c)(3) designation, the question becomes "Now What!?"

That's a question that needs discussion, dedication, work, and the commitment of a volunteer to head up this part of the chapter's mission. Contributions of money, equipment, supplies, materials, and (maybe) such things as airplanes aren't going to just fall out of the sky. All chapter members will need to support the effort

and make requests for donations, but someone will need to be responsible for providing required recognition to the donor, maintaining records and doing an annual report. Could this be you?

CHAPTER VOLUNTEER POSITION POSSIBILITY

When the chapter decided to pursue 501(c)(3) status, I volunteered to be the “point of contact” between Anderson & Hughes and do the backgrounding of needed information. However, I had also noted that when we do achieve this status, we will need a volunteer to step forward to serve the function of what I have temporarily titled, “**Chapter Manager of Non-Profit Programs.**”

While the position has not yet been authorized, if you are interested in accepting a call to be the chapter leader in charge of this exciting new phase of our life, please let me or any chapter officer know. I envision the duties to be flexible, but at a minimum will include communications, record keeping, IRS filings, coordination with the chapter treasurer, and other items as required for compliance. While experience in a similar situation would be great, none is necessary and you can expect to receive help as needed.

- **OUR CHAPTER NOW OWNS A HANGAR!!**
by Greg Thomes, Chapter President

February 17th, 2017 was a historic day for EAA Chapter 878. The chapter’s *building & facility committee*, made up of Tim Bond, Fred Jude, Dick Burns in absentia, and myself met with Larry Pribyl (longtime owner of hanger C-5 at KMGG). The committee negotiated a ‘handshake’ agreement with Larry to purchase this hanger. Larry was a charter member of EAA Chapter 878 and now does most of his flying out of St. Cloud (KSTC).



(The hanger is the north-most structure in the first row...one of the two that have no doors in that row). See the photos accompanying this article.

The committee immediately received approval from the executive board to proceed with formalizing the purchase. Mr. Pribyl was in Maple Lake for a very short time (less than a day). So, it was incumbent that we went about the business quickly. It was also necessary to work quickly since other pilots have asked to purchase the hanger from Larry. In fact, the City of Maple Lake approved the sale to another Maple Lake hanger owner. In hindsight, this was a little bit pre-mature on their part!

Terms of the purchase were as follows: EAA 878 pays Larry Pribyl \$1,000 and takes care of an old electric bill which had accumulated since his original ownership of the hanger. Mr. Pribyl had never received an electric bill and it had only recently come to light that he owed this money. The outstanding electrical bill amounted to \$1,638.

Later that morning we presented a bank check made payable to Larry for \$1,000. He signed a hastily drawn together *bill-of-sale*. This culminated several years of discussion regarding a facility for our chapter.

However, now the real fun begins.

Fred Jude is planning to put a new door on his hanger. He suggested that we fortify our new hanger at the same time. This would make a great learning summer time project for our members.

Other expenses that will be associated with hanger ownership include the City of Maple Lake lease payment of \$648.00 each year. County property taxes will also be our responsibility (amount unknown).

I have recently checked with the City of Maple Lake. The city council will vote on the transfer of ownership (to Chapter 878) at their next council meeting. This is usually a simple formality.

There has been some concern that hanger C-5 may be destined to be torn down by the City of Maple Lake to make room for future hanger expansion. We now have 3 EAA members sitting on the Maple Lake Airport Commission (Pete Radintz, Bob Shadduck and myself). There is speculation that future airport expansion will take place to the east before anything happens near our hanger.

As your President, I strongly commend the committee and chapter for authorizing this purchase. This is a rather inexpensive starting point. It should help propel the RV-4 building project. It will give us a home for chapter assets. It is in a highly visible location with great access. And who knows, it could 'spring-board' the chapter into a subsequent purchase of a larger, better purchase somewhere down-the-road. I will be asking for a 'ratification vote' at our March meeting. Hope to see all of you there.

● **CHAPTER 878 AVIATION EVENTS – 2017**

- Mar 11 EAA Chapter 878 meeting, 9:00 am (Note: Saturday morning date)
- 28 IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm
- Apr 8 EAA Chapter 878 meeting, 9:00 am (Note: Saturday morning date)
- 25 IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm
- May 9 EAA Chapter 878 meeting, 7:30 pm (Note: switching back to Tuesday evening date)
- 23 IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm
- June 11 Buffalo Fly-In, Pancake Breakfast and Air Show by Mike Wiskus
- 13 EAA Chapter 878 meeting, 7:30 pm
- 27 IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm

Note: this 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. If I did try to list them, I risk missing one or slighting someone if I fail to list their event. I will make an exception for some special events.

For aviation events throughout the area, see the various Calendars of Events in magazines, websites and bulletin boards, plus I recommend subscribing to the free email alerts through <http://www.flyins.com> and www.socialflight.com.

● **IMC CLUB**

by Dave Wendt, Founding Member and President – IMC/EAA 878



IMC/EAA 878 Club meeting agenda:

Tuesday, March 28, 2017 at 6:30 PM

In the Elliott Aviation Building lobby, with meetings at Inflight Pilot Training (first floor), 13801 Pioneer Trail, Eden Prairie, MN

Program presentation by Dan Huschke, CFII, "Stabilized IFR Approaches"

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

.....

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.

IMC Club meetings are hosted jointly by Roger Aviation & Inflight Aviation, located at Elliott Aviation Lobby at Elliott Aviation at Flying Cloud Airport (KFCM) at 6:30 pm on the 4th Tuesday of every month. For more information and program content each month, please contact me at DaveWendtInsurance@gmail.com, or 612-272-4600.

- **CHAPTER 878 NAME TAGS**
by Wayne Flury

I'll be placing an order for EAA Chapter 878 nametags as soon as the complete "chapter dues paid" list is provided. All new members will receive a nametag with magnetic backer as part of your dues payment. The chapter provides a nametag for spouses as well, so if they want one, let me know the name to use.



Typical Nametag

And, I guess if you really don't want a nametag, you can let me know that as well!

See my contact info on the last page of the newsletter.

If you are a current member but have lost your nametag/can't find it/want another one, please let me know and I'll add your name to the list – but you will be charged for this one! They're about \$7 each, depending upon the quantity ordered.

- **CHAPTER 878 RV-4 BUILDER REPORT**
by Tom Rammel, Chapter Build Project Coordinator

What Is Happening?

I have not been able to attend the first two Chapter 878 meetings this year due to my involvement with the DC High School robotics team as a mentor – (more on that later).

I received a note from our Chapter 878 President Greg of the great news that our chapter was able to purchase a hangar at Maple Lake Airport. I didn't know if this would ever happen but this is fantastic news! Eventually we could use this hangar to build the RV-4 airplane kit. Of course, some work needs to be done on the hangar first, including adding a hanger door. It never had a door but that is why we could afford to buy it. This is a huge step forward. Give a big thank you to Greg.

Currently Dave Swanson and Harold Greseth are working on the wings at Harold's home, and I still have the vertical stab and rudder at my place. After the robotics competition is over I can spend more time on completing the rudder.

Dassel Cokato High school Robotics, TEAM 5348

This year we have approximately 25 students on the robotics team. The competition is multi part. One part is for the robot to receive gears about 11" diameter and place them on a horizontal peg. The chute where the robot picks up the gear is on the opposite end of the playing field from the peg. The robot can only move one gear at a time.

At the beginning of the match is autonomous mode where the robot has to function without human control (program control only self-contained on the robot). After the autonomous mode the student driver can take control of the robot.

During this time the robot can score by placing additional gears on the peg or by picking up 5" diameter balls from the floor and storing them in a hopper on the robot and later after maneuvering into position and



shooting them into an 8 foot high goal. The last 30 seconds of the match the robot needs to drive to a vertical rope and climb high enough to depress a plate at the top to signal competition. The robot weighs 117 pounds. Each match is played with 6 robots 2 teams of 3 robots called an alliance. The competition is in Duluth March 2nd 3rd and 4th with 60 robots from other high schools.

NOTE:

RV-4 project needs a financier or buyer.

Chapter 878 has taken on the building of an RV-4. As we have begun the work, it's clear that we need a dedicated space, and an invested financier or buyer.

The tail feathers are mostly done and we have started installing ribs to the spar. The project could be taken over outright, or our members could work along with the buyer to complete this project.

If interested, contact Dave Swanson @ 763-242-0334.

Ed. Note: Please pass on the above information to anyone who may be interested in supporting or acquiring this aircraft project.

● **CHAPTER DUES WERE DUE IN JANUARY**
by Wayne Flury

Chapter 878 dues for 2017 became due in January. Please help our treasurer, Dick Burns, by paying with a check made out to EAA Chapter 878. Paying with cash, while acceptable, puts the burden of proper tracking on Dick, since he may have several people throwing money at him all at one time!!

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

IMC members who recently paid are considered to have paid for 2017. As noted in the Chapter Info on page 16 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.

See Dick Burns at a chapter meeting, or contact him at: 16233 Cty Rd. 15
Wayzata, MN 55391
or 763-473-1887, or dickburns1@aol.com.

● **NEWSLETTER AND AVBITS EMAIL LIST TO BE REVIEWED AND PURGED**
by Wayne Flury, Newsletter Editor

At the conclusion of our dues payment period (first couple of months of the year) I'll update our Chapter 878 Membership List and distribute it to all who are "current" in their dues.

AvBits: only those who are current in membership dues will be on the "AvBits" email list (AvBits is an email on various subjects that may or may not be included in the regular newsletter, sent out on an irregular basis. If you don't have an email account you don't get this since I do not send it out via USPS).

Newsletter: is sent via email or mailed via USPS to all dues current members, plus others who receive the newsletter as a courtesy, as an invitation to join the chapter, or as a "sharing" with other EAA chapters, etc.

Note: I generally keep the "invitation" names on the newsletter list for an extended period of time but, if you do not reciprocate to indicate an interest in joining or supporting the chapter, I will be purging you from the list. Please consider joining the chapter along with your fellow pilots and friends to help us to be strong for EAA and all aviation.

- **CHAPTER 878 FLY-OUT COORDINATOR and EAGLE FLIGHTS LEADER**
by Kyle Weatherly

Note: for any and all suggestions for possible chapter fly-outs, and for information about how to conduct Eagle Flights to qualified individuals, please contact Kyle at 612-965-1610, or k.weatherly@live.com.

- **OSHKOSH WORK PARTY OPPORTUNITY**
by Wayne Flury

As I noted in an “AvBits” email a couple of weeks ago, EAA Chapter 878 again has the opportunity to take part in weekend work party at EAA in Oshkosh. The following is a repeat of that message.

EAA WEEKEND WORK PARTY OPPORTUNITY

See the information below about a “Weekend Work Party” at EAA in Oshkosh. This will be working on the B-25 restoration project at the EAA Aviation Center (Weeks Hangar). Kirk Fjetland from Chapter 237 at the Anoka Airport is again heading up the effort and recruitment of volunteers.

If you recall, several members from Chapter 878 went last year and primarily worked on EAA’s B-17. It was real work – you will get your hands dirty – but you will also have fun. Just ask anyone who has gone. Both men and women are invited.

The first upcoming session is March 17 and 18, with other sessions in April and June.

If you’re interested, register on-line at: <https://www.eaa.org/en/eea/eea-chapters/eea-chapter-resources/chapter-b25-work-parties>.

I received the following message from Kirk with some more detail: “It would be great if some 878 members could attend the work party! Tell your members that we’ll be staying in the Air Academy Lodge (no more Binder House!) and EAA will be feeding us. A ton of work needs to be done on the B-25 before April 18th. EAA is having some kind of fundraiser in the museum and wants the B-25 as complete as we can get it before then.”

Those who attended the work party last year had lodging at the “Binder House” (males only in that house) on the EAA grounds. It was adequate, but sparse!! One bathroom for 19 guys makes preplanning a necessity! This year you will stay at the Air Academy Lodge (this is where we ate last year) and it’s nice. This is where they house the youth that come for the Air Academy events.

EAA Chapters have a volunteer opportunity available, as EAA is in the process of restoring its B-25 to flight status. Chapter 237, based at Anoka County-Blaine Airport in Minnesota, is spearheading the effort and has opened up the work parties to other EAA Chapters.

Our B-25 was used in the filming of the movie Catch-22 and we will be recreating the paint scheme Berlin Express used in the movie.

We are limited to 25 volunteers and no experience is necessary. EAA will provide housing and meals. We just ask that you be willing to work on both days (8:30 am to 5 pm on Friday and Saturday).

This rare opportunity to help restore a B-25 is only available to EAA Chapters, but don't delay! The first session, March 17th and 18th, is coming up quickly, so be sure to register today!

EAA will provide confirmation via email after processing your application.

For Any Questions, please contact:

Kirk Fjetland, B-25 Work Party Coordinator & EAA Chapter 237 President
(651) 331-9905 or fjetfamily@msn.com.

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 (see address below). Send "change of address" information, email address and phone number changes to Newsletter Editor.

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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:

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Chapter Roster Monitor:	Wayne Flury	763-670-6021	wflury@wh-link.net
RV-4 Build Project Coord:	Tom Rammel	320-286-5283	Tom.Rammel@zeiss.com
IMC/EAA 878 Club	David Wendt	612/272-4600	DaveWendtInsurance@gmail.com
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EAA Chapter Advocates:	All Members		

● THE FUNNIES by Wayne Flury

www.AviationWhatTheHeckAreTheyTalkingAbout.com

A compilation of aviation slang, abbreviations, mnemonics, obscure definitions, trivia, luminaries and dignitaries, history, aircraft types, plus a final and definitive answer as to whether high wings are better than low wings and tailwheel pilots are better than tricycle pilots.

Now you too can understand what your spouse or partner is really talking about, without having to actually care!

Finally, an aviation website for non-flying spouses and partners.

3/2017