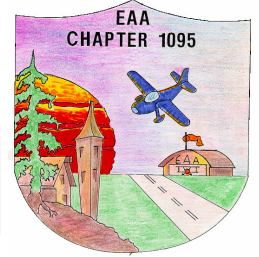




45° North



Gaylord, Michigan

EAA Chapter 1095

August 2005

Phil Gets Soaked

by Phil Curtiss

Doug had his turn in 45° North newsletter last month. Now it is Phil's turn. Phil's soaking didn't endanger any lives, didn't cost anything and while it was a discomfort it wasn't any kind of emergency.

While at a Ford reception for Chapter presidents at Oshkosh Monday evening the skies opened and a deluge fell on the Ford tent. Water was running all over the floor the area. During a lull in the rain

Doug and I hustled back to the plane. Doug crawled in his two man tent and Phil settled down on his air mattress under the wing and tarp.



Doug and Phil's Campsite

We had just settled down and the thunder and lightning started over in grand style. With the help of the tarp I was comfortably dry under the wing. There was just one spot at the inboard edge of the aileron that I had to avoid.

After an hour or so of very heavy rain a
(Continued on page 3)

**Next Meeting
August 10, 2005
in the Chapter House
at 7:00 pm**

Oshkosh Highlights

as related to Phil Curtiss

Bob Johnson – The Dornier TriMotor seaplane and the Global Flyer.

Ken Schlemmer – The Sport planes and the large number of Pitts airplanes.

Phil Curtiss – The extreme gratitude of a Canadian when I returned his wallet and passport. I thought he was going to jump over the counter and kiss me.

Vic Briley – The Harrier and all the new avionics and fancy glass panels.

Doug Hancock – The arrival of the White Knight and Space Ship One.

Will Wottowa – The comic Cub act and the landing on the motorhome – what a great way to travel.

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45° North, Chapter 1095 Newsletter

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Coming Events

- | | |
|---------------|--|
| Aug 10 | Meeting in the Chapter House at 7 pm. |
| Sep 14 | Meeting in the Chapter House at 7 pm. |
| Oct 12 | Meeting in the Chapter House at 7 pm. |



Phil Gets Soaked—cont

(Continued from page 1)

new storm blew in with high winds. The wind blew the windward edge of the tarp loose, pulling the stakes out of the ground. During the struggle to tie down the tarp almost everything got soaked. It was raining so hard that I didn't dare try to get into Doug's tent.

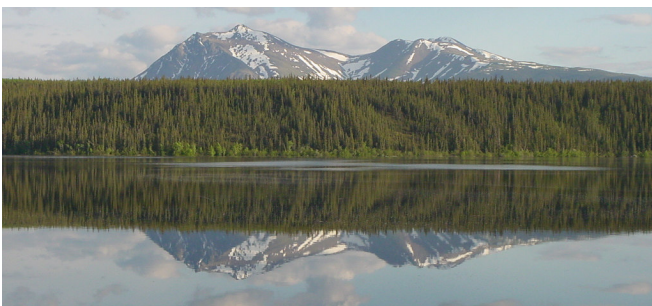
To try to keep dry I took my already wet sleeping bag and pulled it over my head. My flannel blanket was still dry so I hugged it under the sleeping bag. At this moment the beans we had for supper decided to come alive. You just have to imagine me in a rainstorm with the sleeping bag over my head and the beans talking.

About 11 the rain let up and I was able to crawl into Doug's tent with my still dry flannel blanket using Doug's shoes and my jacket as a pillow. After a night of fitful sleep the rain stopped and dawn came. According to the local weather station almost four inches of rain fell. Fortunately the sun came out and things dried out so I could get a good sleep Tuesday.

Other than Monday night the Convention was great. The photo opportunities were great. I will bring my computer to the meeting and the pictures will be on view.

Correction Notice

On the back cover of the July newsletter this photo was incorrectly labeled "Dawson Peaks, Alaska." The Dawson Peaks are in the Yukon Territories of Canada near where Doug landed on the Highway.



45° North, EAA Chapter 1095

June 2005 Meeting Minutes

Meeting called to order at 7:30 PM by Vice President Phil Curtiss.

Motion by Tom, seconded by Will, that minutes of last meeting be accepted as printed in News Letter. Passed.

Treasurer's report by Tom. Return on food was \$31.00, present balance \$2,645.

There was considerable discussion on our fly in and possibilities for next year. Louie made a motion that next year we use tickets for our breakfasts to help in keeping track of number sold, seconded by Will. Motion passed.

Interesting item- Will gave us a nice rundown of their trip to Alaska and of Doug's engine failure and of his safe landing. Sounded like a great experience. Frank Bennett made it a working vacation, taking another engine to Doug and installing it. It must have been a good job, as Doug flew it back home with no problems.

A discussion was held on the Young Eagles program.

Tom made a motion that meeting be adjourned, supported by Vic. Meeting adjourned.

John Hughes,
Secretary

www.eaa1095.org

Have you checked our web site lately? If I promise to keep it up to date would you like to receive the newsletter via email? This could save on printing and mailing costs.



← P-38 Glacier Girl

Honda Jet →



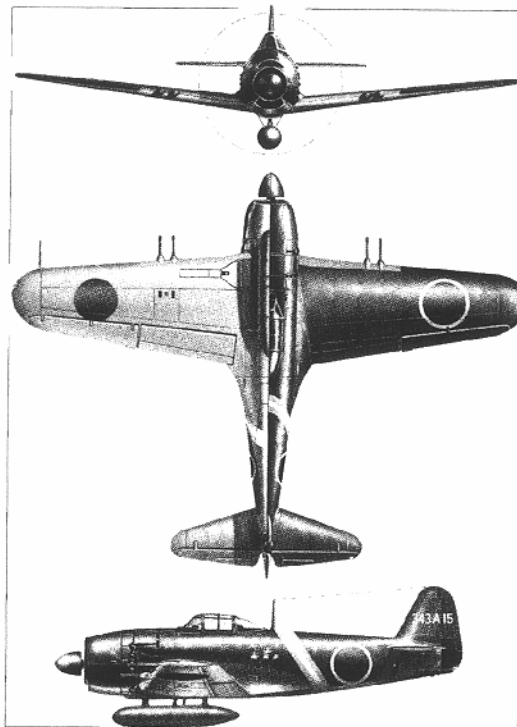
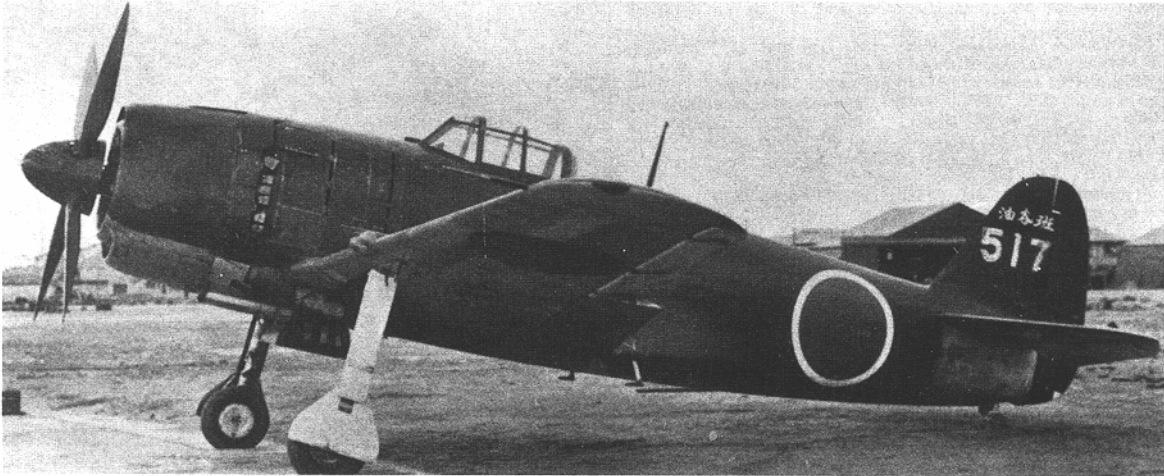
← Dornier Trimotor

Stinson Trimotor →



Out of the Archives #11

Last month you saw the beautiful de Havilland D.H. Albatross. Only seven were built through out it's career, of those, three were destroyed in various accidents. After the third the others were grounded never to fly again. Although designed for international mail service, they were almost exclusively used for passenger service between London and Paris until Germany occupied France. This months subject was originally designed to meet a government specification for a float plane fighter. It was first flown in 1942 and was so promising that the government decided to add a parallel program for this land based version. Production ceased in June 1945 when the factory was totally destroyed in a raid by B-29s.



Manufacturer _____ Series ID _____

Nickname _____ Country _____



**EAA Chapter 1095
Newsletter Office
Post Office Box 2223**

**Next Meeting
August 10, 2005
In the Chapter House**