



45° North



Gaylord, MI

EAA Chapter 1095—www.eaa1095.org

August 2007

A View from the Information Booth

by Phil Curtiss

The view from the Information Booth at the Oshkosh Convention provides a central look at most of the action. Phil was at his post every afternoon from about 1:00pm to closing time. I will try to report what he saw from this vantage point.

Vic Briley and Les Harrington were the first of Charter 1095 to show up at the Booth. Then Wally McCoy met us and we drove over to the Sea Plane base to see Will Wot-towa. Joe Seibold was next and Doug Hancock followed.

While Bob Johnson insists he shows up, he was never seen by this observer.

A big disappointment was the absence

of Ray Fiset, the founder of the Lost and Found. Ray was hospitalized in Montreal and the doctors refused to let him go. Ray organized the Lost and Found at the Third EAA Convention and has been at every one since – more than 50. Phil tried to represent him by sitting in Ray's spot with a Canadian flag on his hat at shown in the photo. Ray, I am sorry but I can never come close to replacing you.



The Air Force was a BIG and LOUD presence at the Convention. The C-5

and the C-17 competed for the largest. Two F-22s and the Harrier tried to make the

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**Next Meeting Aug. 8, 2007
In the Airport Terminal
Board at 6:30pm
Chapter at 7:00pm**

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45° North, Chapter 1095 Newsletter

www.eaa1095.org

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Coming Events

- Aug 8** Board Meeting at 6:30pm at the Airport. Regular meeting follows.
- Aug 18-19** Tentative Corn Road and Roof Work Party
- Sep 12** Board Meeting at 6:30pm at the Airport. Regular meeting follows.
- Oct 10** Board Meeting at 6:30pm at the Airport. Regular meeting follows.





Harrier



T-6s



Impaled on the Pitot Tube



Hang Glider



Dehavilland DH-2 (1919 Original)



B-2



Stinson Model SM-6000B (1931)



Homebuilt Autogiro



B1B Bomber



Stinson Model A (1936)



F-22, F86 and P-38



F-22



C-54



P-38



F-86



F-15



Gulfstream G-150



F-22

July Meeting Minutes

Board of Directors Meeting

The July 11, 2007 meeting of the Board of Directors of EAA Chapter 1095 was called to order at 6:50 pm.

The Treasurer reported our bank balance as \$5,566.87. We had a profit of \$2,474 from the Air Fair.

Wally Loney moved that the minutes of the June meeting be approved as published in the Newsletter. Tom Lesinski seconded the motion and the motion carried.

Ken made a motion to seek prices on a new flag pole for the Airport. This was supported by Wally McCoy. Motion carried and Ken will report his findings at the next meeting.

A date for a corn roast was discussed. August 19 was tentatively selected with a starting time of 3pm.

Ken also volunteered to look into hiring a bus for a future trip to the Bush Pilot Museum at Sault Ste. Marie, Ontario.

Phil made a motion to adjourn the Board of

Directors Meeting and this was supported by Wally Loney. Motion carried and the meeting adjourned at 7:30 pm.

Chapter 1095 Regular Meeting

The regular meeting of the Chapter was called to order at 7:30pm.

Jon Study reported on the roof repairs which will cost around \$3,200.

It was suggested that we combine the Corn Roast with a work party tentatively August 18 and 19, weather permitting.

Wally McCoy will check into the heating of the hanger.

A review of the Air Fair concessions suggests that we should have two cashiers working at a time to speed the traffic flow. The grills should be checked for proper operation as some didn't work well.

The meeting was adjourned at 8:45pm.

Respectfully submitted,

Wally McCoy, Acting Secretary

President's Corner

Airventure 2007 was hot, busy and crowded as usual. There are lots of new aircraft entering the market and rapid changes to the avionics industry. Some of us got together and had dinner in Fond Du Lac. I attended some of the forums and gained some knowledge on home-building aircraft. Wally McCoy and I attended a sheet metal class and gained the knowledge and confidence we needed to move forward on our RV-4 project. We made considerable progress on the horizontal stabilizer last Wednesday night. If you would like to share in the camaraderie and end up with a plane that is affordable to keep and fly, let us know. We are still looking for some more partners. I also attended a Sonerai forum and VW engine forum. If you are looking for some fun in building and inexpensive flying we are looking for someone interested in completing the Sonerai project.

We have a busy weekend coming up on August 18-19th replacing the roof on our new hangar. This project will require quite a bit of motivation, but the rewards are endless. We will celebrate our progress on the hangar Sunday afternoon with a corn roast/pot luck dinner. I hope we have as much fun as we did last year. I encourage everyone to bring as many guests as you like.

We have a new member in our chapter. Don Matz has attended our last two meetings and is now an official chapter member. I hope our new members have as much fun as I have. We have worked hard this summer and should be able to relax a little bit after the roof is on the hangar.

This meeting will be dedicated to planning our roofing project and corn roast and our next adventure to the aviation museum in Sault Ste. Marie.

Keep the blue side up! Vic Briley

A View from the Information Booth—continued

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loudest noise.

A C-54, military version of the DC-6, was present. During the Berlin Airlift Lt. Gail Halvorsen made little parachutes and attached candy bars to them and on his approach to the Berlin Airport he would drop them for the Berlin children. During the Air Show a reproduction of the flight was made from the C-54. For more information on the Candy Bomber see www.airventure.org/2007/5thur26/candy_bomber.html.

As you might guess, the tragedy of the P-51s was lightly covered by the EAA. Their daily newsletter, *EAA Today*, had just a few sentences buried in the middle of the newspaper. I guess they like to pretend accidents don't happen. Yet since returning almost every conversation I have had concerning the Convention started out with a question about the crash. People hear about it and see it on television and the newspapers. So I think EAA should be more open and share information so that rumors don't start spreading.



While not visible from the Information Booth, the art work in the Members Village looked great on the frames our volunteer group installed in June. The Jungle Jim was finished and the kids seemed to enjoy it.

Also not visible from the Booth was Phil's campsite. A grill in the middle between the two tents was used to cook buffalo burgers for the Information crew.

Meanwhile at the Information and Lost and Found booth two youngsters, one 5 and one 3, were safely returned to their

parents. The booth really needs the services of a grandmother to help calm the kids.

The biggest haul was a wallet with \$2,000 that was turned in and returned to its grateful owner. It still amazes me that so many folks turn large amounts of money into us. The record currently is \$24,000 wrapped

around a passport. It too was returned to its owner.

Working with the crew of the Booth is my annual blessing for being part of the EAA. I hope that I will be given many more years of this friendship.



Skybolt 300



L-4

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