

# 45° North



Gaylord, MI

EAA Chapter 1095 — [www.eaa1095.org](http://www.eaa1095.org)

August 2008

## President's Corner

by Vic Briley

Hello fellow flyers:

Last month was successful as we managed to get the chapter hangar repaired and painted. Thanks to all that participated. The painting party was postponed until Sunday thanks to a weather scare from our local weathermen. This is a lesson well learned; if you want an accurate weather report, call flight service. Don't go to the TV for a forecast. I should have known better. All in all everything went quite smooth.

I see that we now have some treated 4x4 posts by the hangar for our deck project. We will spend some time at this month's meeting making plans for the deck. We will need input from everyone on what size deck we want. Do we want a small deck just for entry into the building or do we want a party deck big enough to accommodate the entire chapter? Give this some thought and cast your vote at the meeting.

I had plans of going to Oshkosh for Airventure 2008 but had to cancel at the last minute due to a knee injury. I hope to hear some stories from those members that were able to go. I am already looking forward to Airventure 2009.

*(Continued on page 3)*

## Oshkosh Report

by Phil Curtiss

Oshkosh 2008 was bigger and better than Oshkosh 2007. There were more unique airplanes and demonstrations. Sitting at the Information Booth every day facing Runway 18-36 I get a good snapshot of what is happening and what people like.

EAA1095 was represented by Bob Johnson, Ken Schlemmer, Doug Hancock and others I am sure have slipped my mind. Mike and Nancy Valuet as well as Larry Kent told me they were there but I didn't see them.

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**Next Meeting August 13, 2008**

**At the Airport  
Board at 6:30pm  
Chapter at 7:00pm**

# 45° North, Chapter 1095 Newsletter

[www.eaa1095.org](http://www.eaa1095.org)

45° North, Chapter 1095 Newsletter  
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45° North is being sent by both the U.S. Post Office and by email. Those of you that agreed to the email version will not receive a paper copy. You will be sent an email telling you where to find the newsletter.

## Chapter 1095 Officers

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## Mailing Address

Mail for the Chapter or its officers should be directed to:

EAA Chapter 1095  
P.O. Box 2223  
Gaylord, MI 49734-2223

## Coming Events

- Aug. 13**      **Board Meeting 6:30 pm**  
**Regular Meeting 7:30 pm**  
**at the Airport.**
- Sep. 10**      **Board Meeting 6:30 pm**  
**Regular Meeting 7:30 pm**  
**at the Airport.**
- Oct. 8**        **Board Meeting 6:30 pm**  
**Regular Meeting 7:30 pm**  
**at the Airport.**
- Nov. 12**      **Board Meeting 6:30 pm**  
**Regular Meeting 7:30 pm**  
**at the Airport.**



## Help Wanted

The combination of Newsletter Editor and Web Editor is getting to be a load on me. For twelve years I have been publishing, printing and mailing the Newsletter. While I still enjoy the publishing I could use some help with the printing, collating and mailing of the Newsletter.

What is required is a color printer. The Chapter pays for the ink and the paper. I will continue to gather the material and format the Newsletter. The Adobe Reader, a free program, is all that is needed to print the 31 copies we distribute in paper form.

The Web Editor is a job just begging for some help. According to the EAA, the web is a great source of new members. Right now all I can support is the putting the Newsletter on line each month. A good "Projects" section along with a "Members Only" section would really enhance our web presence. Somewhere among the membership there must be a volunteer – member, spouse, son or daughter, or grandson or granddaughter that could take this over. I have a copy of the Microsoft Front Page web editor for anyone who wants to help. At Oshkosh the Web Editor's Forum was just brimming over with great ideas.

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## President's Corner—continued

*(Continued from page 1)*

The RV-4 project is moving along at a steady pace. We just completed the left wing and have started on the right wing. The right wing should go much faster as we have the learning curve behind us now. We are still meeting on every Wednesday night at 7 PM at Wally McCoy's hangar if anyone would like to visit. We enjoy having company and anybody is welcome.

## Oshkosh Report—continued

*(Continued from page 1)*

My biggest disappointment was the Boeing Dream Lifter. It arrived with a straight in approach to Runway 36 and was doing a slow taxi by the time it reached Air Show Central. Then it sat at Aero Shell Square until departure time. At the announced time a tug slowly pushed it out of Aero Shell Square. Then all four engines were started and after a long wait the very, very slow tug started pushing it backwards to the north end of Runway 18. It took the tug about forty-five minutes to push the plane to the starting position while all four engines were running. Finally it took off to the South. NO fly by on arrival and NO fly by on departure. Could they have used up too much fuel on the long pushback that they couldn't afford one fly by?

Sunday night after a very successful wind down party I went to bed in my tent with a Monday morning departure planned. About 3:30 am a rather violent thunderstorm hit the campground. For more than 90 minutes heavy thunder and rain fell on us. A strong wind finally tore a hole in my tent and everything got wet. I am still (Thursday) trying to dry things out. At least I didn't have to deal with the beans that got me when the rainstorm hit in August 2005 (see the August 2005 issue of *45° North* at [www.eaa1095.org](http://www.eaa1095.org)).





Eclipse 400

DYKE DELTA JD-2



Honda Jet

VELOCITY  
173/RG-E



Harrier

V-22



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