



45° North



Gaylord, MI

EAA Chapter 1095—www.eaa1095.org

February 2008

President's Corner

by Vic Briley

Hello fellow flyers:

Is anyone getting the winter blues yet? I would sure like to see some sunshine for a change. I know, I know, we hear the same thing every year and we are anxious to see the grass grow tall and the sun shine bright so we can have some fun in the sun. I don't know about you, but I would rather cut the grass than shovel the snow. I long for those hot & long summer days of June and July. By the way, I am planning on going to Sun n' Fun this year with a friend of mine on April 8th. We should have room for at least one more if someone would like to go along. I plan on flying down in the Cardinal (N666MM). Let me know if you would like to go along. Partners have first priority, of course.

The RV-4 project is moving along at a steady pace. We are now working on the wings and fuel tanks. We are still meeting on every Wednesday night at 7 PM at Wally McCoy's hangar if anyone would like to visit.

This month we are looking forward to a video and firsthand account of B-17 history presented by George McCutcheon. He gave a very interesting presentation last winter. If you missed that one, you will surely want to come this month.

Wally McCoy is gone for two weeks, training for North Country Aviation's new jet. I am looking forward to a tour when he gets back.

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Editor's Notes

by Phil Curtiss

The EAA has asked that two articles be published in our newsletter. You can find them on pages 3 and 4.

At the last meeting a meeting planner sheet was passed around. I have included a copy on page 6. Please check it and let me know any changes. We will be expecting you to complete any duties.

If you haven't had enough of the political scene during the primaries there is a site, www.flickr.com that has 29,000 photos of the candidates. Wade in!

The www.youngeagles.org site has a beautiful desktop calendar of a Sukhoi SU-26 that can be downloaded to your desktop. One of the features of this photo is a very nice propeller arc. Getting a photo of nice arc is rather tricky. Dumb question: is it safe to click on an icon in the prop arc?

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Next Meeting Feb. 13, 2008

In Airport Terminal Board at 6:30pm

45° North, Chapter 1095 Newsletter

www.eaa1095.org

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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

President	Vic Briley (989) 786-2053
Vice President	Wally McCoy (989) 448-0313
Treasurer	Jan Loney (989) 732-1939
Secretary	Mary Way (989) 731-1900
Technical Counselor	Mike Head (989) 786-1088
Directors	Wally Loney (989) 732-1939
	George McCutcheon (989) 732-9066
	Ken Schlemmer (989) 939-8664
Newsletter.....	Phil Curtiss
Editor	(989) 939-8715 pcurtiss@bigfoot.com

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

- Feb 13** **Board Meeting at 6:30pm at the Airport. Regular meeting follows.**
- Mar 12** **Board Meeting at 6:30pm at the Airport. Regular meeting follows.**
- Apr 9** **Board Meeting at 6:30pm at the Airport. Regular meeting follows.**



A CHAPTER'S POINT OF VIEW

Last month member Jim Loyd of Peekskill, N.Y. expressed in an article, "A Member's Point of View" the many opportunities that are available to EAA with the establishment of its National Headquarters Building, "an EAA research and development center." Many of his ideas parallel the thinking of the Directors of EAA, and others who have worked closely with them on the matter, and are an indication of the great potential that can be contributed to our cause by creating this educational institution.

EAA can feel proud of its members for the many hours that are contributed to our cause and I am especially grateful to EAA Chapter 34, Dallas and Ft. Worth, Texas, for the consideration and thought given to the matter of our Headquarters facility, as many and varied opinions will determine what is best for the organization.

I am presenting here the letter received from the chapter along with my answer to them. I have not attempted to answer all the questions raised, but instead have tried to present information that may be helpful in future chapter discussions. It is always difficult to put warmth into words.

P. POBERENZY,
President, EAA

EAA
National Headquarters
Hales Corners, Wis.
Gentlemen:

EAA Chapter 34, Dallas and Fort Worth, Texas, respectively submits the following concerning the EAA Air Museum.

We, to a man, feel your bid for donations to the Museum fund has fallen below expectations because of several reasons.

Since Wisconsin is not centrally located and has the added disadvantage of being geographically located in a spot that makes it difficult for even near neighbors to the east and southeast from making the trip without difficulty, they will naturally feel reluctant to donate, no matter how worthy the cause.

Your distant friends and members probably never will come within a thousand miles of the place except at Fly-In time. If the Museum were located in the same city as the Fly-In is held in, you might then receive a few more visitors. But who, except a few, will go to the Fly-In, then trudge additional miles to go to the Museum?

Since this is a Museum for and of the EAA, military and type-certificated aircraft are as out of place as a hobo at the Waldorf. Although the Air Museum received a unanimous "thumbs down" (by our chapter), everyone agrees that a Headquarters building is needed and in order.

We are not saying discontinue the project altogether, because one of the American traditions is to plunge ahead if you have a dream and believe in it strong enough. The EAA itself is an almost insurmountable dream come true, but what we are saying is that you picked an unlikely project that will capture the imagination and support of many. You do need greater support than you are getting.

Tearing someone's project apart is easy, but offering helpful suggestions is another story altogether. We

could offer prizes and scholarships which all members could compete for. Money collected for educational aids, books, movies, etc., and made available to the members on the local level might be more kindly received. We could use a good plane, certified and available in kit form. Certification costs money!

Perhaps we could use a Credit Union. That takes money, too. Members with good local credit could obtain loans to build or rebuild aircraft. Stockholding members would also profit, thus making it different than the one-way proposition of a straight donation. One Chapter 34 member, as an example, with excellent credit ratings, was refused a bank loan of \$730.00 to buy a partially finished Rose "Parakeet" (well worth the money), and an additional undisclosed amount to finish it because it wasn't a certified aircraft. He could have bought a \$4,000.00 automobile with his signature.

Suggestions could continue for quite a few pages, but we believe we have made our point.

Sincerely yours,
Ray L. Allen, Secretary-Treasurer
8005 Laura
Fort Worth 18, Texas
Chapter 34, Dallas-Ft. Worth, Texas

Dear Ray:

We received your letter of March 12 and read with interest the chapter's comments regarding EAA's efforts to put a solid foundation under itself—one that should last many years and serve the many and varied interests of the people who have come to participate in all phases of aviation.

We note with a great deal of pleasure your attached chapter report which indicates much activity in the homebuilt, antique, rotary wing, and World War I aircraft field, as well as some new designs on the drawing board. I feel pleased knowing that from my basement office in my home over 1,000 miles away we have in some small way contributed to your aviation activities and knowledge—and it may never have happened if we would have been discouraged by the many comments of people in aviation who in the early years of EAA said we were a bit tetchy and that our efforts would set aviation back many years. I wonder, too, at your statement that our friends would never come to Headquarters to view the collection of aviation material and seek to explore it for educational reasons, when for years now members and members-to-be have been coming to our home and EAA's basement office in ever increasing numbers in search of education. Visitors not only from a distance of 1,000 miles, but thousands of miles. Not a day goes by that dozens of members or people interested in real down to earth aviation do not stop in or call us by phone.

I realize that it is difficult for people so far away to realize the benefit derived from what EAA has done, not only here at Headquarters, but by the almost 200 chapters and the many individual members — to see the reports on the activities of the many chapters, to attend many of these chapter functions or fly-ins, the requests received each day for help, educational material, photos, and to see and examine light aircraft structures of many and varied types, as well as engines, books and drawings.

Establishing this Air Education Center as a part of the National EAA Headquarters has been a great personal challenge. There are many problems and anyone attempting to do the same will find that preconceived ideas on

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(Continued on bottom of next page)

Benefits Of A National "Experimental Aircraft Association, Inc."

By Robert G. Huggins
Secretary-Treasurer, Chapter 10
4915 S. Detroit, Tulsa 5, Okla.

THE QUESTION is asked . . . "Why have a national organization?" Perhaps it would be more to the point to ask . . . "Why have a local chapter?" A score of local chapters have been formed and are functioning satisfactorily because so many of us have found it desirable and beneficial to get together with friends who understand our language and like to talk about things we ourselves are interested in.

The question . . . "What can I get out of it?" . . . has already been answered in a satisfactory manner for more than 20,000 of us who are attending the meetings of these local chapters. The question now is . . . "What more can I get out of a national organization?" The existence and extensive membership of our active national organization demonstrates that group objectives can be more effectively promoted by a national organization than by scattered and unrelated local organizations.

Only a national organization could sponsor an Air Museum to display the progress in design and development of light aircraft from the early days of wood and wire-braced construction through the present-day construction methods used by EAA members in their own home-built aircraft.

The national organization, with its fine leadership and large membership, has considerable prestige with the FAA. Its reputation for cooperating with the government has won for the EAA a pleasant relationship with all government agencies, both in Washington and throughout

the nation. The cooperation and understanding thus far shown the EAA and the individual aircraft builders by the FAA personnel is one to be proud of and has been very instrumental in increasing the interest in sport-plane development. These gains made by our national organization could not have been accomplished by individuals or even local chapters.

It can provide you with the opportunity to participate in the largest aviation event in the nation. The annual EAA Convention and International Fly-In, a six day mid-summer event, strictly informal, lets you meet EAA members from throughout the world, swap ideas and information; view hundreds of homebuilt aircraft, displays, lectures and flight demonstrations; all this, plus the awarding of many trophies, as part of the program. They make available reference books and films on aviation, and *SPORT AVIATION*, the official monthly publication of the Experimental Aircraft Association, Inc.

Membership in this organization devoted to private aviation will give each individual member an increasing awareness that, in his effort to improve his own technical knowledge and skill in his chosen field of interest, he will be contributing to the progress of aviation as a whole. General recognition of the aims and accomplishments of such an association will inevitably increase the public esteem and prestige of its members.

(Reprinted from Tulsa, Okla. Chapter 10 "Little Mag" newsletter).

CHAPTER'S POINT OF VIEW . . .

(Continued from page 37)

how to accomplish this goal will constantly change as economics and people will play a most important part.

For example, the free military aircraft for an outside display have already aided the cause of EAA in the areas of public opinion, both local and national, and have played a big part in aiding our struggle for a tax exempt status with the Internal Revenue Service.

I am aware that in discussion, and in our own conversations here at Headquarters, this planned Air Education Center is often referred to as the Air Museum as previously stated in *SPORT AVIATION*. When we planned its name we found that in accordance with the laws of the land, we were limited as to what we would call it and yet comply with the provisions of both State and Federal laws recognizing tax exempt institutions and without this

privilege our battle would almost be lost before it had begun. But with visionary thinking one can see the great value such an institution can have on light aircraft and engine development and through the creative ability of mankind and the sharing of resources among people, we can offer a bit to society.

Whether financial support is given to this educational effort by the members of EAA, or not, I shall not be lax in my efforts to make available to them, aeronautical education both through physical displays or through publications and other associated activities. I shall find a way to financially support this worthy and much needed facility so that we can better serve the members, the chapters and all who seek help.

Sincerely,

PAUL H. POBEREZY

President

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January Meeting Minutes

Board of Directors' Meeting

The January 9, 2008 meeting was called to order by President Vic at 6:47pm.

Wally Loney made a motion to approve the minutes as printed in the Newsletter. This was supported by Ken. Motion carried.

Joe Hartley, the outgoing Treasurer, reported that our bank account currently has a balance of \$433.46. This includes a profit of \$70 from the Christmas Party. The electric bills will be split three ways between the Chapter, Ken and Wally Loney. Phil made a motion to approve the Treasurer's report and this was supported by Wally Loney. The motion carried.

It was noted that squirrels have gotten into the hanger. This will have to be fixed as soon as the weather permits.

Mike Head has agreed to continue as our Technical Advisor.

The February meeting will be a DVD presentation by George on B-17s.

Wally McCoy moved to adjourn the Board meeting. Wally Loney supported this and the Board meeting was adjourned at 7:30pm.

Members' Meeting

The regular Chapter members' meeting was called to order at 7:30pm by President Vic.

A discussion on a new logo for the Chapter centered on the "Prop" and the "Alpine Tower" designs. Mike would review these and bring them back for a selection in February.

Wally McCoy noted that the application for 501(c)(3) status must note the charitable efforts of the Chapter. [Phil sent Wally a list of the Young Eagle flights and other events as outlined in the Newsletters.] Other possible charitable events might include free food on Friday evenings.

The evening presentation was an AOPA Seminar in a Box movie "Situational Awareness."

President Vic again outlined the Chapter Leadership Academy. Two people from our Chapter can attend one of the three scheduled sessions.

Wally Loney moved to adjourn the meeting. Louie supported this and the meeting was adjourned at 8:45pm.

Wally McCoy, Acting Secretary

President's Corner—con't

(Continued from page 1)

The winter blues are a good reason to have a party. Is anyone up to the challenge for March?

Keep the blue side up! (Unless you fly a Pitts).

Vic Briley



Curtiss P-1

Meeting Planner

Coffee & Donuts

Feb. Vic Briley

Mar. Jan Loney

Apr. Phil Curtiss

May Mike Valuet

Jun. Louie Aguilar

Jul.

Aug. George & Maynard

Program

George McCutcheon B-17s

Wally McCoy

Aviation video

Ken Schlemmer

Cook out



Curtiss JN4H Jenny



Curtiss-Ott O-38



Curtiss-Wright TravelAir E-4000

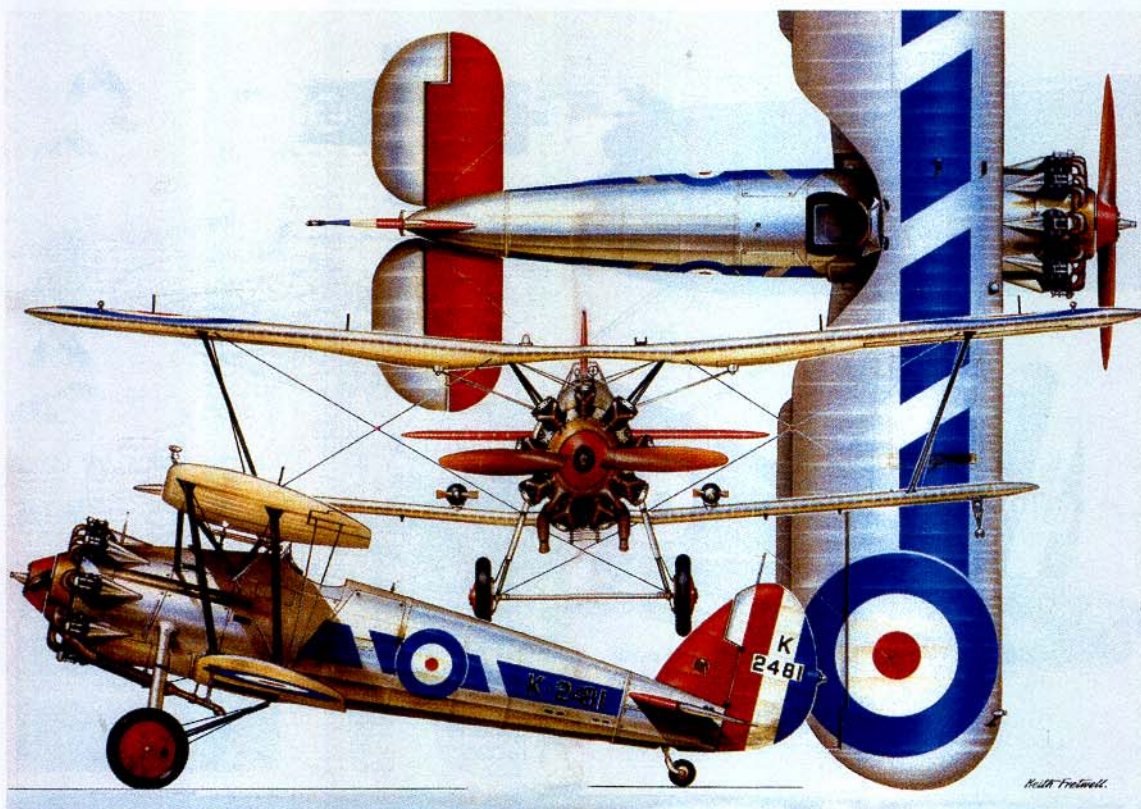


Curtiss SB2C Helldiver

Out of the Archives #20

You farmers out there recognized the three view last month as the Rockwell Commander Thrush ag sprayer with a 600 hp Pratt & Whitney. The photo however may have been a little harder to identify. That one has a nearly identical air frame but with a Pratt & Whitney Canada PT6A turbo prop of 750 shp swinging the prop (aka "hush thrush") and built by Ayers Corporation.

The aircraft below was first flown in 1927 and served in various Air Forces through out the world until some time after 1938. It served in seven different air arms and was evaluated in at least two others. Armed with two .303 machine guns and powered by a radial engine it was an inexpensive answer to many countries financial problems..



Manufacturer _____

Series ID _____

Nickname _____

Country _____

The enlisted men of Lt George McCutcheon's crew—They made a forced landing on a grassy strip at Epernay, France on 9 Sep 1944. After we settled down and tried to hid our silver beast, we headed for the hospital in Verdun to see Kiesel, who had lost his arm in the crash.

Mac stayed around and overseed the repair work on the airplane so it could be flown back to Molesworth.



EAA Chapter 1095
Newsletter Office
Post Office Box 2223

Next Meeting Feb. 13, 2008

At the Airport Terminal

Board at 6:30 pm

Chapter at 7:00 pm