

# 45° North



Gaylord, MI

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

February 2009

## Doug Hancock

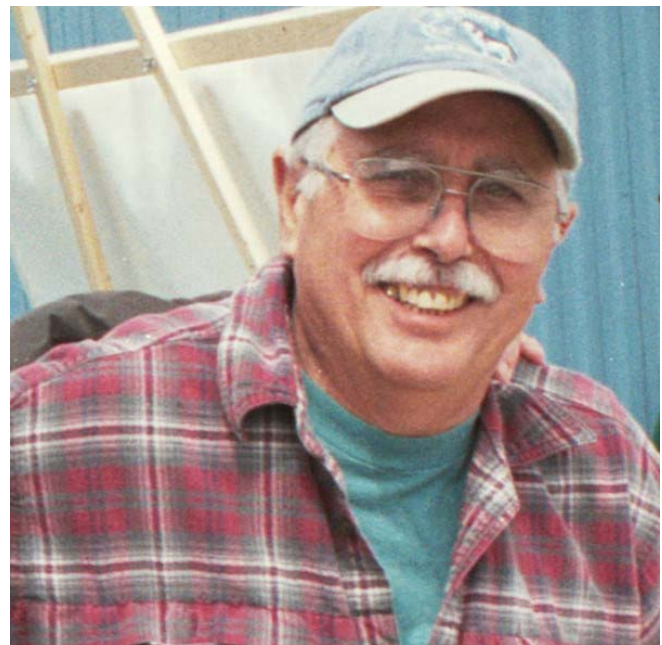
January 4, 1936 - January 13, 2009

Doug has left us for flights yonder! We all will miss him.

Doug was one of the founders of our Chapter and was a past president of the Chapter.

We will all remember Doug's enthusiasm for the Chapter and his many donations to the Chapter. He was a great helper with the Hanger rebuild. He purchased the complete set of the Seminars in a Box from APOA for the Chapter use.

Elsewhere in this edition we have a collection of Doug stories and a number photos.



**Where's our pilot? We miss him!**



### What's Inside

Directory and Schedule	2
Doug Stories	3-7
President's Corner	7
January Meeting Minutes	8
Doug Photos	9-11

**Next Meeting February 11, 2009**

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

# 45° North, Chapter 1095 Newsletter

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

45° North, Chapter 1095 Newsletter  
Copyright © 2009 Experimental Aircraft Association Chapter 1095 in Gaylord, Mich.  
Reprint permission is granted to other EAA chapters with the provision they credit Chapter 1095 and send us a copy.

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

<b>President</b>	<b>Vic Briley</b> (989) 614-0891
<b>Vice President</b>	<b>Wally McCoy</b> (989) 858-1575
<b>Treasurer</b>	<b>Jan Loney</b> (989) 732-1939
<b>Secretary</b>	<b>Mary Way</b> (989) 731-1900
<b>Technical Counselor</b>	<b>Mike Head</b> (989) 786-1088
<b>Directors .....</b>	<b>Wally Loney</b> (989) 732-1939
	<b>George McCutcheon</b> (989) 732-9066
	<b>Don McCoy</b> (989) 348-4159
<b>Newsletter .....</b>	<b>Phil Curtiss</b> (989) 939-8715 p40n@charter.net
<b>Editor</b>	

## 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. 11** Board Meeting 7:00 pm  
Regular Meeting 7:30 pm  
at the Airport.
- Mar. 11** Board Meeting 7:00 pm  
Regular Meeting 7:30 pm  
at the Airport.
- Apr. 8** Board Meeting 7:00 pm  
Regular Meeting 7:30 pm  
at the Airport.
- Apr. 21-26** Sun 'n Fun Fly-In



# Doug Stories

## Jon Study

Doug not only flew like an eagle, he could see like an eagle! Flying back from Oshkosh in his beloved Cessna 170, Doug could see many things, all of the ground details, etc., way before I could see them. Heading to a steak cookout in St. Ignace, he could see the bridge and islands long before I could even make them out. Doug's keen eyesight certainly contributed to his piloting prowess.

One Saturday Doug and I flew down to Grayling for some Young Eagle flights. After the flights we flew on down to Moorestown for ice cream. As we were leaving Moorestown it started to rain. On the way home the Gaylord airport was closed because of the weather front. Doug said, "We will just ride along the edge of this front." The airplane was bouncing all around but I felt at ease with Doug's expert ability. We ended up landing at Atlanta and waited out the storm before returning home.

## Wally Loney

Beside the story I told at the funeral, my next favorite Doug story is about the Saturday Doug was going to take Jan and me to Traverse City for a fly-in.

Jan and I had wanted a ride in Doug's big Fairchild. He kept promising to take us, but something always came up. Finally Doug called us with the idea of flying over to Traverse City for a fly-in breakfast. He was pretty excited about it and so were we. We all got to the airport at the appointed time. Doug had the big brown airplane out. He very patiently explained how to enter the passenger side of

the Fairchild. He climbed in and prepared to fire the big bird up. He cranked it, but it wouldn't fire. He tried it repeatedly. No luck. He apologized profusely. Finally we gave up and put the Fairchild back in the hangar.

Then we went down to my hangar and got my Cherokee out. By then it was too late to make the Traverse City fly-in, so we flew the Cherokee down to Clare, where we had our breakfast at the Fifth Street Diner. We still had a real good time, but Doug was sure embarrassed about the Fairchild not starting.

The problem turned out to be a faulty magneto switch on the Fairchild. A couple months later we did get our ride in the Fairchild, but we kept the Cherokee ready, just in case. We sure kidded him about that Fairchild failure.

There is a sad note about the diner. It was easily the best place for breakfast in Clare. But the Fifth Street Diner is no more. The guy that owned it had some health problems and sold it to some folks that have turned it into a kind of blue plate special restaurant. Food's not so great any more.

Doug told me that when he was out in canyon country, he had a couple, man and woman, with him and they were flying from one high country airport to another. He misjudged the density altitude, and once he got airborne, the 170 wouldn't climb. He coaxed it over trees at the end of the runway and very, very slowly began to build enough airspeed to climb. He said it took almost 20 minutes to get enough altitude to get out of the canyon and be able to go on to the next airport. He said that during the entire flight the woman did not make a sound. Once they landed, she got

*(Continued on page 4)*

# Doug Stories - Continued

*(Continued from page 3)*

out, got her bags out and said she was never going to get back in that plane again. She walked across the airport to the terminal and took a commercial flight home.

Phil, I wish I had time to write down every story Doug told me about his flying adventures. He didn't brag, and most of the stories were kind of self-deprecating. But during the years he flew he got experience in almost every kind of flying, and he shared a lot of that experience. Like the story above, they may have been kind of humorous, but there was a lesson in them too. This particular story lets you know what can happen when you aren't aware of density altitude in higher areas of the country. He even went so far as to say that this was the one time he wasn't sure he was going to be able to make it. He told of flying in the mountains of New Mexico and Arizona, and how he learned to find the best way. He told of getting stuck in North Carolina because of the weather, just like we did in Athens in 2003. I think our trip through Athens was still his record for the longest time held down by the weather. If I could remember all the stories he told me, you could remember the ones he told you, and all the rest of our members could pull theirs up, the result would be a nice book.

## **Dave Hall N1919C**

I first met Doug Hancock around 18 years ago at Sparta. He had, what I thought, was the nicest looking 170 I had ever seen. The next time we ran into each other was at Lake City and we were in line for the pancake breakfast and he opened his billfold and had no money. Well, anyone who knew Doug can imagine the look on his face. We had a lot of fun over that over the years.

After we retired we had more time to wander. My wife would ask "when will you be home?" I

would tell her I'm going with Doug Hancock and I have no idea when I'll get home or if we will get where we were going. We got stuck in some good places and bad, some times for days. Ask Louie Aguilar as he was often Doug's co-pilot.

Doug and I have flown in what I thought was some really bad weather. One time, we were coming out of Iliamna AK through a valley to the Cook Inlet. The only way we knew where each other was, is by GPS and how far we each were from Soldotna AK. Will Wottowa can attest to weather on this trip. So when Doug got home from a trip to New Orleans and said he had to fly through some of the worst weather he had ever been in, I was glad I wasn't along on that one.

I think everyone has heard about the landing on the Alaska Highway. Well, that was very hard to watch from above. Dwayne Jorgensen was riding with me on that trip and we climbed up so we could radio back to Teslin to tell them Doug was having trouble. We told the flight service lady that he was heading for some red roofs on the highway. She knew right away where they were. Doug was 16 min. from the time I called flight service till I told her he was safe on the highway. We had joked all the way up to Alaska, "When are we going to land on the highway?" Doug was the winner on that one but we never said "when are you going to land on the highway" again. By the way, when we left for Alaska I told the guys let's not shave so we will blend in up there. We had been up there for about 3 weeks and Doug said "you know Dave; we're the only ones that aren't clean shaven". We didn't shave till we got home anyway.

We put skis on our planes 4 years ago and Doug said he really enjoyed flying with them. We went up to Minnesota the first year we had them on. We got up to Eagle River WI and thought we would spend the night. We had no idea that we had come to the city that was holding the world's snowmobile championship races that weekend. As luck would have it, a guy at the airport owned the motel and had a cancelation

*(Continued on page 5)*

# Doug Stories - Continued

*(Continued from page 4)*

and we were in. When we got up in the morning, it was 35 below. We had left ceramic heaters running in the plane cabins but we needed some serious pre heat on the engines that morning. While we were doing this, a piece of ice slipped out of Doug's crankcase vent. I said "man that's not good" but his plane had flown in the north since he had it with no problems. So we head for Grand Rapid Min and about 15 miles out Doug radioed and said his oil pressure and temp was dropping. We landed on a lake and his dip stick had blown out along with his oil. He was lucky because it could have been the prop seal. We had enough oil to fill it back up and got into Grand Rapids and sprung for a heated hanger that night. I told him the ski's paid for themselves on that one landing. The next morning we pushed them out and it was really cold. In fact, just up the road at a town called Embarrass, it was 54 below. Doug's plane was leaving a contrail from the exhaust. By the way, the FBO there drilled a 1/8 hole in the 90 degree fitting for the crankcase vent right where it comes out of the case. When in Greece do as the Greeks do.

I had a lot fun and good times with Doug Hancock as I'm sure everyone that knew him did. He was a very, very good pilot. When he had his engine problem up north he handled it very calmly. As they say, the first thing you should do is fly the airplane and he did.

## **Vic Briley**

I had forgotten how many trips I had taken with Doug as wingman until I started looking at my photo albums. Unfortunately, I never got a chance to fly in the same plane with him. It seems that every time we went on a trip somewhere, we had enough people going that I had to fly too. We flew to Dayton, OH, Bar Harbor, Maine, Oshkosh, Lansing and many Young Eagles flights.

I could always count on Doug to guide us safely in the face of bad weather. He

never his schedule get in the way of safety. If the weather turned sour, he would just land and wait it out. No reason to rush.

Doug had a cool, calm demeanor, which made him a pleasure to travel with. I never heard him say a bad word about anyone. He always had a positive attitude.

My most memorable trip with Doug was to Bar Harbor, Maine. I flew with my wife, Larry Kent flew with his and Doug flew alone. We had good weather both ways, so the trip was uneventful. We ate lots of lobster, laughed and just had a good time. I'm glad I got to spend some time with him before he passed on. He will be sorely missed.

## **Louie Aguilar**

I met Doug at Chapter 560 in Cheboygan. At that time I was just starting to learn to fly taking lessons here in Gaylord. I was looking for a bird and decided on an ultralight as it would be cheaper to fly. I found one in Oshkosh and asked Doug to take me to Oshkosh to see it. As we were coming in to land at Oshkosh we had a strong crosswind. Doug landed on his left wheel. After that I decided that Doug could fly and knew what he was doing.

After this flight we started flying together on weekends. Then we went to Sun 'n Fun with Larry Kent and Jack Kinney. We had a good time at Sun 'n Fun and then someone suggested we go to the Bahamas. After that when we would fly to Lakeland and found it was crowded we would either go south to Key West or fly to the Bahamas.

One time on the way back from Lakeland with Steve Kwapis and Larry Kent

*(Continued on page 6)*

# Doug Stories - Continued

we decided to stop at the Cedar Keys near Tampa. The first time we landed at Cedar Keys it was rather startling because from the air it looked like an aircraft carrier; a 2,000 foot runway which dropped off at each end into the ocean.

Later on we fly to Arizona for a catfish fly in dinner. After a day and a half we got word that some bad weather was coming in from California – leave now or get socked in. So we left. While we were there we had a good time and met people and talked about airplanes. We did fly in breakfasts also.

At Lakeland one year we were getting ready to leave. At Lakeland they ask us to do our run-up's on the way to the runway. We got to the runway and Doug said we can't go something is wrong. Doug said one of the magnetos wasn't working. So we taxied back to the sick bay. We found a magneto and a mechanic helped install it. Doug and I each gave the mechanic \$20.

On another trip we were flying down the Atlantic coast from Georgia. We finally got clearance to fly over the Kennedy Space Center as long as we stayed above 500 feet. What thrill that was! We flew right over the runway at the Space Center. At one time or another Doug and I flew from Georgia all the way down the Atlantic coast to Key West.

I am really going to miss Doug and all those great flights we took together.

## **Phil Curtiss**

My most memorable flight with Doug was the Statue of Liberty Flight June 19, 2004. We first flew to the Old Rhinebeck Aerodrome in New York. We thoroughly enjoyed their air show. We spent the night in Poughkeepsie and the next day we started down the Hudson River.

It was a big bumpy over the Hudson River. I was sitting in the back seat of the 170 trying to take pictures from both sides. While I had the camera up to my eye we hit a bump and it knocked a lens from my glasses. There I am with a great picture opportunity and I am struggling to find my lens on the floor of the airplane. I found it and popped it back in the frame.

First we passed West Point and then Manhattan, the bridges and empty World Trade Center site. Then just ahead of us the most beautiful sight – The Statue of Liberty in her shining glory. We didn't realize it until later, but the refurbishing of the Statue had just been completed and the Island had not yet been opened to the public. We circled the Island and I got some great pictures.

The shortest flight I had with Doug was one day we were heading south taking off from Runway 18. Just as the wheels came off the ground a voice came over the radio saying "Doug, you are flying into a thunderstorm." Doug made an immediate left turn and we landed on Runway 27. I'm not quite sure if we even left the perimeter of the airport. I doubt if we logged one mile including take off and landing.

Of course the flight to Sun 'n Fun in 2005 was one four of us will always remember. We took two planes, Doug's 170 and Wally's Cherokee. Everything seemed normal and we enjoyed the show. It was the return trip that we will never forget. As we fly north the ceiling lowered and lowered until Wally had me checking the chart for tall towers. Between the two

# Doug Stories Continued

*(Continued from page 6)*

planes we decided to land at Athens, Georgia. Land we did and took a cab to the motel. There five of us spent five days watching the Weather Channel. Doug missed a funeral and he and others had to go to the mall to buy clothes. It was here that Wally introduced Doug to sugar free candy and its interesting side effect.



Dave Hall reports that in downtown White Horse at the trapper's store they tried on furs. As good of friends as Doug and I were he still wouldn't let me kiss him.



**Doug on Skis**

## President's Corner by Vic Briley

Hello fellow flyers:

I don't want to distract anyone from the main focus of this newsletter (Doug Hancock) so I will keep it short.

We have scheduled the next community meal for Friday, March 13<sup>th</sup>. We will plan the details at our next meeting on February 11<sup>th</sup>.

I spoke with Ken Larson the other day about our chapter trip in April. The best time for the DTW ATC tour is during the day on April 18<sup>th</sup>. More details will come as we get closer to the trip date.

This month, our guest speaker will be LT COL David Montgomery of the Civil Air Patrol. This should be an interesting presentation as well. I am looking forward to it. There is plenty of room, so bring a guest if you like.

Keep the blue side up!

Vic Briley



Lake Minchumina in back of Mt. Denali AK. The gun is for the bears. Dave and Will told Doug in bear country you only have to out run the slowest guy. Doug said he couldn't run very fast so that's the reason for the gun.

# January Meeting Minutes

## OFFICERS MEETING

6:54 PM, Meeting called to order by President Vic.

Motion made by Wally Loney to accept the November Minutes. Supported by Wally McCoy

Treasury Report: Current Balance \$2589.27.

**Old Business:** Casualty loss insurance, MDOT Training seminar, Deck benches; all on hold till warmer weather.

**New Business:** Tent purchase was on the Docket. George McCutcheon had an immediate solution for our chapter. We are able to use the Ruff Grouse Society's tent at no charge whenever we need it. Thank-you George!

Alternate places for our monthly meeting were discussed. Ken will talk to Matt, the new airport mgr. to see what needs to be done to use the large vacant room on the West End of the airport terminal.

Vic has arranged for David Montgomery to come and talk at our Feb. meeting.

Officer meeting time has been changed to 7:00 PM. Regular meeting will follow at 7:30 PM.

Wally McCoy discussed our new web page options with a cost of \$720 or less for start up and \$20.00 a month for maintenance and updating through Josh Kent at Alpine Web. Wally also showed 3 pictures for the web page and # 2 was voted on and won unanimously with a possible addition of Doug Hancock's Fairchild.

7:29 PM, Motion made by Wally Loney to close Officer's meeting. Supported by Jan Loney.

## MEMBERS' MEETING

Meeting called to order by President Vic. First order of business was to have a moment of silence and a prayer for the death of our Chapter member and friend, Doug Hancock who passed away on Jan. 13 from a brief battle with cancer. He will be missed by all.

### Old Business:

Community meal project was a great success and it was agreed unanimously to commit to preparing a meal 4 times a year at an approximate cost of less than \$200.00 per event.

A vote was taken for Chapter Directors. The Incumbents, George McCutcheon and Wally Loney were voted in and Don McCoy replaced Ken Schlemmer.

Chapter trip has been planned for April 18-19 for any member interested in touring the Greenfield Museum, the Yankee Air Force Museum, and the Control Tower at Detroit Metro. This will be a two-day trip, leaving very early on Sat. the 18<sup>th</sup> and returning on Sunday the 19<sup>th</sup>. So far there are about 10 people interested. If anyone else is interested, please talk to Pres. Vic.

### New Business:

Our Guest speaker, Leon Jarema, was unable to attend due to an illness in the family.

There was much discussion on the project planes, which are all moving along nicely. Tom Marker purchased a horizontal stabilizer for a Zenith CH701 and also provided a video showing the different types of Zenith Aircraft that can be built. Wally McCoy would like project builders to provide pictures of various stages of building their planes so he can post on our new web sight.

George McCutchen won 50/50 drawing. He donated his winnings of \$14.00 back to the Chapter. Thanks George!

Motion to close meeting per Phil Curtiss, supported by Wally McCoy. Meeting closed.

# Doug Photos



**Air Force Museum, November 2005**



**Lansing Tower Visit, May 20, 2006**



**Christmas Party December 6, 2000**

# Doug Photos



Pancake Breakfast June 26, 2005



Mailing Work September 2, 2002



Young Eagles Flight  
June 26, 2005



Young Eagles, Grayling June 9, 2001

# Dave Hall's Doug Photos



**Above**

Doug with his plane at the Cessna Complex, when we came taxiing in to this complex, we looked like a step child coming home. A lot of people were looking at us like we had taken the wrong taxiway off the runway.

**Below**

This is what Cessna had on the door to welcome us when we got to Wichita, KS Where Doug's plane was honored at the first plane financed by Cessna.



**Doug at Key West**



All of us at Red Deer AB. Canada. The plane in back of us is a Canadian fire bomber.



What is Doug doing behind his airplane?



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

**Next Meeting Feb. 11,  
At the Airport  
Board at 7:00pm  
Chapter at 7:30pm**