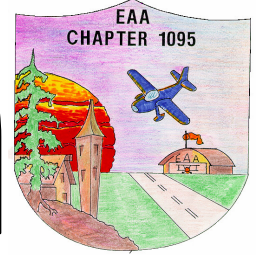




# 45° North



Gaylord, Michigan

EAA Chapter 1095

June 2006

## President's Corner

by Vic Briley

Hello Fellow Flyers,

Our Lansing trip was a great success with weather that most pilots dream about. Morning was blue skies, smooth as glass and a tailwind to boot. We all stopped at the Clare airport to fuel up at unheard of prices (\$3.09/gal.). Sound too good to be true? I was skeptical too until I got my sales receipt. I'm sure prices like that won't last long, so take advantage of it while you can. From there, we went straight to Lansing airport and toured the Air Traffic Control tower and Flight Service Station. After the tour, we borrowed a courtesy car and went to the Airport Tavern for lunch. The ride home was a little bumpy and a little longer than the ride down as we now had a slight headwind. Everyone had a great time and we are looking forward to the next trip.

It looks like we are not going to get the hangar that we had hoped for. The Airport Advisory Committee is strongly considering taking highest bidder, which leaves us out. Our meager savings wouldn't begin to purchase a hangar at today's prices.

My next goal is to form a flying club starting with a 2-seat trainer that would cruise on 6 gallons per hour or less, which

*(Continued on page 4)*

**Next Meeting  
June 14, 2006  
at the Airport**

## June Events

by Phil Curtiss

The two early June events will take place almost before you read this. On Friday, June 2, seven of us will fly to Oshkosh to help the EAA get ready for the Convention. Vic and Doug will do the flying and Joe Hartley, Jon Study and Phil will go along. Two non-members have also volunteered to go and help. They are all from Michaywé and friends of Jon and Phil; Roger Thompson and Doug Schubert. At the June meeting we will talk of the trip and the work we did.

Last month's trip to Flushing to meet with Ken's old Chapter was cancelled because of weather. We want try again this month. However, their meeting date of the second Thursday comes a week before ours on the second Wednesday. If you get this in time be sure to speak up.

Our June meeting on the 14th will feature a guest speaker. Ken has arranged for Mitch Milidonis to talk to us about his experiences as a World War II flight instructor.

The next two big events will be on the weekend of June 24 and 25. Saturday will

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# 45° North, Chapter 1095 Newsletter

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

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## Coming Events

- Jun 2**      **Work Weekend at Oshkosh**
- Jun 8**      **Flight to Dalton EAA Mtg.**
- Jun 9**      **Otsego Lake Splash In**
- Jun 14**     **Meeting at the Airport at 7:30 pm**
- Jun 24**     **Young Eagles Flights**
- Jun 25**     **B-17 Concession Stand**
- Jul 12**     **Meeting at the Airport at 7:30 pm**
- Jul 24-30**   **EAA Convention at Oshkosh**



# How I Spent My Winter Vacation

by Joe Seibold

I left Michigan in late October for the warmer climes for the winter and headed for my place in Tucson, AZ. I got out here around the first of November and immediately was put to work acting as assistant chief judge for the Tequila Cup regional aerobatic competition. Don't let the title fool you, I directed the pilots in and out of the aerobatic box, and you might say I was "air boss". I usually had one in the box, two power planes in holding and two gliders in holding and just kept the box active for about ten hours a day for two days. It is a great experience.

The following week end was back to my regular volunteer job at Pima Air Museum as a docent. Some exciting things were going on out there. We added a few planes to our roll. NASA sent us a Boeing 707 that was used for weightless training, more commonly called the "vomit comet." The Air Force offered us a B-36 if we could transport it from Fort Worth to Tucson. The only catch was that it had to be transported by truck. Actually 18 flat bed trucks, one of which carried the wing box, a massive piece that was 120 ft long and 40 ft wide.- Needless to say it took up a lot of I- 10 road way. We also added a German V- I buzz bomb on it's launch platform, and the P-51 project was still going on and the first new P-51 should be on display in about one or two years. The restoration area has enough work to last for at least ten years.

It was about this time I joined the Air Force Association. The local chapter meets at the officers club at Davis Monthan AF base for lunch the last Friday of the month, and I have really enjoyed every minute of it. We have gone to two field trips so far this year, one to the Goldwater bombing range and watched the A-10's do their thing with the 30mm Gatling guns.

Now that was a sight. Later in the year we went to the Arizona Air National Guard for a briefing that included time in the F- 16 simulator. The Arizona Air National Guard teaches all foreign F- 16 pilots here in Tucson, and you can see almost constant flights in and out of Tucson International Airport.

As you probably know, in March I attended the Cactus Classic fly-in. It's a great show of vintage aircraft, but a great many home built and ultra lights also attend. You should find time to get down here for that the first time you get a chance.

I didn't get much done on my new plane; there was just too much landscape work to do. I did find time to build a stone bridge over my dry creek that runs thru the property and a great deal of walk way with a lot of showy cactus for effect. I plan to add a lot more cactus next year.

Well my time is up here this year and I expect to be there for the June meeting. I will tell you all about it in detail then. Looking forward to seeing you all then. By the way don't forget that I plan to have a fly in breakfast at my hanger in August. I really hope we can pull it off this year. I could mean a few dollars in our kitty.

Regards

Joe Seibold

## May Meeting Minutes

The May 10, 2006 meeting of Chapter 1095 was called to order by President Vic Briley at 7:36 pm.

Larry Kent attended the meeting as a guest. [And he now has become a member.]

A motion to accept the minutes of the April meeting, as published in the Newsletter was made by Will with support by Bob. Motion carried. The Treasurer's report was made by Treasurer Joe and he reports a balance of \$2,128.31. Phil moved to accept this report and Will supported the motion. Motion carried.

The plan to attend the Flushing chapter was postponed due to weather. We now plan to attend their June meeting on Thursday, June 8. [Since this is before our next meeting be sure to contact either Vic or Ken if you wish to attend.]

The Lansing trip was discussed and plans were made for the flight to Lansing on May 20. [Please see other articles on the Lansing trip in this issue.]

Will presented his survey results.

Phil was elected to the Board of Directors to replace Frank Nicolai who had dropped his membership. Mike Head was appointed Technical Counselor to replace Buzz Stephenson.

Wally moved and Will supported a motion to adjourn the meeting. The meeting was adjourned.

Respectfully submitted,  
Phil Curtiss, Acting Secy



**Yes, Gas was \$3.09**

## President's Corner—con't

*(Continued from page 1)*

would make flying affordable. With ten members, the average monthly costs to keep and maintain the plane would be \$63. The cost to fly the plane would be \$37.50 per hour "wet" (including fuel) at today's fuel prices of \$3.85/gal. The cost for a ten member club to purchase a \$25,000 plane would be \$2,500 each plus some additional legal fees to form an LLC (\$500 to \$800). Right now we are collecting names and phone numbers. We won't put in the effort to form a club if we can't find 10 people who are seriously interested. Talk to your friends who have a longing to reach for the sky and have them call me. I will add their name to a list and get things rolling when we have enough people.

The next meeting for Chapter 77 in Flushing is June 8th. Let me know if you plan to go.

Keep the blue side up!

Victor Briley

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## June Events — con't

*(Continued from page 1)*

be a Young Eagles Rally day. Sunday will feature the arrival of the B-17 and a B-25 and some other planes. The Chapter will be running the concession stand on both days.



**Lunch at the Airport Tavern**

# 1095 Falls in Love

by Phil Curtiss

With Wally in the lead, followed by Doug and Vic bringing up the rear we approached the Lansing airspace. Wally made the first call and he was given a squawk code by a very pleasant female voice. Then Doug checked in and got his code and finally Vic was given a code. The pleasant voice then gave each of vectors for separation. Vic was asked to do a 360° turn to keep from running over Doug. One by one we approached the runway and were handed off to the Lansing Tower.

After the local FBO guided us to the Tower we were pleasantly surprised to find the pleasant voice had just moved from Approach to the Tower. She was very pretty blonde lady that knew all the right things to say at the right time. We were all amazed that someone as pleasant she was working for FAA and not being a nuisance.

All ten of us fell in love with her at first sight. And Phil is broken hearted because his photo of her was out of focus.

After our first reaction, Peter Schultz, the FAA local manager gave us great tour of both the Tower and the radar control facility. He answered all our questions and guided us through the facility.

After the Tower tour we walked over to the F.S.S. building. There Glen Pancoast filled us in on their part of the flight planning picture. He asked us how long was a flight from Midland to Saginaw. After a moment or two he said Midland, TX to Saginaw, TX. He also challenged us on a flight from Lansing to Pontiac; Lansing, MI to Pontiac, MI or Lansing, IL to Pontiac, IL.

After the tours a very helpful receptionist at the FBO offered the courtesy car and a recommendation for lunch. With ten of us Wally, the driver, had to make two trips

to the restaurant and two trips back to the FBO. At least Phil's picture of us at the restaurant came out great. Maybe it was because the waitress took the picture instead of Phil.

Finally, and reluctantly, we climbed into our planes and bid the pleasant voice in the Tower goodbye as we headed for home. The flight home was a bit rougher as we were coming in ahead of some evening thunderstorms.

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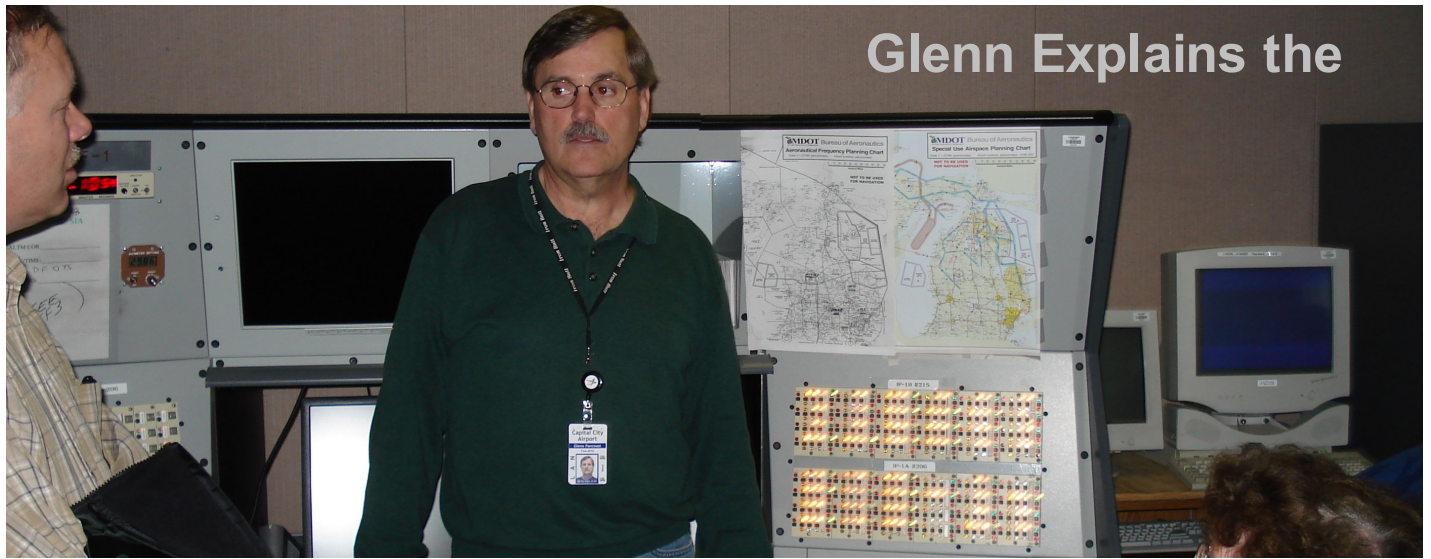
## Comparison of AWOS and ASOS Reprinted from Aero News

A comparison shows:

Data	AWOS	ASOS
Wind speed	Yes	Yes
Wind direction	Yes	Yes
Gust factor	Yes	Yes
Temperature	Yes	Yes
Dew point	Yes	Yes
Cloud height	Yes	Yes
Cloud coverage	Yes	Yes
Visibility	Yes	Yes
Present weather	Yes	No*
Thunderstorm/lightning	Yes	No*
Altimeter setting	Yes	Yes
Fog or mist	Yes	No*
Freezing fog	Yes	No*
Density altitude	Yes	Yes
Remarks	No*	Yes

Even the FAA's website blurs the distinction between the two technologies, but a careful look at the differences (astericked blocks above) reveals that sometimes information you'll get from one type won't be available if you're listening to the other.

**Note:** *If a tower-controlled airport equipped with ASOS or AWOS also employs ATIS (Automated Terminal Information Service), then ATIS information comes from the automated observation. Controllers may record Remarks at the end of the AWOS/ASOS loop.*



## On Final into Lansing



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**Next Meeting  
June 14, 2006  
In Ken's Hanger**