



# 45° North



Gaylord, Michigan

EAA Chapter 1095

March 2005

## Buzz's New 701

by Phil Curtiss

Buzz Stephenson is almost done with his new Zenith 701. He is awaiting the FAA inspection which should occur in the next few weeks. Then he has to complete the required hours before he can fly it to Gaylord and show it to us.

After many hours of work and a very nice paint job the bird looks great. It took some doing to get a suitable tail number. Look carefully, N34WS commemorates Buzz's March 4<sup>th</sup> birthday and ends with his initials. Just so he doesn't lose the plane his name is also painted on the tips of the horizontal stabilizer and the bottom of the left door.



Nice Panel Buzz

Great work Buzz! Now just fly off those hours so you can bring it to our Flyin Breakfast on June 18.

**Next Meeting  
March 20, 2005  
in the Terminal  
at 2:00 pm**

## Another Museum Visit

by Phil Curtiss

Phil had a very special opportunity last month. He was scheduled to attend a conference in Washington, D.C. So he had transportation arranged to fly into and out of Washington's Dulles Airport the home of the new Udvar-Hazy Smithsonian Air and Space Museum. Using some frequent traveler points he managed to stay free for two nights at a neighboring hotel with courtesy transportation to and from the Museum.

So now, after two days of photographing everything he could, he has over 350 photos to sort, label and write onto a CD. A small sample is included in this edition of the newsletter. More will be shown in future issues.

One interesting feature of the museum is a tower, open to the public, overlooking Dulles Airport.

This is at the south end of the airport and it in between the approach ends of runways 1R and 1L. Some great shots of ap-

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# 45° North, Chapter 1095 Newsletter

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45° North, Chapter 1095 Newsletter  
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## Coming Events

- |               |   |
|---------------|---|
| <b>Mar 20</b> | <b>Chapter Meeting at 2:00pm in the Terminal.</b> |
| <b>Apr 17</b> | <b>Chapter Meeting at 2:00pm in the Terminal.</b> |
| <b>May 15</b> | <b>Chapter Meeting at 2:00pm in the Terminal.</b> |



## Museum Visit — continued

(Continued from page 1)

proaching airlines are possible from the tower.



Some of the star exhibits here include the B-29 Enola Gay, a French Concorde and the Boeing 307 Stratoliner that was at Oshkosh a few years ago. And of course Phil had to find another Curtiss P-40 there.



In the next few years they are going to build a new addition where the restoration work that was formerly done in Silver Hill, Maryland, will be open to public viewing. The Museum has many more planes that need restoration before they can be shown to the public.

If you ever have a chance to visit at Dulles, schedule some time to see the Museum. It would be possible to run through the Museum and see just the highlights in a few hours. But to take in all the exhibits and some of the IMAX movies will require more than a day.



## Meeting Minutes

The February 20th meeting of EAA Chapter 109 was called to order by Vice President Phil Curtiss at 2:20pm.

The first order of business was the approval of the minutes of the January 2000 meeting. Jon Study moved to accept the minutes as published in the newsletter. Joe Hartley seconded the motion and the motion carried.

Treasurer Tom Lesinski presented his report. Our new balance is \$2,687.24. Louie Aguilar moved to accept this report and Jon seconded the motion. Motion carried.

The EAA has mailed Young Eagle Jaguar certificates to Phil Curtiss. These certificates provide a discount to summer EAA campers. Vic received one and signed it back to the EAA. Mark Whitaker and Wally Loney were not present to receive their certificates.

Phil announced that he had talked to the leader of the Bible Camp and they wanted to fly Young Eagles on June 20th. This meant that we would have to reschedule the Flyin Breakfast to June 18th. This was acceptable to all.

The meeting was adjourned at 3:10 after a motion to adjourn was made by Louie and supported by Joe.

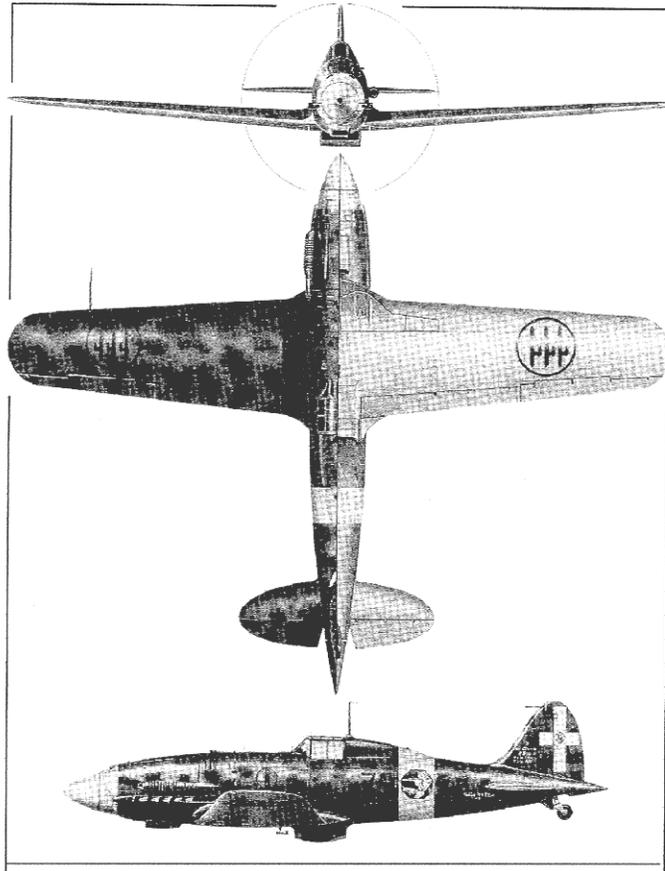
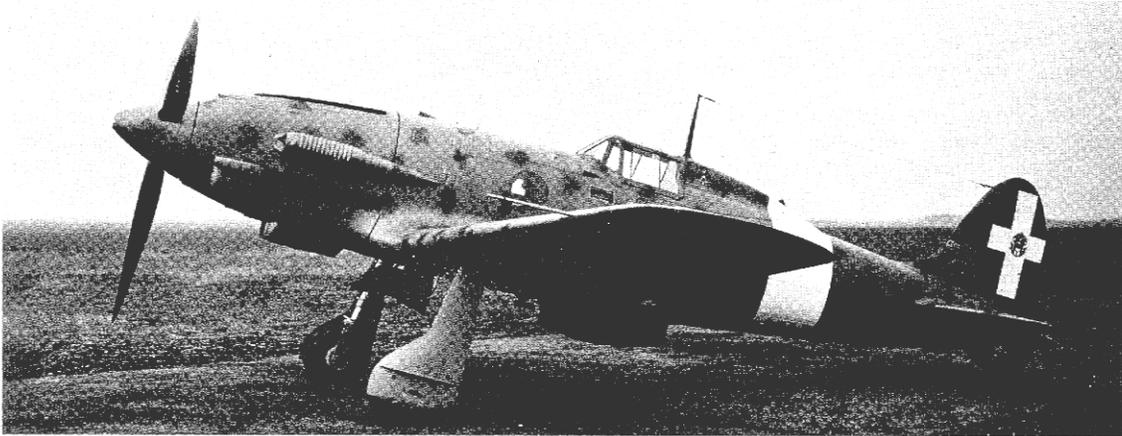
John Hughes,  
Secretary



# Out of the Archives #6

O.K. here's an easy one, it was designed and first flown in 1940. The air frame was designed in one country and the engine in another. It was considered to be one of the smoothest flying of all the WWII fighters by all who had the opportunity to fly it.

Last months subject was the Arsenal, VB 10, built in France. When first designed an order was placed for 200 examples, however after the first 4 production planes all crashed and were destroyed early on, the order was canceled with 30 examples on the production line never to be completed.



Manufacturer \_\_\_\_\_ Series ID \_\_\_\_\_

Nickname \_\_\_\_\_ Country \_\_\_\_\_



Buzz's New Zenith



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