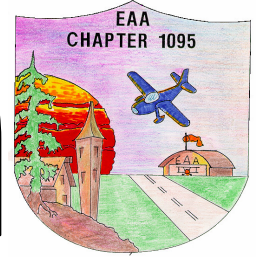




45° North



Gaylord, Michigan

EAA Chapter 1095

May 2006

President's Corner

by Vic Briley

Breaking news, fellow flyers! We have an opportunity to get a chapter hangar. I spoke with our new airport manager (Scott Woody) the other day and he would like us to make an offer to the county board for the old terminal building. This would be the yellow cement block hangar on your right, behind the fence, as you enter the airport entrance. They have discussed tearing it down, but thought everyone could benefit if we resurrected it. It needs a lot of work (especially in the roof), but should be considerably less than building a new hangar. We could strike a deal that would not require a huge cash outlay and could finance it by renting hangar space to chapter members. We can make this a win/win situation. This will require a lot of group participation to make the needed repairs which means I need commitment from members to make this work.

Larry Kent is going to visit us before our meeting to assist with inspection of the building. For those of you who do not know Larry, he is a former member of the chapter and owner of Kent Construction. Please give him a warm welcome. He would be a valuable member of our chapter. He is motivated and can really make

(Continued on page 5)

**Next Meeting
May 10, 2006
at the Airport**

May Events

by Phil Curtiss

May 10th is the first monthly meeting we are holding on our new schedule, the Second Wednesday of the month. Last month we postponed the meeting to the Third Wednesday to avoid conflict with Sun 'n Fun. From now on we shall meet on the Second Wednesday.

On May 11th we will try to fly down to a meeting of Ken Schlemmer's old Chapter in Flushing at the Dalton Airport (3DA). We will return later in the evening.

Then on May 20 there will be a flight down to Lansing to visit the tower. Again we will return later in the day.

On May 18 there will be a meeting of the Airport Advisory Committee to work on the plans for the Aviation Weekend with the B-17 and the B-25. Unfortunately I can't make the meeting so I hope some of the rest of the Chapter will show and make sure they don't just drop us.

Finally, there is the work weekend at Oshkosh. So far Vic's plane is full and Doug will also fly if more want to work the June 2 weekend. Meals and lodging will be provided—bring clothes and a bedroll.

What's Inside

Directory and Schedule	2
Lake Michigan's Aircraft Carriers	3
April Meeting Minutes	5

45° North, Chapter 1095 Newsletter

www.eaa1095.org

45° North, Chapter 1095 Newsletter
Copyright © 2006 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

President	Vic Briley (989) 786-2053
Vice President	Will Wottowa (231) 544-5006
Treasurer	Joe Hartley (989) 732-0908
Secretary	John Hughes (989) 732-5641
Technical Counselor	Buzz Stephenson (989) 348-2354
Directors	Wally Loney (989) 732-1939
	vacant
	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

- May 10** Meeting at the Airport at 7:30 pm
- May 11** Fly to Flushing for EAA77 Meeting
- May 18** Airport Advisory Committee Meeting at 1:00 pm at the Sportsplex.
- May 20** Fly to Lansing for Tower Tour.
- Jun 2** Work Weekend at Oshkosh.
- Jun 9** Otsego Lake Splash In
- Jun 14** Meeting at the Airport



Lake Michigan's Aircraft Carriers

by Phil Curtiss

During World War II Lake Michigan was host to two Navy Aircraft Carriers. These were not the big ocean carriers that could not negotiate the Welland Canal but two converted lake ships.

The first aircraft carrier to appear on Lake Michigan was the USS Wolverine,

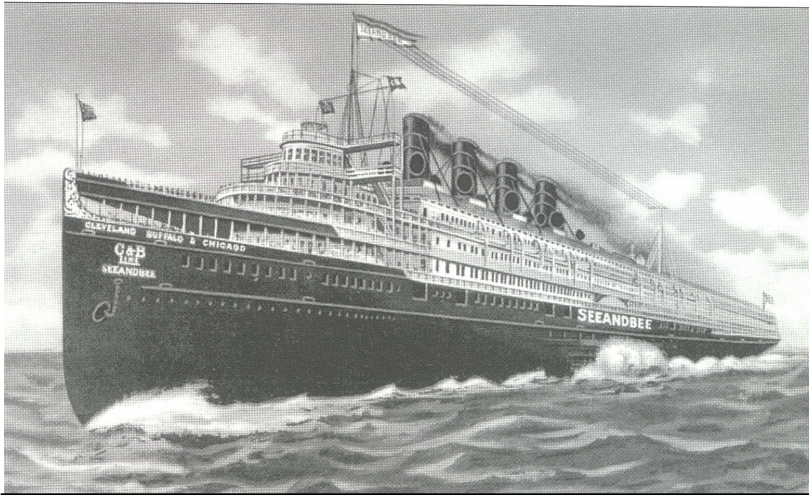
was commissioned on May 8, 1943.

Both ships were coal fired and emitted a lot of smoke. The central stacks of the ships had been directed to a small island on the starboard side of each carrier. Both ships were propelled by side paddlewheels and could sometimes obtain a speed of 17

knots. If the lake winds were low enough operations had to be suspended at the carriers could not sail fast enough to allow for take-offs. Sometimes smoke from the boilers reduced visibility making landings difficult or impossible.

The planes for the carriers were stored originally at the Douglas Aircraft Orchard Place Airport. Orchard Place is now the home of O'Hare Airport and the basis of O'Hare's ORD designation. Later congestion with the Douglas C-54 program and other activities at

the Glenview Naval Air Station caused the carrier planes to be moved to the Allendale Airport. This airport then became



The Cruise Ship Seeandbee

IX-64. The Wolverine was created by converting a luxury Great Lakes ship the SS Seeandbee. The Seeandbee was built in 1913. The top decks were removed and replaced by a flight deck that measured 558 feet long and 98 feet wide. No provision was made for the storage of airplanes as they were kept at an airport in Libertyville, Illinois. The flight deck was just 26 feet above the waterline. The Wolverine was commissioned on August 12, 1942.

The second carrier was the USS Sable, IX-81. The Sable was the former SS Greater Buffalo owned by the Detroit and Cleveland Navigation Company. The Greater Buffalo was built in 1923. When converted the Sable had a flight deck of 535 feet. The Sable



The Cruise Ship Greater Buffalo

known as the Libertyville Airport. Each evening the planes flew off to the land

(Continued on page 4)

Lake Michigan's Aircraft Carriers—continued

by Phil Curtiss

(Continued from page 3)

based airports and carriers steamed to Chicago for the night.

During the training program 136,428 landings qualified 17,820 pilots. Twenty one pilots were killed during training. The Chicago Tribune estimated that there were over 100 aircraft at the bottom of Lake Michigan.

On August 24, 1943 an eighteen year old pilot named George H. W. Bush received his qualification. And during an inspection by Admiral Ernest King the Wolverine

became the flagship of the United States Navy for one day.

Early winter operations were transferred to San Diego and the two Great Lakes ships were moored at the Navy Pier in Chicago. However, operations continued on Lake Michigan during the 1944-1945 Winter.

The Great Lakes fleet was joined by another Naval Training Ship, the USS Wilmette, IX-29. The Wilmette was the former SS Eastland that had capsized in the Chicago River drowning 841 passengers. This loss actually exceeded the passenger loss of the Titanic which lost 694 crew members but only 829 passengers.

Normal operations had the carriers leaving Chicago at 3:00 am to avoid enveloping downtown Chicago in coal smoke.

The Landing Signal Officer (LSO) would be the first to arrive each morning. Landing operations normally began about 8:00 am each day.

At the end of the war the two carriers were decommissioned on November 7, 1945. Both ships then were scrapped. One

of the remaining mementos of their efforts is a display at the Naval Aviation Museum at Pensacola of an F4F Wildcat that was recovered from Lake Michigan.

Additional information on these carriers can be obtained from a book, *Lake Michigan's Aircraft Carriers*, available from the

MelCat services of the Otsego County Library. The web site www.globalsecurity.org/military/systems/ship/ix-64.htm also has additional details.



F4F Wildcat Recovered from Lake Michigan and Restored is Now on Display in the O'Hare Airport



Another Warbird at the Bottom of Lake Michigan

April Meeting Minutes

The April 19, 2006 meeting was called to order at 7:44 pm by President Vic Briley.

Tom Lesinski made a motion that was supported by Doug Hancock to approve the minutes of the March meeting as they were published in the Newsletter. Motion carried.

The Treasurer's report was presented by Treasurer Joe Hartley. Phil Curtiss made a motion to approve the report. Will Wottowa seconded the motion and the vote carried.

There was considerable discussion on the plans of the Airport Advisory Committee and their plans for the B-17 weekend.

Plans were made for some of us to fly down to Flushing to attend one of their meetings on May 11th. For details see Ken Schlemmer.

Plans were also made for a group to fly down to Lansing on May 20th to tour the Capital Cities Airport Tower. Check with Vic for this tour.

A trip to Oshkosh on June 2nd to volunteer work getting ready for the Convention is taking place. Vic's plane is already full with Vic, Phil, Jon and a non-member friend Roger Thompson. Doug said he will also fly if more want to join the work weekend.

Vice President Will distributed a survey of members' wants, needs and hopes for the future of the Chapter. The results of this survey will be presented at a future meeting.

Phil moved to adjourn the meeting at 8:43 pm. This was seconded by Louie. Meeting adjourned.

Respectfully submitted by Phil Curtiss, Acting Secretary.

Following the regular meeting the Board of Directors held a brief meeting. Discussions were held on the Bylaws of the Chapter as well as the possibility of seeking a non-profit charitable organization status from the IRS.

Should the Board of Directors take a more active role in the governing of the Chapter and leave the General Meeting more open to fun and interesting activities was also discussed. More membership feedback on this issue would be helpful.

Will moved to adjourn the Board meeting at 8:56 pm. The motion was supported by Wally and the motion carried.

Respectfully submitted by Phil Curtiss, Acting Secretary.

President's Corner—con't

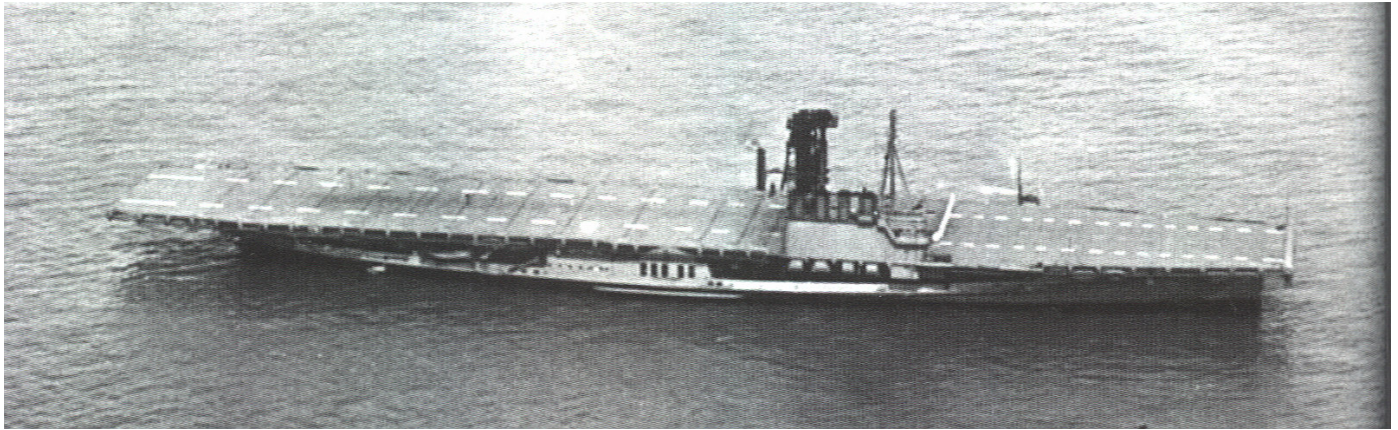
(Continued from page 1)

things happen.

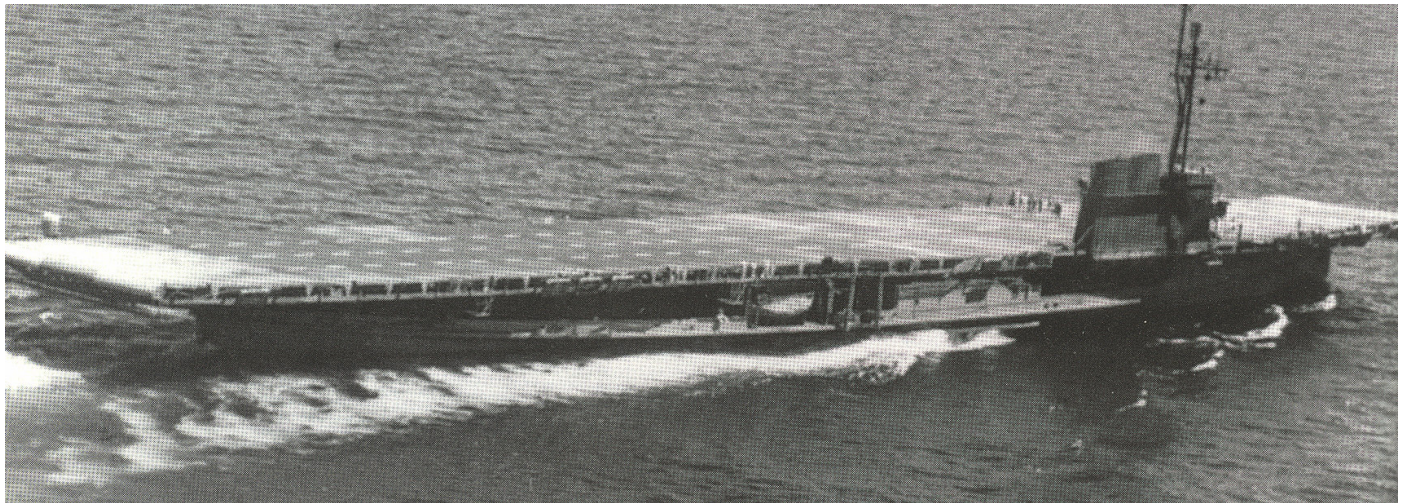
Don't forget the trips scheduled for this month. May 11th we are visiting the Flushing chapter at Dalton Airport during their monthly meeting. I am hoping to get some ideas for our chapter to make things more interesting. On Saturday, May 20th we are scheduled to visit Lansing ATC & FSS for a tour of the Air Traffic Control tower and flight briefing building. They are expecting us at 10am at the tower. I'm sure it will be both educational & fun. Expect to be gone until mid-afternoon. Anyone is welcome whether they are a member or not.

Keep the blue side up.

Vic Briley



**USS Wolverine, IX-64, Lake Michigan's First
Aircraft Carrier**



**USS Sable, IX-81, Lake Michigan's Second
Aircraft Carrier**

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

**Next Meeting
May 10, 2006
In Ken's Hanger**