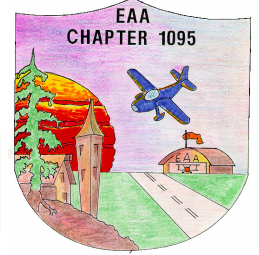




45° North



Gaylord, Michigan

EAA Chapter 1095

May 2005

Next Meeting Wednesday, May 11 Switching to Summer Schedule One Month Early

May Meeting Items as suggested by Doug Hancock

Doug has suggested that he and Will will be on their way to Alaska before the regularly scheduled May meeting on the third Sunday. Since both Doug and Will have much to contribute to the planning of the June Fly In and Pancake Breakfast Doug and Phil elected to advance the May meeting to the summer schedule.

With a possible change in the menu and the format of the meeting Doug felt that he would like to participate in the May meeting without missing his and Will's trip to Alaska.

So all the good members please come and join in the planning for our annual big event.

April Meeting Results as related by Doug Hancock

President Doug Hancock and a few hardy souls appeared at the Airport Sunday, April 17. The few decided that they were so few that an official meeting should not be held. Then they degenerated into a lively hanger flying session.

Doug has purchased the entire set of Seminars in a Box. It appeared to him that these seminars were good for winter meetings.

He also reported that the new tachometer has arrived and is in his hanger. This tach is available to the membership. See Doug for access.

Some preliminary talks were held on the menu for the Pancake Breakfast.



**Next Meeting
May 11, 2005
in the Chapter House
at 7:00 pm**

What's Inside	
Directory and Schedule	2
Out of the Archives	3

45° North, Chapter 1095 Newsletter

www.eaa1095.org

45° North, Chapter 1095 Newsletter
Copyright © 2004 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.

Chapter 1095 Officers

- | | |
|----------------------------|---|
| President | Doug Hancock
(989) 939-8593 |
| Vice President | Phil Curtiss
(989) 939-8715
pcurtiss@bigfoot.com |
| Treasurer | Tom Lesinski
(989) 786-4908 |
| Secretary | John Hughes
(989) 732-5641 |
| Technical Counselor | Buzz Stephenson
(989) 348-2354 |
| Directors | Wally Loney
(989) 732-1939
Frank Nicolai
(989) 821-6563
Buzz Stephenson
(989) 348-2354 |
| Newsletter | Phil Curtiss
(989) 939-8715
pcurtiss@bigfoot.com |
| Editor | |

Mailing Address

Mail for the Chapter or its officers should be directed to:

EAA Chapter 1095
P.O. Box 2223
Gaylord, MI 49734-2223

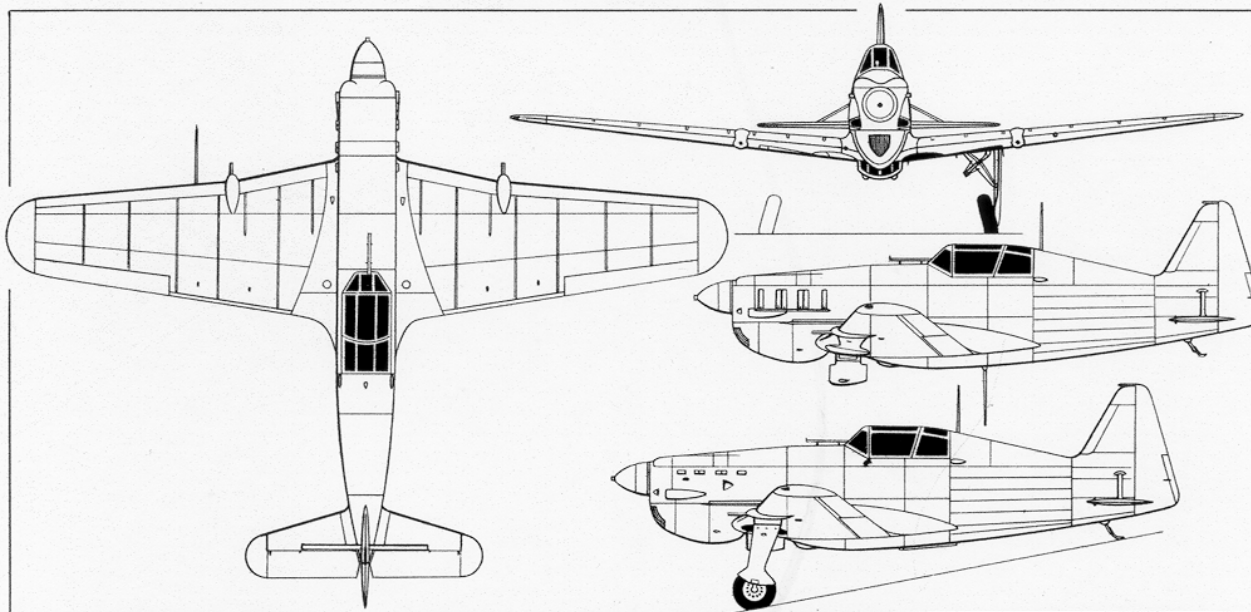
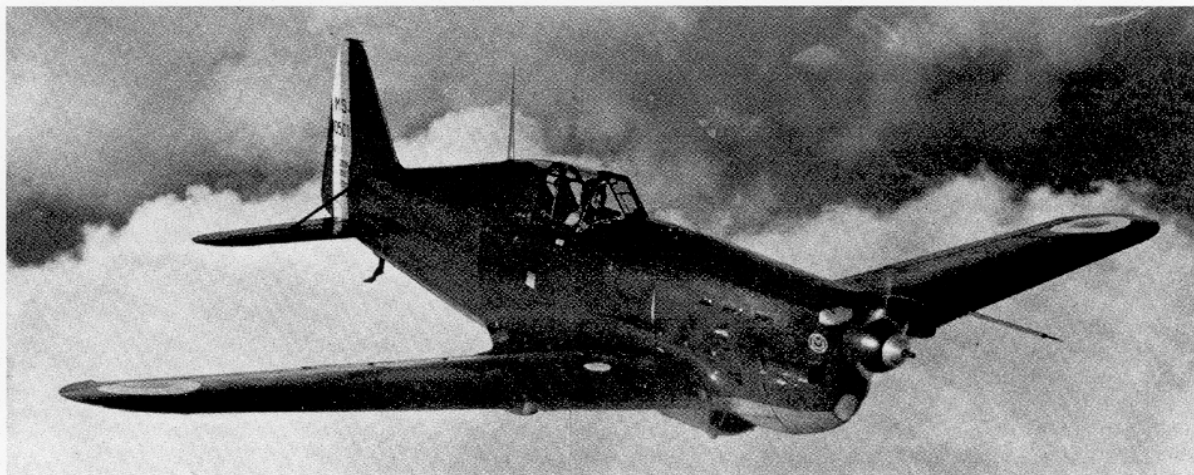
Coming Events

- | | |
|----------------|---|
| May 11 | Chapter Meeting at 7:00pm
in the Chapter House |
| June 8 | Chapter Meeting at 7:00pm
in the Chapter House |
| June 17 | Setup Work for Breakfast |
| June 18 | Fly In and Pancake Breakfast |



Out of the Archives #8

You all probably all recognize last month's plane as the U.S. Navy trainer , Rockwell T-2 Buckeye. Originally designed with one jet engine, it was taken out of production due to marginal performance in 1961, but was returned to production in 1962 when a second jet engine was added to the airframe.
This month's subject was originally designed to a 1936 specification and flown in 1937 and ordered into production in 1938, and a total of 1076 being completed before production ceased.



Manufacturer _____ Series ID _____

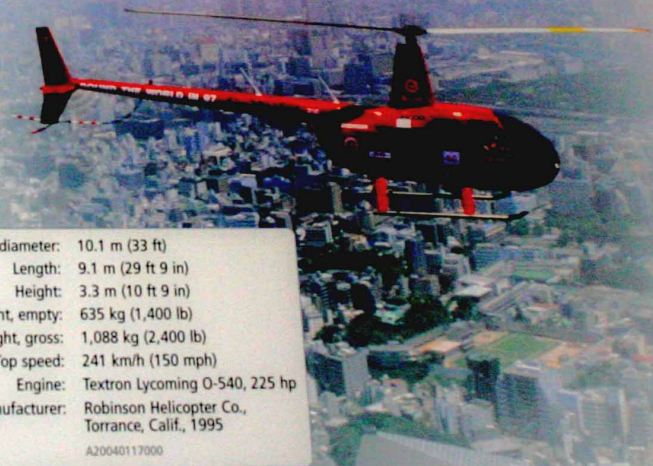
Nickname _____ Country _____

Robinson R44 Astro G-MURY

Beginning in the mid-1950s, most new helicopter designs used gas-turbine engines in place of reciprocating (piston) models. When Frank Robinson introduced the R44 in 1992, he altered this trend in the light-utility class by using a low-cost reciprocating powerplant combined with a simple teetering rotor system, which significantly reduced purchase and operating costs but not performance.

G-MURY has flown around the world twice with Jennifer Murray at the controls. From May 10 to August 8, 1997, with her instructor, Quentin Smith, she became the first person to pilot a piston-powered helicopter around the world, and the first woman to fly a helicopter around the world. From May 31 to September 6, 2000, Murray made her second around-the-world flight, becoming the first woman to do so solo in a helicopter.

Gift of Frank Robinson and the Robinson Helicopter Company



Rotor diameter:	10.1 m (33 ft)
Length:	9.1 m (29 ft 9 in)
Height:	3.3 m (10 ft 9 in)
Weight, empty:	635 kg (1,400 lb)
Weight, gross:	1,088 kg (2,400 lb)
Top speed:	241 km/h (150 mph)
Engine:	Textron Lycoming O-540, 225 hp
Manufacturer:	Robinson Helicopter Co., Torrance, Calif., 1995
	A20040117000



EAA Chapter 1095
Newsletter Office
Post Office Box 2223

Next Meeting
June 8, 2005
In the Chapter House