



45° North



Gaylord, Michigan

EAA Chapter 1095

November 2006

President's Corner

by Vic Briley

Hello fellow flyers:

For those of you who are wondering what happened to our newest member, Mel Straight, he called me this morning and let me know that he is still alive. Apparently, he fell from a height of 25 feet onto the tailgate of his pickup. This happened just before our corn roast and he is just now getting around again, although quite sore I'm sure. He will give us the details at our next meeting. I'm glad you're still with us, Mel.

I have good news! The county commissioners have accepted our offer on the old terminal building. Once the paperwork is finished and the money changes hands, we will have a new home. The building requires a lot of work and will need many hours of volunteer time to make it habitable. I hope our members are up to the challenge.

Our program Wednesday night will be a historical presentation given by Bill Ballard from Gladwin. He is a historian on aviation in the Saginaw valley area. Please bring as many friends as you like. I'm sure we will have lots of room. I hope to have a good showing so his trip is worthwhile.

Keep the blue side up!

Vic Briley

**Next Meeting November 8, 2006
at the Airport at 7:30 pm**

Friday the Thirteenth by Phil Curtiss



Friday the Thirteenth

It's an old sailors' adage – never leave port on Friday the Thirteenth.

Not being all that superstitious Nell and Phil flew off to Hawaii on Friday the Thirteenth. In Nell's words it was a "trip from Hell." At least it was **FROM**, not **TO** Hell.

Our 12 noon flight from Traverse City to Chicago was held on the ground in Traverse City for 90 minutes due to weather in Chicago. Then the flight from Chicago to Los Angeles left over 3 hours later than scheduled. We arrived in Los Angeles ten minutes after our flight to Hawaii took off. Since the delay was weather related we had to stay overnight at our expense. At a special rescheduling counter we were confirmed for the same Los Angeles to Kona (the Big Island) flight the next day.

Saturday found us still in Los Angeles. With nothing to do we headed to the air-

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45° North, Chapter 1095 Newsletter

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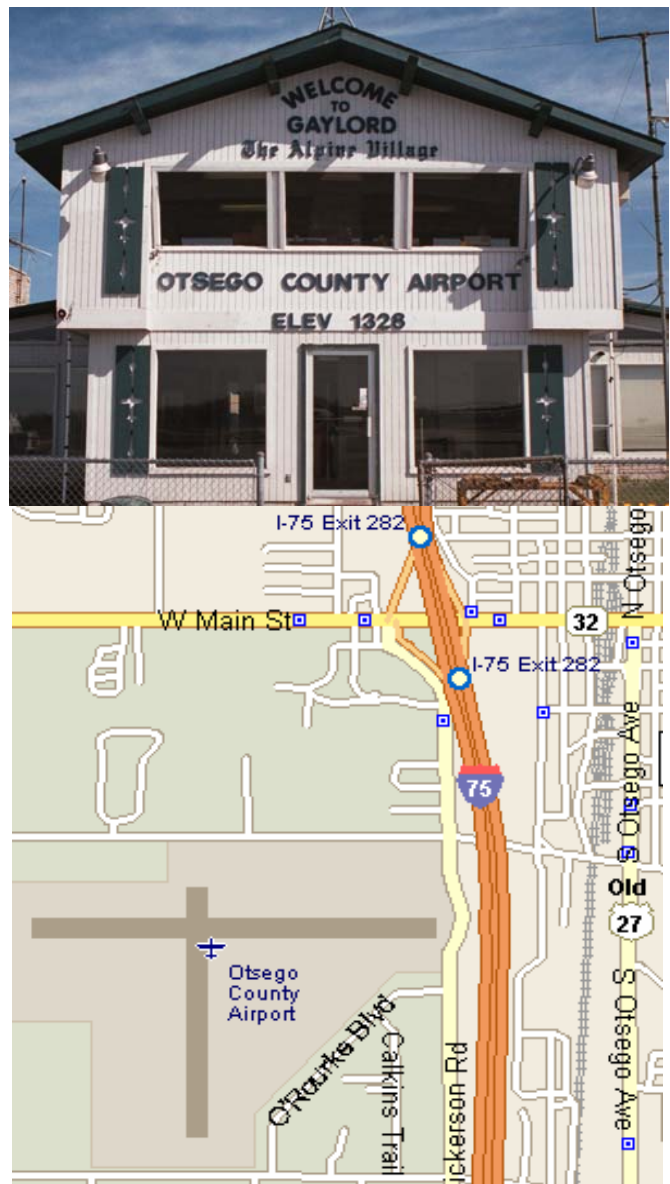
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Coming Events

- Nov 8** **Board Meeting at 6:30pm at the Airport. Regular meeting follows.**
- Dec 8** **Christmas Party at BJ's (no regular meeting)**
- Jan 10** **Board Meeting at 6:30pm at the Airport. Regular meeting follows.**



October Meeting Minutes

The Board of Directors meeting called to order by Pres. Vic.

Treasurers Report: Today's balance: \$2,994.50.

Old business: The offer on the old hanger still in limbo, but sounds positive.

A discussion was held on paying for gas for Young Eagle flights. Wally made a motion that we pay for gas for pilots that fly the Young Eagles. This was seconded by Joe. Motion carried.

Joe also suggested that we make sure that all the planes that fly Young Eagles be EAA legal: Pilots and planes. Pilots must be licensed and the planes insured.

Meeting next month: program will be Bill Ballard, on aviation history in Saginaw valley. We will have a Director's Board meeting at 6:30.

Christmas party has been set for Dec. 8 at BJ's. A motion by Wally that we invite Jack Kinney to our Christmas party and pay for his meal. This was seconded by Will. Motion carried

Joe made a motion to close the Director's meeting and open our regular meeting, seconded by Wally.

Director's meeting closed and Regular meeting called to order by Pres. Vic.

Guests: Pat Ebner (flies a Citabria) and Carl St.Henry our guest speaker.

Our Young Eagles event at Kalkaska was very successful. We flew 79 Young Eagles. This was with the help of Dianne Wildfong, a 4th grade teacher of Kalkaska Schools and Phil Curtiss.

Carl St.Henry was our program. Carl's grandfather was trained by and flew with Glenn Curtiss of the Curtiss Aircraft Co. A very interesting program.

New member, Wally McCoy has his

Pitts home now and HE SAYS he is "learning to fly". Wally gave us a very interesting run-down on his career as an airline pilot, from DC-6's to 777's. He told us a very interesting story on how United Airlines decided to fly a route from Chicago to Tokyo, straight line over the North Pole. It took them six years to make this possible. There were many problems that had to be solved. The biggest problem was political, with the governments of Russia and China. To work out the navigational problem, it takes about 35 to 40 minutes when the autopilot does not work, and it must be flown by hand during that time. This was very interesting and enjoyable talk.

Wally made motion to adjourn, seconded by Will. Meeting adjourned.

John Hughes, secretary

Chapter Notes

by Phil Curtiss

Our November meeting promises to have a special presentation—History of Aviation in the Saginaw Valley. Mike Deerfield will tell us of the happenings of the Airport Advisory Committee. We should pay special attention to the Chapter events planned for next June's Aviation Weekend.

Our Christmas Party on December 8th will take the place of a regular meeting.

Your editor may lose his job as Chapter Photographer. Look at the two photos on the back page. This is what happened when I let my wife use my camera. She took pictures out of the airplane window on our flight to Hawaii. Maybe she will let me be her assistant.



Friday the Thirteenth Continued



(Continued from page 1)

port just after noon. When we checked in with American they told us we were only standby for the Hawaii flight. Nell threw a minor fit and convinced a supervisor we were on our 50th anniversary. The supervisor then found us a flight to Kona via Honolulu. The connections worked and we arrived in Kona just one day later than originally scheduled. But true to Friday the Thirteenth our luggage didn't arrive at the same time. We waited an hour for the next flight and then our luggage arrived.

Finally after checking into our hotel and having a late supper we retired for the night. The six hour time change got us up early. We lounged around and were

dressing at 7:07am when the ground shook. Severe ground turbulence is not something I am familiar with. The noise was incredible and the shaking lasted for 20 or 30 seconds. We decided we better finish dressing and get out of the building when the second quake hit. Fortunately our room was on the ground floor and we stepped out on to the golf course with several hundred other folks. It then became a contest to see who could get through on their cell phones.

We arrived one day late and then lost another day due to the earthquakes. In the future we probably will be a lot more concerned about leaving on a Friday the Thirteenth.



Crowd Outside After the Earthquake



Emergency Food Line at the Hotel

FLY-IN/FLY-OUT/EAA 234 — BOB'S BREAKFAST BUNCH NOVEMBER AND DECEMBER 2006

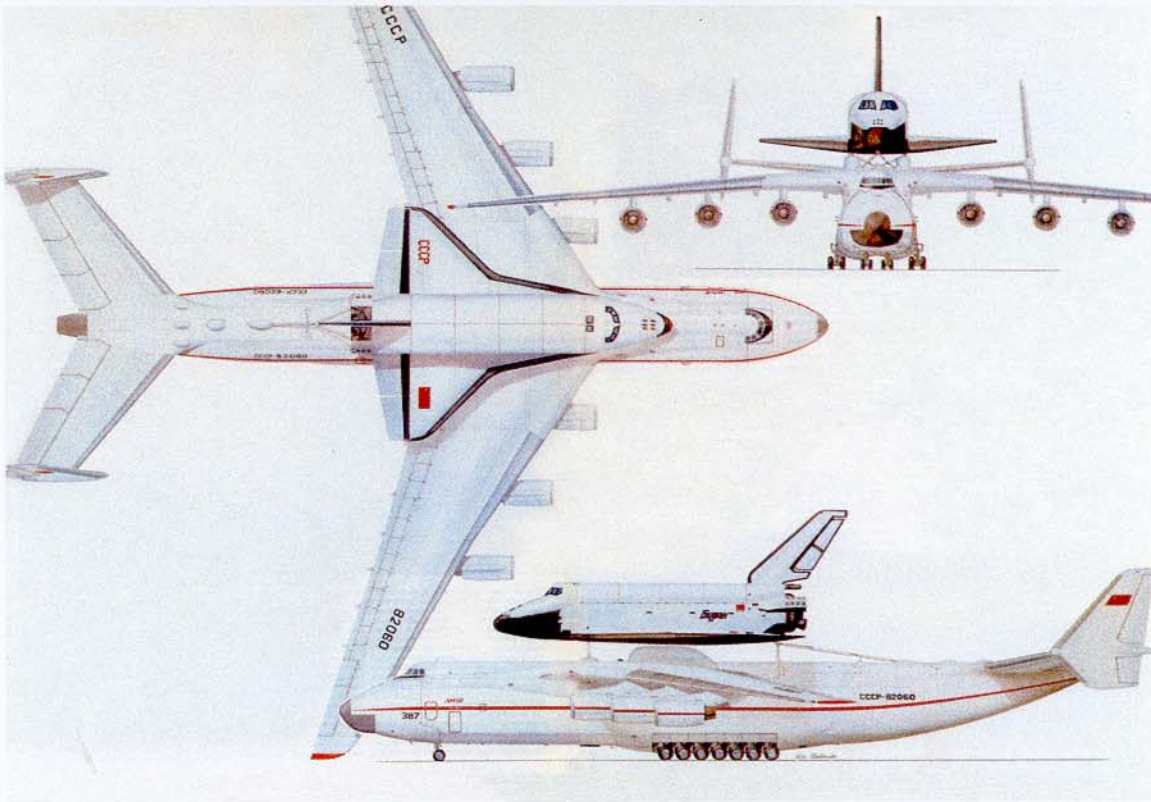
11/11/06 Beaver Island ? Breakfast
furnished by Rich Newwman
(SJX)
11/18/06 Manistee (MBL)
11/25/06 Bunch's Half Acre (4Y9)
12/02/06 Pellston (PLN)

12/09/06 Evert (9C8)
12/16/06 Charlevoix's Flap Jack Shack
(CVX)
12/23/06 Ludington ? Big Boy Restaurant
(LDM)
12/30/06 Boyne Mountain(BFA)

Out of the Archives #16

Last month's subject was the British Westland Wyvern S.Mk4. First flown in 1946, it didn't go into production and reach fleet squadrons until 1953. Other than development examples only 87 were produced primarily because technology out paced development.

This month's subject, though quite large is one of the most beautifully sculpted aircraft of it's era. First flown in 1988, it was surpassed in size only by the Hughes Spruce Goose, how ever this one became operational and remains so today, unlike the space craft pictured which was abandoned shortly after completion.



Manufacturer _____

Series ID _____

Nickname _____

Country _____



Colorado Rockies

Photo by Nell Curtiss



Arrival at Honolulu

Photo by Nell Curtiss

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

**Next Meeting
November 8, 2006
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at 7:30 pm**