

The Frederick Flyer

President's Message

I was reading the winter 2013 Vanderbilt magazine when I saw an article entitled "[Up in the Air](#)". It was under the heading of Research Archaeology. It seems the University is building a SUAS (Small Unmanned Aerial System) which will fit into a larger system. The "flying device" is a two-prop electric airplane. The hardware and software system will fit into what they call the SUAVe (Semi-autonomous Unmanned Aerial Vehicle).



IN THIS ISSUE

President's Letter..... 1

March Banquet.....2

Women Fly It Forward
Volunteers Needed.....2

FDK Breakfast Club
First Flyout..... 2

Wright Brothers in 1905
Part 17.....3

Send Me Your Stories..... 4

Upcoming Events.....5

Chapter Information..... 7

It will be used to fly over a site, map it out in a matter of minutes and produce a detailed three-dimensional model with far more resolution than the best satellites are capable of. It can now take two to three years to map one archaeological site in two dimensions.

I think the neat part of this is, you bring SUAVe to the site, unpack it, program the area you want it to cover, launch it, it flies the pattern, then goes back to where it was launched and lands.

It can have all types of uses, for example, first responders evaluating major crisis sites. What a perfect experimental aircraft which could be used for peaceful missions! We do live in a wonderful time for research and technology of our flying machines! I guess the only thing that would make this better is if it had a pilot.

Wishing you clear skies,

Mark Gosselin



Chapter Banquet — Saturday, March 16

The date for our annual banquet is fast approaching. As I'm sure you know by now, we're doing something different this year by having it catered in our own Chapter hangar. Should be nice and cozy!



Adam Smith is presenting the program and he will tell us what "Flying in Scotland" is like. During his presentation last December on "Flight Before the Wright's", Adam gave us a brief hint of what some of his experiences were like when he told us about flying a jet trainer out of an airport in Scotland. It should be very interesting.



If you haven't made your reservations yet, time is getting short. Contact Neil Dickinson at 443-340-3401. Cost is \$32 per person. Saturday, March 16 at 7:00 p.m. Note: there is no regular membership meeting in March.

Women Fly It Forward — Volunteers Needed

On Saturday, March 9, the Frederick airport and AOPA will be hosting this year's edition of Women Fly It Forward, just one event of many during [Women of Aviation Worldwide Week](#). Once again, our Chapter will be helping out by marshaling aircraft from 10:00 a.m. until approximately 3:00 p.m. We still need more volunteers to insure that we have enough coverage to provide safe and efficient movement of participating

aircraft. Please consider helping out with this important task. Contact Mark Gosselin if you will be able to volunteer. Any amount of time will be appreciated. You don't have to stay for the whole event.

More information about the theme and the guest speakers can be found [here](#).

FDK Breakfast Club Inaugural Flyout

The group had their first fly-out on February 2 and the destination was Lancaster, PA (KLNS) for a pancake breakfast. Charlie Becker said they had six airplanes and twelve people participating. Not a bad turnout for a Saturday in the middle of winter. Since it was Groundhog

Day, they might still be there wolfing down pancakes!

If you haven't checked out the Facebook page yet, you can find it [here](#). A vote is currently underway to pick the next date and destination. Good spring flying weather is just around the corner.



The Wright Brothers in 1905 and Their Quest to Develop a Practical Airplane Part 17, November - December 8, 1905

In a letter dated November 4, 1905, Wilbur Wright responded to French Army Captain Ferdinand Ferber's inquiry as to "the price which you want for your machine." Wilbur's answer, "Under the present circumstances we would consent to reduce our price to the French government to one million francs, the money to be paid only after the genuine value of our discoveries had been demonstrated by a flight of one of our machines in the presence of official representatives of the government a distance of not less than fifty kilometers in not more than one hour of time."

Wilbur wrote to Octave Chanute on November 8 and his letter contained the following:
"Yesterday we went out and dismantled the machine. If necessary we could set it together again in two or three days, but we have no thought now of further experiments at our present grounds."

On Tuesday, November 14 and Wednesday the 15th the Wrights performed bench engine tests with the 4.0 inch bore test engine using "reduced compression" and fans of four different diameters to load the engine.

On November 20, Wilbur writes to Octave Chanute, "A few days ago Mr. Siders, secretary of the Commercial Club of Dayton, called us up and said he had a telegram from New York saying that Mr. Manly [Charles Manly, assistant to Langley on the Langley Aerodrome] in a speech before the newly organized Aero Club had stated that the Wright brothers of Dayton, Ohio, had succeeded in managing aeroplanes and had made about fifty circuits of their park, and asking whether it was true. We told him that that we had made a number of flights but did not wish to make any statement for publication."

In a letter from the Wright Cycle Company to Colonel H. J. Foster, British Military Attaché in Washington, D.C.

dated November 20, 1905, the Wrights stated "that they would be pleased to have Foster visit Dayton to ascertain the truth of their claims, but that they would not consider demonstrating the flying machine to any government until they were assured that the terms of sale would be satisfactory."

Under the letterhead of "Wright Cycle Co.", and addressed to the French Ambassador to the United States, J. J. Jusserand, dated November 28, Wilbur wrote, "About two years ago we succeeded in making the first free flight through the air with a motor-driven aeroplane. Since that time we have been busily engaged in developing the

"...we have finally carried the machine through the experimental stage and are now ready to offer it for sale as a secret practical invention."

invention to the point of practicability. Though the difficulty of the task was increased not a little by the necessity of avoiding the eyes of the curious during the necessary preliminary flights, we have finally carried the machine through the experimental stage and are now ready to offer it for

sale as a secret practical invention. We are about to make a formal proposition to the French war office, but we realize that it will seem incredible not only that long flights have really been made so quietly as to escape the attention of the newspapers. We suggest, therefore, that you send an attaché to Dayton at once to make such careful preliminary investigation on the spot as will enable the war office to judge whether the offer is worthy of serious consideration."

Wilbur concludes the letter by describing the location where the flights were made and that the flights were "witnessed by a dozen or more families living in the neighborhood, as well as by a number of prominent citizens of Dayton who were present at our invitation."

On November 29 the British attaché, Col. Foster, wrote to the Wrights, "that he was still not authorized to do more



than witness a flight.”

Wilbur writes Octave Chanute on December 4, “We are investigating the report which Mr. Manly made of our experiments in his address before the Aero Club and are convinced that he had private information, but are not certain whether he was here himself, or whether he simply wrote to someone here. Do you know any means of finding out whether he was wearing a mustache about the 1st of October?”

This last sentence of Wilbur’s letter to Chanute is almost funny. If you will remember, Fred C. Kelly, who had extensive interviews with Orville Wright prior to publication of his authorized biography, “The Wright Brothers,” mentions two mysterious visitors to Huffman Prairie in 1905 and that Charles Taylor remarked that, “When he looked at the different parts of the machine he called them all by their right names.” (See Part 13, this series.) Wilbur, Orville or Charles Taylor must have remembered that one of the mysterious visitors had a mustache.



Octave Chanute writes back on December 6, “Answering your question: Mr. Manly is about 5 ft. 6 in. tall, youthful-looking, and with a brown mustache.” In the same letter Chanute asks: “How do you get on with the U.S. Patent Office.?”

One of the two mysterious visitors to Huffman Prairie was subsequently identified as Charles Manly. Charles Manly was the chief engineer and pilot of the failed Langley Aerodrome and the designer of the engine that powered it.

Wilbur writes back on December 8, “Word just received from our attorneys is to the effect that all our claims have been allowed in U.S. patent, and that the case will be ready for issue as soon as a few unimportant corrections have been made in the wording.” The patent, applied for on March 23, 1903, was granted on May 22, 1906, is

#821,393 and entitled O. & W. Wright Flying Machine. It is based on the specifications of their 1902 Glider and its flight control system.

To be continued. Gerard Blake

WANTED: Project Reports

During the business portion of every membership meeting, President Mark Gosselin asks the attendees if anyone has a project or flying report to share. It's always neat to hear these reports in the members' own words and to be able to ask questions or talk more with them during the break. That kind of camaraderie is what a homebuilders club is all about. However, not everyone

can make all the meetings every month so a lot of folks are missing out. The next best thing is for me to be able to put some of these reports in the newsletter. So please, share your proud (or humbling) moments with the entire Chapter by sending me something, ideally along with pictures, to be included in a future issue of the newsletter. Thanks! [Ed.]



Upcoming Events

Chapter Meetings

March 16, 2013 — Annual Chapter Banquet

NB: no Board meeting in March

Other Events

March 9, 2013 — Woment Fly It Forward, FDK

April 9-14, 2013 — SUN 'n FUN, Lakeland Florida

May 17-19, 2013 — Warbirds over the Beach, Virginia Beach

Chapter Program Schedule — 2013

Month	Program
January	Learning My New Gyrocopter Claudius Klimpt
February	Stalls, Spins and Fear in the Cockpit Tom Proctor
March	Banquet Speaker Adam Smith
April	Adventures of a DAR Bobby Thomas
May	Evolution of the Wright Brothers' Control System Jerry Blake
June	
July	
August	Electric Flight — Part II Rodney Martz
September	
October	
November	
December	

Refreshment Volunteers — 2013

Here is a list of volunteers supplying refreshments for 2013. The Board of Directors thanks you for your support (and munchies).

January	Jack Fromm	July	No meeting
February	Charlie Becker	August	Joe Halleman
March	Banquet	September	OPEN
April	Peg Jones	October	OPEN
May	Bill Barci	November	OPEN
June	Mark Gosselin	December	OPEN

Chapter Officers

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Workshops

EAA SportAir Workshops

March 2-3, 2013 — RV Assembly

EAA Events

Go to EAA Events at: <http://www.eaa.org/news>

Go to EAA Aviation Calendar of Events at: <http://www.eaa.org/calendar>

Go to AirVenture at: <http://www.airventure.org/index.html>

Go to EAA SportAir Workshops at: <http://www.eaa.org/sportair>

Chapter Website

The EAA Chapter 524 website can be found at: www.524.eaachapter.org.

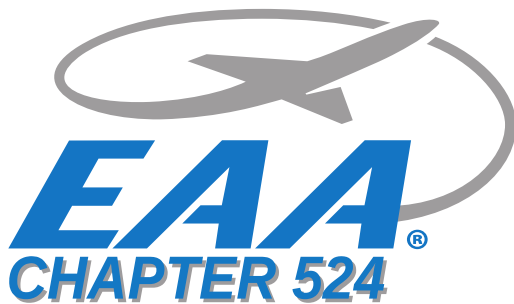
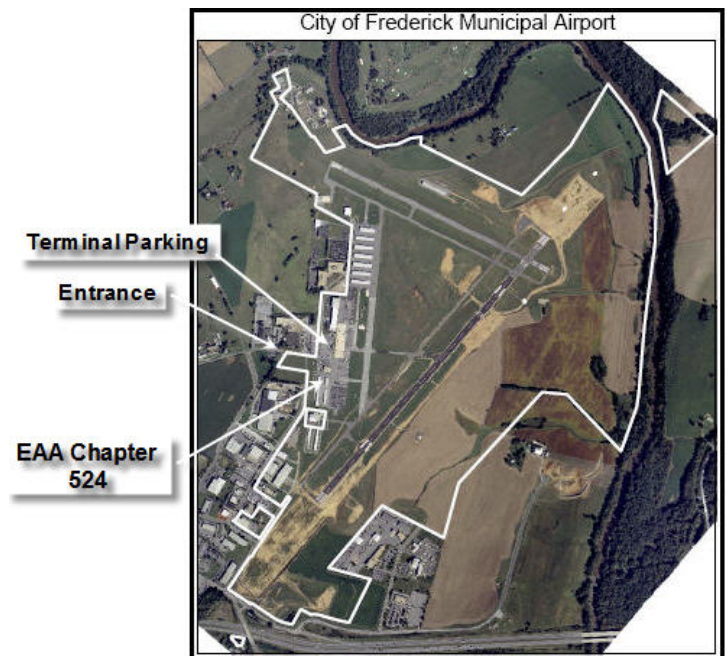
The website has contact information and details about current Chapter events.

Also on the website, you can find archived newsletters and a membership join/renewal form.

The webmaster can be contacted at EAA524@gmail.com.

Chapter Meeting Location and Time

Chapter 524 meets the first Thursday of each month at 7:30 p.m. at the Aviation Education Center, located at the Frederick Municipal Airport. As you enter the airport, park in the Terminal Parking lot. Walk south past the Frederick Flight School (yellow building). There are signs on the end of the second row of hangars for the Chapter. Additional information can be found on the Chapter website:



Aviation Education Center
Frederick Municipal Airport
111 Airport Drive East
Frederick, Maryland 21701

EAA Chapter 524 Membership Application

Annual dues are \$50 for individual or family membership. Fill out this form and return it with your dues to the Chapter Treasurer.

Cash or check accepted. Make check payable to **EAA Chapter 524**. Bring the form and dues to the next meeting or mail to **Neil Dickinson, 119 Heritage Lane, Sykesville, MD 21784**.

If you have a question about your membership, contact the Treasurer at 443-340-3401 or RNeilDickinson@netzero.net. These dues help support the Chapter and are not applied to the national organization.

I. Registration Information (Print please)

Last Name _____ First Name _____

Member Status: New ____ Renewal: _____ No Changes: _____

Membership Type: Individual (\$50.00) _____ Family (\$50.00) _____

Other name(s) if Family Membership _____

EAA Membership Number _____ Member Since: _____

Phone Number (H) _____ (C) _____ (W) _____

Address _____

City _____ State _____ Zip _____

E-mail Address (for receiving notices & newsletter) _____

Aircraft/Projects/Interests _____

II. For Official Use Only

Status: New ____ Renewal ____ Individual: ____ Family: ____

Dues Paid: Check ____ Number _____ Cash ____ Amount \$ _____

Date Received ____/____/____ Fiscal Year (Jan. – Dec.) 20 ____

Treasurer's Initials _____ Roster updated ____/____/____ Deposited ____/____/____

----- Cut here. Keep Section III for your records -----

III. Member's Receipt for EAA Chapter 524 Dues

Date paid ____/____/____ Dues paid for fiscal year 20____

Renewal – Individual/Family Membership Dues: \$50.00_____

New – Individual/Family Membership Dues: \$50.00_____