

The Frederick Flyer

President's Message

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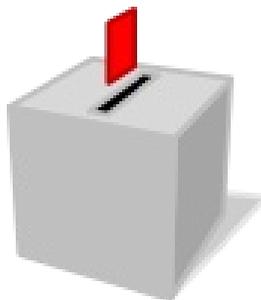
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Greetings EAA Chapter 524 and Friends,



This is our election year for our Chapter Officers and I believe I speak for all of your Board members when I say our last two years have been good ones. We have hosted some great programs: The B17 visit was a great success, the workshops have all been well attended (to the point of overflowing), we helped AOPA with their fly-in, and we helped marshal airplanes for Learn To Fly day as well as Women Fly It Forward.

Some of our Chapter members flew Young Eagles and we had a workshop for Girl Scouts. There were a few "One Hundred Dollar Hamburger" flights as well.

All this was accomplished because you, our members, have been active in the Chapter—helping with events, participating in Chapter meetings. With the enthusiasm shown in the past, we are set up to have another great two years. We shall talk about our slate of Officers at our next meeting, so come with nominations and an open mind about volunteering for a place on the Board or a committee position. Come with fresh ideas about programs and speakers that would be of interest to all.

I thank all of you who helped this last couple of years, and look forward to the events of the next year!

Wishing you clear skies,
Mark Gosselin
EAA Chapter 524 President



September Program

The program for September will be "Lycoming/Continental Engine Options" presented by Tom Schwietz from Aero Engines of Winchester.

Tom has been in the engine business for many years. As an A&P and a pilot, Tom will share his insights on engine choices and their accessories. There will be ample time for Q & A, so bring your questions!

Mark Pankratz



June Board Meeting Minutes

13 August 2015

Meeting brought to order at 7:01pm.

Present were Mark G., Mark P., Ernie O'Roark, Jack Fromm, Joe Halleman, Doug Kelly, Erick Webb.

Dr. Henderson wants to sell the airplane, but is considering donating it. It's a Wheeler Express 4-place with an IO-540 engine with steam gauges. He is looking to sell or donate the airplane. It was built and FAA-inspected, but never flown. He wasn't current when he finished the plane and it has been sitting on the ramp at Tipton, near Ft. Meade for around 2 years. The plane also hasn't been painted.

Doug said the Wheeler Express has a troubled history and the company went out of business.

Mark P. will drive down with some others on Friday the 14th or Saturday the 15th to look the plane over.

General feeling about the picnic was positive, but things may have gotten started late or gone too long. Overall, it was a positive event for everyone who gave feedback.

Election year is this year and the Chapter needs to get a committee together to nominate officers for the new election cycle. Mark P. and Joe H. both volunteered to be on the committee. Mark P. offered to run for VP, Ernie offered to run for Treasurer, Erick offered to run for Secretary, Mark G. is considering running for President again, Jack Fromm also elected to stay in his position as Newsletter Editor. Word will be put out for others who are interested in running for any of the positions.

In regard to the Young Eagles Coordinator position, Mark G. would like for things to change to include talking to the kids ahead of time to determine their interest in aviation and flying and go over things related to flying, other than just taking a ride. Those things include tower communications, regulations, etc. Two parents have called and expressed interest in a Young Eagles experience for their kids. As part of the election process, we would like to see if we can find someone in the Chapter who has an interest in this position.

There is an open house in Gaithersburg and the Chapter was asked to be present to put the word out about the Young Eagles program on Saturday, October 17.

Jack Fromm reported that a former Chapter member, Bob Warner, has 2 leather jackets that he wants to sell for \$100 each. Jack will seek more information regarding the jackets and get contact information from Bob.



Ernie watched the airport commission meeting on the Internet. The city wants to develop the Renn Farm property (mixed-use development with 1,050 homes and other properties). The Airport Commission is against it because of its proximity to the airport. Charlie Abell cited noise complaints as a reason to prevent the development. Steve from Landmark was also there to confirm that noise complaints would increase. He also offered to take the Aldermen on a flight to observe the traffic patterns first-hand. The developer had their own expert who said the development wouldn't affect airport operations.

Joe Halleman spoke about the article in the newspaper regarding the Renn Farm. Also in the article was a piece stating that the FAA has cleared grant money for the airport to demolish buildings along the West side of runway 23-5 for the runway extension plan.

Mark G. still hasn't heard back from the Airport Manager regarding a rent increase.

Doug said November 14 & 15 is the sheet metal workshop.

Claudio donated a drill press and a brake/shear to the Chapter.

Ernie said the Chapter still hasn't been paid for the AOPA pancake breakfast or the last workshop. Erick will ask about the pancake breakfast payment. MD Tax Exemption documents have not come back yet.

Ernie and Jerry are spearheading the Chapter library, but need the airplane to be moved to allow access, but things are in the works. They also attended a workshop on growing your local EAA chapter. He suggested the Chapter Leaders Academy in Oshkosh may be a good opportunity. Ernie and Jerry will work together on a short article about their experience. September 25-27 is the next class.

Joe took his Sport Pilot knowledge test and passed, and is one step closer to getting his Sport Pilot license.

Meeting adjourned at 8:05 pm.

Submitted,
Erick Webb, Secretary

August Membership Meeting Minutes

06 August 2015

Meeting brought to order at 7:12 pm by Mark Gosselin.

No Treasurer's or Secretary's report.

An airport notice was distributed regarding the Renn Farm property rezoning. The developer will discuss the proposal on August 12 at 3 pm in the boardroom at City Hall. The live link will be posted on the Chapter website.

The Chapter was invited to Gaithersburg Airpark on October 17 to man a table for Young Eagles. Mark G. wants to be sure we get kids that are actually interested in aviation, not just those who are looking for free airplane rides. A write-up for the event will be in the next newsletter.

Dr. Robert Henderson built a Wheeler Express 4-place with an IO-540 engine with steam gauges. He is looking to sell or donate the airplane. It was built and FAA-inspected, but never flown.

Jerry and Ernie had some minor maintenance glitches in Oshkosh. They noticed the nose strut was pretty low because the bungee cords were stretched out. Fortunately, Aircraft Spruce had bungee cords and Zenith had the stretching tool, so they were able to conduct repairs and get underway the following morning.

Meeting adjourned at 7:20 pm.

Submitted,
Erick Webb, Secretary



A Couple September Events Nearby

EAA Chapter 1384 is sponsoring the Third Mid-Atlantic Gathering of RV's at the Carroll County Regional Airport (KDMW - Westminster, MD) on Saturday, September 19th (Rain Date - Sunday, September 20th). The event will start at 1000 and go until 1400.

Food and Drinks will be available, along with FUN FOR EVERYONE! The event has been a GREAT SUCCESS the last two years and we are expecting an even bigger turn out of RV's this year! In fact, we think we can **EASILY GET 100+ RV's!**

Not that we need to entice anyone to show up, but this year we are serving up the best BBQ in the area - the famous, **Award Winning Red Brothers BBQ** <http://www.redbrothersbbq.com> is selling their outstanding BBQ. These guys are no joke - they've won two 1st place awards for their ribs, and 2nd place for their chicken at a number of regional BBQ competitions.

At 1300, AOPA's Senior Editor **Dave Hirschman** is giving a presentation on "Making Sense of ADS-B for the Experimental Aircraft Owner".

Mike Bullock

16
KDMW
34R

3RD ANNUAL
September 19, 2015
VAN's RV's
DMW 122.7
MID-ATLANTIC GATHERING OF RV'S

CTAF: 122.7
AWOS: 121.25
ELE: 789'
TPA: 1,600' MSL
Note: 34 is Right Pattern

The 3rd Annual Mid-Atlantic Gathering of RV'S
September 19th, 2015
(Rain Date September 20th, 2015)
Carroll County Airport – DMW, Westminster, MD



YOU ARE INVITED

**CLEARVIEW
AIRPORT
2W2**



**Fly-in/Drive-in Picnic
Saturday, September 26, 2015
12 noon till 5**



FUN, FOOD AND FLYING

Address: 526 Oak Tree Road, Westminster, MD 21157.

Directions from Westminster: Take 97 South to right on Bartholow Road,
right on Old Washington Rd., bear left on Bear Branch Rd.,
right on Oak Tree Rd to airport on left.

Rain Date

Sunday, September 27, 2015

FOR MORE INFORMATION:

Walt Tegeler tegmonument1@aol.com / 410-984-2434

Brian Corcoran brian@protab.us / 410-935-8249





Pilgrimage to Oshkosh — Ernie O'Roark

Early on Thursday July 16th, Jerry Blake and I stuffed (with some effort) the 601 with our gear and pulled the airplane out into a beautiful, clear summer morning. Our takeoff neatly coincided with the opening of the tower as we left Frederick behind. We alternated flying legs as we made our way west and finally arrived around five in the evening at the small town of Burlington Wisconsin. We only faced a couple of minor problems on that first day. A little rough air toward the end of our flight was due to an oncoming warm front. And a truck that steadfastly sat in the middle of the runway at one of our intended fuel stops forced us to go elsewhere. Foreflight on the iPad is a tremendously useful tool in dealing with such issues.

We spent Friday in Burlington, which turned out to be an interesting and friendly town. Our “taxi” from the airport consisted of an energetic young lady named Jennifer and her well-worn car complete with infant car seat in the back. In a walk around the town we learned that Burlington is known to the locals as “Chocolate Town” because of the big Nestlé factory there. We even visited the town’s chocolate museum and were invited by its curator to attend an evening concert in a nearby park, which we did. All in all a pleasant place to spend a day.

Heavy weather passed through during the night and early the next morning. In Oshkosh, straight-line winds did some damage to the grounds and upended a few aircraft. We waited for all this to pass, and then headed with Jennifer back out to the airport. (This time the infant car seat included the infant!) In spite of the rough weather that had recently passed, our hour-long flight to Oshkosh was in clear, calm air with great visibility – ideal conditions for running the special, and often crowded approach into AirVenture. We first approached the town of Ripon, and soon found someone to follow up railroad tracks to the little town of Fiske, where a controller asked, “rock your wings” and then directed us to runway 27. After that, it was just a matter of listening to the tower controller as we played follow the leader to the airport itself. Cleared to land on the green dot about half way down the runway, we soon touched down and then quickly exited the runway

onto the grass. The earlier storm had left the grass area wet, muddy, and rutted which made for punishingly rough ground for our little nose wheel airplane. As we would learn later, it turned out to be more than the bungee shock absorber could take. The ground marshaling folks did a great job of directing us to a nice parking spot among other Zeniths very near the Zenith tent and display area.

The official show would not begin until Monday, but there was still plenty to see including mass arrivals of various types. I really began to think the parade of Beechcrafts would never end! As evening approached, we arranged to be picked up by a staff member of the Valley Christian School which was to be our home away from home for the week. Every year as a fundraiser the school transforms its classrooms into makeshift dorm rooms for AirVenture folks. We found the accommodations simple but certainly adequate for our needs. They even provided breakfast and dinner.

Each day we were delivered to the airshow gate via school bus. Once there, we always had plenty to keep us busy. Our path each morning into the grounds was through the warbirds area and we never failed to stop and see something interesting. I was astonished at seeing an entire field of P-51s lined up like a squadron on a World War II airfield. A pair of de Havilland Mosquitos was another highlight of that area. Before we arrived, a B-52 had landed and was parked in Boeing Plaza at the center of the grounds. Jerry gave it a good inspection. Nearby was the recently discovered *That's All Brother* C-47. The two made an interesting contrast. Both the F-22 and the new F-35 were also on display in the plaza along with an Avro Lancaster bomber. Just too much good stuff to see!

We took a ride on the tram down to the ultralight runway and along the way discovered row upon row of Ercoupes in the vintage parking area. I think a large percentage of the existing fleet must have been there. The ultralight runway was the scene of STOL demonstrations by the Valdez folks. Needless to say, they put on an impressive show. Later, wandering through the vintage area we saw



amazingly restored examples of aircraft from the '20s and '30s. My favorite was a beautiful maroon Staggerwing Beech. Nearby was also a fairly large group of nice Howard DGAs.

On Wednesday, we met up with longtime friends of mine, Kevin and Alicia, and stayed late to see a panel discussion with some of the crew and ground control of Apollo 13 in the "Theater in the Woods" area. As dusk approached, we moved to the flightline to see the night airshow which proved to be absolutely spectacular. The highlight of that show for me was a wonderful performance by the Aeroshell team with their T-6s glittering with lights, flares, and smoke in the twilight. The airshow was followed by a terrific fireworks show. The night airshow is definitely a not-to-be-missed Airventure event.

The daytime airshows also featured some interesting performances including one by an Airbus A350. Large formations of warbirds, a 108-person mass parachute jump, and demonstrations by the Lancaster and F-22 were among the highlights.

On most days we attended at least one of the dozens of forums that were offered. In the process, we did some shopping for the airplane. An ADS-B system and an Angle of Attack indicator were both researched. As a result we were able to come back with recommendations to the club for both of these upgrades. A forum on effective EAA chapters included some interesting ideas to share. We also visited many of the new aircraft displays including the Icon A5 and the new HondaJet. As we admired the HondaJet, Jerry struck up a conversation with one of the Honda representatives standing nearby. After a few minutes of discussion, Jerry discovered to our amazement that we were talking with the designer of the aircraft! From time to time we would stop by the AOPA tent to see if we could find any familiar Frederick faces. We found several, including Erick Webb and Rodney Martz.

On Thursday evening we attended the Zenith banquet in Oshkosh. It was an interesting dinner and an opportunity to meet with both the folks from the company and fellow builders. Our ride to the dinner was courtesy of a team of representatives from Viking Engines whose display was

next to Zenith's. We were surprised to learn that their engine is a modification of the engine used in the Honda Fit.

As the week came to a close we took time to visit the seaplane base, the museum, and Pioneer Airport. The seaplane base was located in a relatively peaceful, shady cove some distance from the AirVenture grounds. Our visit there, (including ice cream) was a nice afternoon break from the crowds. The EAA museum, which contains a number of interesting and historic aircraft, is worth the visit. Nearby Pioneer Airport consists mainly of a series of large hangars, some of which are home to "KidVenture." We were impressed by the truly worthwhile and engaging activities that KidVenture provided, including a series of aircraft maintenance stations that culminated in the students earning two hours toward their A&P license.

We planned to leave early on Sunday, the last day of the airshow. After saying goodbye to the kind staff at the school, we headed out to the airport with our bags. We loaded up the plane, pulled up our tie-down kit, and began our preflight. It was then that we discovered that the nosewheel bungee shock absorber had not survived the rough taxi following our landing. So we visited the nearby Zenith display and explained our predicament. As luck would have it, Roger, one of the Zenith representatives, had the tool needed to replace the bungee and was more than willing to help with the replacement. (In fact, one of their display aircraft had suffered the same problem.) We only had to obtain a new bungee from Aircraft Spruce which we did in short order. The airplane was then unloaded, the tail tied down to raise the nose, and the repair was made. By the time all this was completed, the airshow had started and our plans for leaving that day evaporated. So we called up the school and begged for them to take us back which they did graciously. Early the next morning we repeated our departure procedure and this time managed to leave Oshkosh behind around 8:00. The flight back was mostly uneventful, and the good weather allowed us to make the entire trip back to Frederick in one day. Altogether, we put around 18 hours on the airplane and had an unforgettable week at AirVenture 2015.

Ernie O'Roark



Pancake Profits

In the June newsletter when we reported on the AOPA Fly-in pancake breakfast, we said we did not yet know what our share of the proceeds was. Well, thanks to inquiries made by our Secretary (and now AOPA insider), we can report that we will be receiving \$700. Again we would like to thank AOPA for the invitation and our tireless volunteers for their work that made this a success for all concerned.

AOPA Reacts to Renn Farm Development Proposal

On August 12, a public meeting was held in City Hall with the Mayor, the Board of Aldermen and the prospective developer of the Renn Farm property to discuss rezoning that land for residential use. The Board Minutes in this newsletter mention the notes that Ernie O'Roark took after watching the Internet feed of the meeting. In the latest ePilot there is [an article detailing AOPA's opposition](#) to the planning committee's recommendation and the actions they are taking. The article mentions that there will be another public meeting in September. When we get more details on the meeting we will make them available.

Classifieds

Former Chapter 524 member Bob Warner has two very nice, EAA Gathering of Eagles leather jackets for sale. Sizes are Medium and Large. Bob says they are in very good condition, purchased in 2005 and rarely worn since 2008. He is asking \$100 for each. Contact Bob at 920-418-4862 if you're interested.

Note: the name tag shown on the front of the jacket is removable and replacements can be ordered from a number of sources.





Upcoming Events

Chapter Meetings

September 3, 2015 @ 7:00 p.m. — Membership Meeting

September 10, 2015 @ 7:00 p.m. — Board Meeting

Other Events

September 19, 10:00 to 2:00 — 3rd Annual Mid-Atlantic RV Gathering. Westminster KDMW

September 26, 12:00 to 5:00 — Fly-in/Drive-in Picnic. Clearview 2W2

October 17 — Open House/Young Eagles table, Gaithersburg KGAI

Chapter Program Schedule — 2015

Month	Program
January	Flying In and Around the D.C. SFRA — Mark Pankratz
February	ADS-B for NextGen Datalink — Dan Morris
March	Banquet — Brewer's Alley
April	Engine Out! — Steve Copley
May	Curving the Flight Path — Kevin Bachand
June	The Art of Aviation Photography — Chris Rose (AOPA)
July	No Meeting
August	Open hangar/picnic/movie night?
September	Lycoming/Continental Engine Options - Tom Schwietz
October	Avionics Systems or Psychoactive Substances
November	Yak Presentation
December	TBD

Refreshment Volunteers — 2015

Here is a list of volunteers supplying refreshments for 2015. The Board of Directors thanks you for your support (and munchies).

January	TBD	July	N/A
February	Jerry Blake	August	N/A
March	N/A	September	Volunteer?
April	Erick Webb	October	Volunteer?
May	Jack Fromm	November	Volunteer?
June	Mark Gosselin	December	Volunteer?

Chapter Officers

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Workshops

EAA SportAir Workshops at the AEC

RV Assembly: November 14 & 15, 2015

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.eeachapter.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.

Chapter Facebook Page

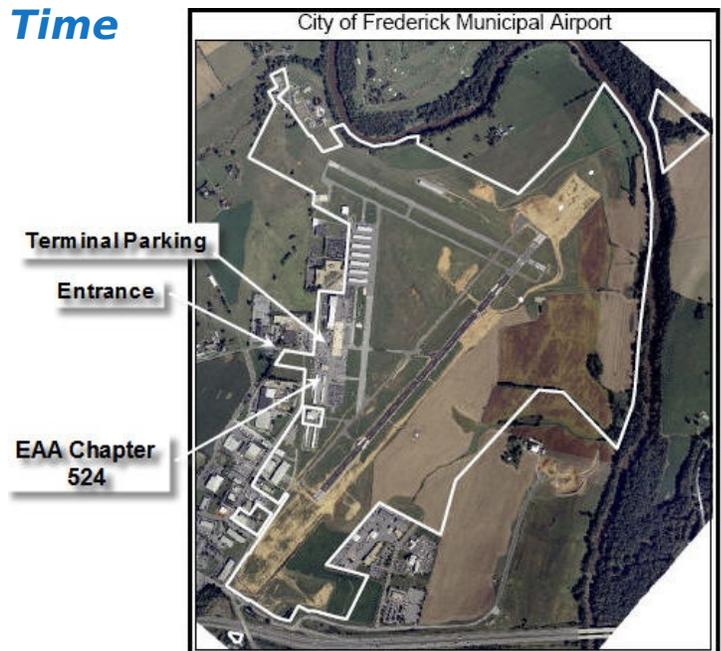
You can find us on Facebook at: www.facebook.com/EAA524

Chapter Meeting Location and Time

Chapter 524 meets the first Thursday of each month at 7:00 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.



Frederick Municipal Airport
330 Aviation Way
Suite J, Box #9
Frederick, Maryland 21701



EAA Chapter 524 Membership Application

- Annual dues are \$30 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 **Ernest O'Roark, 809 London Court, Frederick, MD 21701**.
- If you have a question about your membership, contact the Treasurer at 301-694-0053 or cadfael1@aol.com. 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 (\$30.00) _____ Family (\$30.00) _____

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 ____/____/____

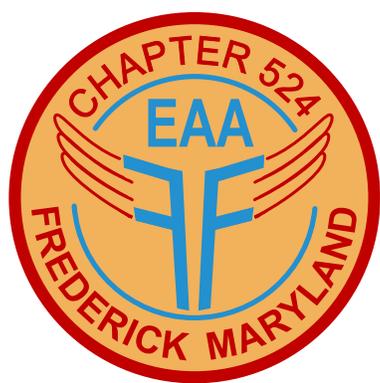
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III. Member's Receipt for EAA Chapter 524 Dues

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

Renewal – Individual/Family Membership Dues: \$30.00_____

New – Individual/Family Membership Dues: \$30.00_____



330 Aviation Way
Suite J Box #9
Frederick, Maryland 21701