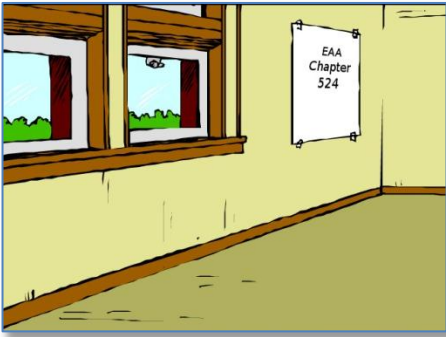




President's Message



Well, summer's almost over and I don't know about you, but for me that's bittersweet. On the down side, the days are getting shorter; that can put a crimp in some flying activities. On the plus side, for those who are building, restoring or maintaining aircraft in non-climate-controlled spaces, cooler weather will be welcome. There are a couple of months of pretty good flying weather to look forward to as well.

In last month's newsletter we reported that Kevin Daugherty stopped by for the July Board meeting and briefed us on some airport updates. I neglected to mention one thing he said that would directly affect the Chapter. At least Kris Crone somewhat rectified my oversight at the August meeting when she read the minutes. That is: the airport will be replacing the windows and blinds in the Chapter hangar. And the city of Frederick is picking up the tab! We just found out that the work will be starting on Friday morning, August 24. Bill Barci from the Facilities Committee will be there to monitor things and Doug Kelly said he will also be stopping by. As of now, we don't know the expected completion date but maybe Bill will learn more about that once work begins.

So maybe by the time we reconvene on September 6 we will be able to check out the new additions. And maybe with the new blinds we won't have as much trouble darkening the room for the program presentations using the projector. Of course by then the sun will be setting before the meeting starts.

Like I said – bittersweet.

Jack Fromm – for Mark Gosselin, President

September Membership Meeting Program

September's program sounds very intriguing; "**The Vele Monocoupe – and Electric Flight**". Doug Kelly is the presenter.





Project Update – Rans S-19

Tom Prevost made the first flight of his S-19 in December of last year. It is now about to come out of the paint shop. Assuming all goes well with the painting and weather permitting, Tom hopes to bring the plane over to show us its new look at the next membership meeting on September 6.

The Wright Brothers In 1905 and Their Quest To Develop A Practical Airplane Part 14 – September 25 through September 30, 1905

On Monday, September 25, Wilbur made one attempt to fly, flight #35 for the year. He was not successful. His diary records, "About 4-5 miles wind from rear. 65 meters [in] 7 sec. Unable to get start." The next day, Tuesday the 26th was a different story. He flew "17,961 meters [in] 18'[minutes] 8 $\frac{3}{5}$ "[sec.]. "About 16 rounds of field. Count lost. Flight lasted till gasoline was exhausted. M[ilton] Wright present." Flight #36 was a grand success over eighteen minutes in length and no damage to the airplane recorded. Wilbur made two flight attempts on the 27th. Flight #37 was characterized as no start. "Engine not running up to standard resulted in failure to get start. Investigation showed dirt in gasoline tube. New one put in." He got off on the next attempt, #38, and flew 3,061 meters [in] 3'[minutes] 11 $\frac{1}{2}$ sec." Charles Taylor recorded "3'[minutes] 8[sec.]". Wilbur's Diary also notes, "During last minute the engine almost stopped at one time, but started up again and ran fairly well for another half minute but with reduced power. The machine at the slow speed could not be stopped from circling and made a very rough landing, breaking one skid stick and several ribs. The trouble proved to be due to a chunk of rubber lodging in the gasoline pump. We removed it next day and inserted a screen in the supply pipe. M[ilton] W[right], Lorin,[brother], Netta, [Lorin's wife] and Horace." [son of Lorin and Netta.]

The Wrights did not waste any time getting the airplane repaired and Orville made a significant flight and flying discovery on Thursday, September 28. On this flight, #39 for the year and the only flight that day, Wilbur's diary records that Orville flew "9,441 meters [in] 9' [minutes] 47" [sec]. A little more than eight rounds. On the last round the machine turned in when passing the tree in center of field and touched a branch driving thorns into one upright. By a sudden downward dart the circling was stopped and although the machine struck the ground, it continued the flight and landed exactly in front of the building after going a distance of over 1,000 ft. at a constant height of not more than two feet from the ground." Orville also described this memorable flight in an article published in the September 1908 issue of "The New Century Magazine." "In one flight in 1905, while circling around a honey locust-tree at a height of about fifty feet, the machine suddenly began turning up on one wing and took a course toward the tree. The operator, not relishing the idea of landing in a thorn-tree, attempted to reach the ground. The left wing, however, struck the tree at a height of ten or twelve feet from the ground and carried away several branches; but the flight, which had already covered a distance of six miles, was continued to the starting point."

In several previous circling flights, often described by Wilbur as "unable to stop turning," they usually ended with damage to the airplane when it struck the ground hard. However on this particular flight, "by a sudden downward dart the circling was stopped." These "unable to stop turning" flights are indications that the Wrights were experiencing the phenomenon of what we now call an accelerated stall. When Orville "attempted to reach the ground" by decreasing the pitch attitude of the airplane, he discovered that the airplane would recover and enabled him to continue the flight "to the starting point." This was a significant discovery in airmanship and in the safe operation of their airplane.

Two flights, #40 & 41, were accomplished on Friday, September 29

The next day, Friday, September 29, it was Wilbur's turn to make the first flight of the day, #40. The flight was for a distance of "1,451 meters [in] 1'[minute] 33 $\frac{2}{5}$ "[seconds]. "This flight was made in the morning in a wind of about 8 miles just to try the effect of wind. Made nice landing after one round."



Orville flew next and made another significant flight. Flight #41 for the year was for a distance of 19,570 meters [in] 20'[minutes] 49 [and] $\frac{4}{5}$ [seconds]" "Fourteen rounds of field. Gasoline exhausted. Mr. Huffman[owner of the Wright flying field, Huffman Prairie] witnessed flight."

The last flights for the month of September 1905 occurred on Saturday the 30th. Orville flew two times on that day, numbers 42 and 43 for the year. His first flight was for "4,235 [meters in] 4' [minutes] 19 $\frac{4}{5}$ " [seconds]. Wilbur makes no note of any maneuvering for this flight but the duration suggests something other than a straight flight. Orville's second and final flight for the day was for "17'[minutes] 15 $\frac{1}{2}$ " [seconds] 12 rounds of field." Charles Taylor, the Wrights' assistant and engine builder, brother Lorin and his son, William Weber and a man named Fouts were present for this flight. Wilbur's Diary entry for that day ended with the words, "Rear bearing heated."

To be continued... Gerard Blake



Events

Chapter Meetings

September 6, 2012 @ 7:30 P.M. – Monthly general meeting

September 13, 2012 @ 7:00 P.M. – Chapter Board meeting

Chapter Program Schedule, 2012

Month	Program	Month	Program
January	Bob Calo - Ups & Downs of 1 st -time Aircraft Homebuilding	July	Engine Management Mark Pankratz
February	Resurrecting the Rare Detroit-Lockheed DL-2A Altair. Tom Haueter & Steve Berkman	August	ADS-B Dan Morris
March	Banquet	September	Velie Monocoupe and Electric Flight Doug Kelly
April	All About Gyrocopters Chris Burgess, CFI	October	TBD
May	RV-1/Homebuilt and Light Sport Safety Panel Discussion	November	TBD
June	AirCam cross-country trip, father and son. Claudius Klimt	December	TBD

Refreshment Volunteers, 2012

Here is the list of volunteers supplying refreshments for 2012. The Board of Directors thanks you for your support (and munchies).

January	Kris Crone	July	OPEN
February	Jack Fromm	August	OPEN
March	Banquet	September	Mark Gosselin
April	Mark Gosselin	October	Joe Halleman
May	Alex Rossulek	November	Dean Stickell
June	Kris Crone	December	Kris Crone

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The Frederick Flyer

EAA Chapter 524 and
Aviation Education Center
(FDK)
Frederick, MD 21702



Workshops

EAA SportAir Workshops

October 20-21: RV Assembly

January, 19-20, 2013, SportAir LSA Repair-Inspection Course, Airplane

Parties interested in enrolling in workshops should contact Mark Forss or Joe Norris at EAA (1-800-236-4800) as soon as possible. You can find course information on the workshop schedule at <http://www.sportair.com/schedule.html>. To volunteer and help out with setup and observe the course, contact Doug Kelly, 301-963-2217.

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/>

Unless otherwise noted, all events occur at the Chapter Hangar.

Classifieds

James Feighny was a Chapter member in '06-'08 and will be moving back to the area (Rockville) at the end of July. He's looking for hangar space for his RV-9. Anyone who has any leads can contact him at jfeighny@satx.rr.com.

Chapter Discussion Group

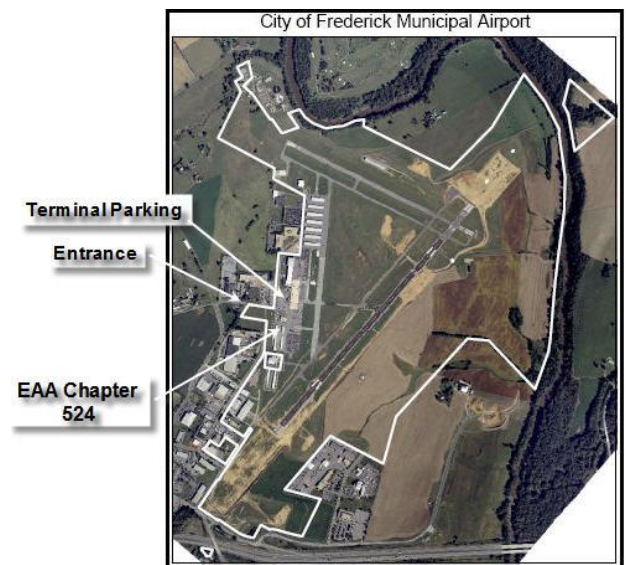
Our Chapter has an e-mail discussion group hosted by Yahoo groups. This is a moderated group so we do not get spam. About a third of the Chapter participates. Chapter members are eligible for membership by joining at: <http://groups.yahoo.com/group/ea524/>

Chapter Meeting Location and Time

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

Additional information can be found at the Chapter website:

<http://www.angelfire.com/space/ea524/>





EAA Chapter 524 Membership Registration

- For new members, annual dues are \$50 for individual membership or \$75 for 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 neildickinson@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 (\$75.00) ____

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 Membership Dues: \$50.00 ____

Renewal - Family Membership Dues: \$75.00 ____

New - Individual Membership Dues: \$50.00 ____

New - Family Membership Dues: \$75

