

The Frederick Flyer

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President's Message

Hello Everyone,

Autumn, it is finally here. Autumn is my favor time of year, with the cooler weather, changing leaves, and a certain smell that signals to me that school is starting and farmers will be harvesting the last crops of the year. While I do not like coffee, I do enjoy the pumpkin spice doughnuts that have appeared recently.

If you run an air cooled engine on anything, this is a great time of year. On a plane, the air is cool enough to keep the engine oil in the green, but not so cold that you have to pre-heat the engine before the first flight of the day. I recently saw two air cooled Volkswagens, a red Karman Ghia and a yellow Safari, driving around sharing similar benefits of the cooler days we've had. I believe both were from the early 70's, which is quite a bit younger than some of the planes flying around Frederick.

Mark Pankratz has lined up another great speaker for our October gathering, details later in this newsletter. Also, keep in mind the IMC club that meets on-line every month if you have your instrument rating or are interested in learning more about flying with reference to just your plane's instruments. If you need a project to fill your workshop, we are still looking for some people to take on a pedal plane or Adirondack chair to benefit the chapter.

As always, if you need something or have an idea about the chapter, please drop me a line.

Be safe and take care,

Chris
President
EAA Chapter 524





Why Rosie the Riveter? Why Glenn L. Martin Museum?



I've lived five years in Maryland, exposed to aviation enthusiasts for seven. I've heard of Glenn L. Martin museum, the airport, programs and events featuring Rosie the Riveter. Of course I have heard of Rosie's story and I am charmed by young girls who emulate the image, but I never put all the facts together, until now!

The story begins with Glenn L. Martin, the man and his company. A clear concise bio can be found on the museum website: <https://www.mdairmuseum.org/history>. "The Flying Dude", Glenn L. Martin was one of the leading Americans of powered flight during the early 1900's, along with the Wright Brothers and Glenn Curtiss. In 1929, he purchased 1,260 acres in the outskirts of Baltimore and shifted his business, the Glenn L. Martin Company, to Middle River.

The Rosie the Riveter experience began before the bombing of Pearl Harbor, before the hit song written by Evans and Loeb, and before Norman Rockwell's illustration, May 1943: <https://www.mdairmuseum.org/rosie-the-riveter>.

"The WWII Rosie the Riveter experience began in Middle River, MD with the visionary aviation pioneer and aircraft manufacturer Glenn L. Martin when he hired twenty women for aircraft assembly jobs in August, 1941 as a trial run to evaluate if women could successfully tackle and complete jobs done by men."

The interview process included questions concerning home chores, hand dexterity, cooking comprehension skills, quality of workmanship shown in sewing projects. All inquires were designed to discover aptitude for assembling an aircraft. Alice June Whitmer was the first woman interviewed. She lead the way for future interviews and was quickly promoted as an instructor, teaching women on the third shift how to buck, drive, rivet.

"They Answered the Call" exhibit at the Glenn L. Martin Museum is a special display honoring the women and featuring the Martin workers on the World War II home front. The museum is also the home base for the Baltimore Chapter of the American Rosie the Riveter Association, <https://rosietheriveter.net>, sharing their WWII stories with Museum visitors and during special Rosie events.

Submitted by, Mary Ann Alvarado

August Young Eagle Flight at FDK

Mark Pankratz went up with Trevor Beard today for his young eagle flight on 16 August 2020. Feedback from his parents is that Trevor has been talking non-stop about the flight since his experience. Kerry Beard (Trevors mother) found us from an internet search on "flying for kids." Trevors dad, Brian is now equally intrigued!





The Aviation Spectrum



Part of the original intent of Sport Pilot was to create a stepping stone for ultralight pilots who wished to fly more capable aircraft.

Hence the 20 hour rating with no medical.

Pilot Thoughts

- Sport pilot is much quicker to earn than private, including transition to a new category
- Hours and aeronautical experience used for sport pilot can be used for higher ratings
- Lots of fun aircraft, including legacy aircraft
 - My Champ is pictured
- Some future potential for a rule change allowing larger aircraft (e.g., C-172)

August Meeting Minutes

03Sep2020

Meeting called to order at 7:03 p.m. by Chris Gunther

- Mary Ann reported that the RV-10 group is canceling next week's meetings. Our Chapter's events page is fully operational.
- Ernie reported the Cub is flying and they're attempting to give rides to all those who helped with the rebuild.
- Mark P. did a Young Eagles flight with Trevor Beard.
- Helen Woods presented Light Sport Aviation via Zoom meeting with many colleagues:
 - ✦ Tim Lanigan CFI with Bravo Flight Training.
 - ✦ Jason Ploen, light sport repairman at Chesapeake Sport Pilot.
 - ✦ Vince Massimini, retired USMC pilot and CFII at CSP.
 - ✦ Dan of EAA Chapter 571 light sport CFI, A&P, commercial pilot, ultralight pilot.
 - ✦

Meeting adjourned at 8:20 p.m

Submitted,
Erick Webb, Secretary

Pilot Thoughts

- No medical required, but:
 - You must self certify
 - You must adjudicate a previously failed or revoked FAA medical
- Currency/flight review are identical to other ratings
 - Experienced pilots regularly crash LSAs- often with runway loss of control
 - The airplanes may be small and simple, but don't get cocky

Sport Aviation: Aircraft



Categories of Light Sport Aircraft

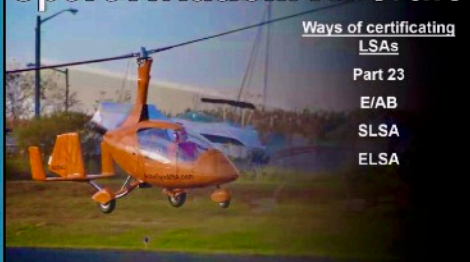
- Airplane
- Powered Parachute
- Glider
- Gyroplane
- Weight-Shift Control Aircraft

Sport Aviation: Pilots

Sport aviation provides opportunities to a variety types of pilots:

1. New pilots looking for a shorter rating than private with no medical
2. Rusty pilots looking to get back in without a medical

Sport Aviation: Aircraft



Ways of certifying LSAs

- Part 23
- E/AB
- SLSA
- ELSA

Sport Aviation: Aircraft



- Weight ≤ 1,320lbs
- Stall speed ≤ 45 knots
- Max speed ≤ 120 knots
- Single or two-seat
- Single engine
- Fixed propeller
- Unpressurized cabin
- Fixed landing gear

Sport Aviation: Pilots

3. Pilots rated in other aircraft looking for a simple transition to airplanes
4. Pilots looking to fly more modern equipment affordably

Sport Aviation: Mechanics

Sport aviation created two new types of aircraft mechanics:

1. Light Sport Repairman (ELSAs)
2. Light Sport Repairman with Maintenance (SLSA)

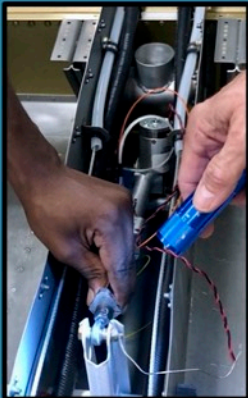
Sport Aviation: Instructors

Airplane Sport CFI

- 150 hours
- 100 hours PIC
- 25 hours x-country
- 10 hours x-country in an airplane
- 15 hours PIC in light sport airplane



FREDERICK SPORT FLYERS RV-10 Progress Report



Work continues on the RV-10. On average, about 3-5 club members are working in the EAA hangar, in each of the Thursday and Saturday sessions.

Some progress milestones reached include:

- trimming out of the baggage door
- Yaw and Pitch autopilot servos installation
- elevator/aileron controls
- R wiring harnesses and main power cables
- full wing assemblies
- air conditioning system installed
- main and nose landing gear
- Work continues on
 - Brakes
 - Wheels
 - Seats

As always, grab a mask and come join in the fun. There is always something to do or more to learn.

Discovered that my iPhone will convert a series of photos into a video. After a little experimentation, I found that you can edit and tweak the photos to customize the story. Here are two Team Build Sessions. You might want to try it out yourself.

[RV 10 Build Team - August 22, 2020](#)

[RV 10 Build Team - August 29, 2020](#)





August Chapter Board Meeting

10 Sep2020

Board Meeting

Chris Gunther, Larry Jarkey, Mark Pankratz, Rex Bullinger, Mary Ann Alvarado, Ernie O’Roark, Erick Webb

Brought to order at 7:07 p.m. by Chris Gunther

- Erick will be unavailable for November meetings; getting married and going on a honeymoon.
- Larry reported that Tom Comeau has taken some interest in being a VMC Club coordinator and has spent some time investigating the requirements. Board meetings will use the same recurring Zoom link for the time being.
- Rex has been keeping an eye out for when EAA would start Sport Air Workshops again, but for now, there has been no change.
- Mark P. has arranged for aviation attorney Kathy Yodice to present “Top 5 Enforcement Action Cases.”
- Mary Ann has a sparse newsletter for this month because there have been so few activities. Chapter events Google calendar has been set up. Leesburg Air Show has been cancelled.
- Smokehouse Pilots Club has reached out to put their events on our calendar; Gabe puts several virtual presentations together every month. No issue with listing their events on the calendar.
- For anything that’s been purchased under the EAA Tool Crib program gives us a chance to enter to win a tig welder.

Meeting adjourned 7:32 p.m.

Submitted,

Erick Webb, Secretary

Vintage News



See aircraft fly over the National Mall in warbird formation

The flyover is scheduled to begin. The first formation is estimated to be over the Lincoln Memorial at 11:30 a.m. (EST). The Arsenal of Democracy aircraft will proceed to a holding point about 10 miles west of Leesburg where they will begin the flight down the Potomac River towards DC. Looking for more information?

ARSENAL OF DEMOCRACY: <https://ww2flyover.org>

September 25, starting around noon

Aircraft arrive at Udvar-Hazy Center. The public are invited to watch the aircraft arrive; a ramp-side viewing area will be available although the public will not have access to the aircraft at this time.

Confirmed Aircraft Participating in the Fly-In

| | | | |
|----------------------|----------------------|------------------------|------------------------------|
| Avro Lancaster | Hurricane | B-25 CAF MN Wing | SBD “Dauntless” |
| C-47 “Placid Lassie” | P-40 (Warren Pietch) | PB4Y “Privateer” | F8F “Bearcat” |
| C-46 | P-51 “Lopes Hope” | Fairey “Firefly” | Veterans Airlift Command Bus |
| C-53 | DC-3 “Miss Virginia” | TP-40 “American Dream” | |
| FM-2 Wildcat | A-26 | P-51 “Quicksilver” | |
| Supermarine Spitfire | B-25 “Panchito” | TBM “Avenger” | |

EAA’s The Green Dot – Warbirds President Jim ‘Zack’ Olzacki

This time on EAA’s The Green Dot, the crew sat down with newly elected Warbirds President Jim ‘Zack’ Olzacki to discuss how he first got involved with aviation and with Warbirds in particular, the importance of the organization’s mission to Keep ‘Em Flying, dealing with the issues 2020 has presented, and more.



The Frederick Flyer



A Very Close Call

As a professional pilot with 12000 hours of flying, it's very humbling to make mistakes, and not easy to share that experience with others. But this is a lesson I feel compelled to share with all pilots.

When I built my RV-7A, I added aileron trim to the usual complement of elevator trim. The general consensus among the RV community is that rudder trim is not needed. I knew better. With a multi-engine Navy background, I had been taught from the beginning how important a centered ball (coordinated flight) is. The Navy taught this habit well, to the point that I am admittedly a bit OCD about it. After considering my options, I decided to add a bendable trim tab to the back of my rudder. Hey, if it's good enough for a Cirrus, it should be good enough for me. This at least would allow me to adjust for a centered ball in cruise flight.

Having noticed the ball being slightly out to the right during cruise, I adjusted the tab, but adjusted it too far. Next flight, here I am solo on a 2.5 hour leg looking at a ball out to the left. After some time holding left rudder pressure, I decided to slide my right foot over to the left rudder in front of the right seat. Ah, now I could hold left rudder pressure with both feet. More comfortable, and now I also had both feet where needed for the descent where even more left rudder is needed.

As I approached for a landing, the position of my right foot was no longer on my mind. As someone who practices getting within gliding distance as soon as possible followed by a power off descent for almost every landing, I am often slipping to land on the numbers. Unfortunately, this scenario involved a left rudder slip from a right base. Right foot still on the wrong pedal!

In the flare, a small amount of right rudder was needed for alignment. As you might imagine, this is where things went haywire in an instant. The more I countered the drift, the more the nose went left, and I was immediately off the runway. I pulled the stick full aft and pulled the mixture to idle cutoff. As I went to apply hard braking, it was then that I realized the problem.

Only pure luck prevented me from hitting a runway light, the PAPI, or something else. I could have totaled the airplane, or worse. The more I thought about the possibilities, the more distressing my mistake became. How could I have made such a potentially costly mistake?

The lesson is clear. Doing anything out of your normal habit pattern should be undertaken with an abundance of caution. As pilots, we are almost constantly confronted with distractions and other circumstances that put external and internal pressures to rush or make changes. Do not accept these situations lightly. As the old adage says: "Aviation is not inherently dangerous, but it is terribly unforgiving of any carelessness, incapacity or neglect." In my case, I found some forgiveness, but I sure don't count on that always being the case. It's a lesson I will never forget.

One other note: In dealing with the FAA, I found these people to be cordial and courteous. Yes, if you bring attention to yourself as I did, expect them to check that you are following the regulations. That is their job. And yes, I filled out a NASA Aviation Safety Reporting System (ASRS) form.

Submitted by, Mark Pankratz





Upcoming Events

Chapter Meetings

Zoom Meeting date & time: October 01, 2020; 7 pm
Email invitation for ZOOM video conferencing. Link will be sent 5-15 minutes before meeting time. If you don't have a computer, you can dial in with a phone.

Presentation: Helen Wood - Light Sport Aviation

Board Zoom Meeting: October 08, 2020; 7pm.

IMC Club Meeting: Sept. 15, 2020 and Oct 20; 7 pm
Meetings will continue via ZOOM video conferencing until further notice. Visit IMC Club meeting page on [chapter website](#).

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

Potential Fundraising Interest

Looking for Volunteers: Build a Piper Cub Pedal Plane

Purpose: Raffle to raise scholarship funds.

Timeline: Complete in time for AirVenture 2021
Chapter President, Chris Gunther has a set of Piper Cub plans already purchased. If you are interested in helping or leading this project, please reach out to Chris.

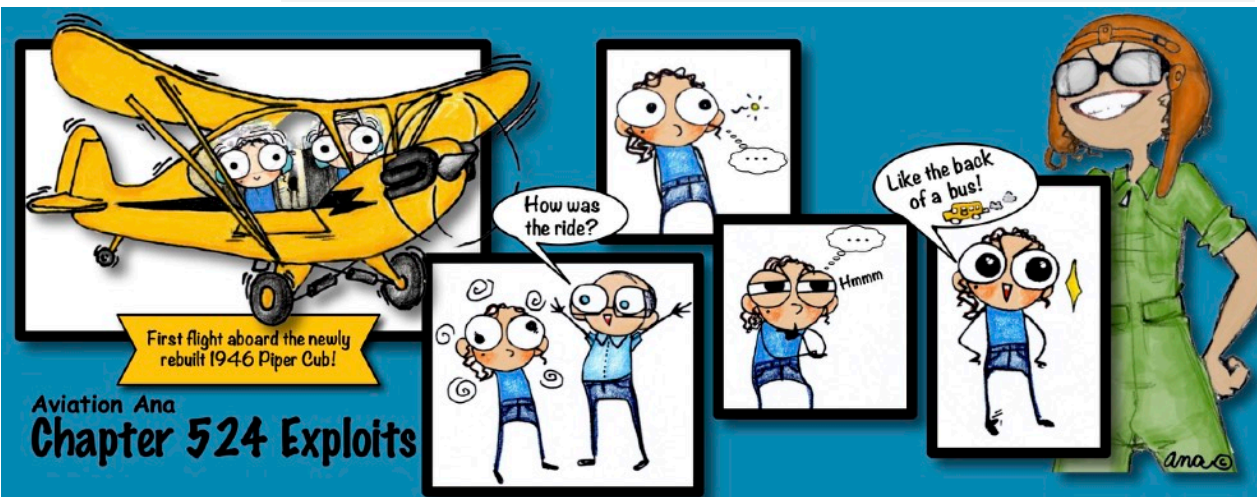


Chapter Monthly Meeting Program Schedule

| Month | Program |
|---------------|--|
| October 2020 | Kathleen Yodice, Aviation Attorney - Top 5 FAR Violation Cases |
| November 2020 | TBD |
| December 2020 | TBD |
| January 2021 | TBD |

CHAPTER OFFICERS

- ★ **President**
Chris Gunther
EAA524.President@gmail.com
- ★ **Vice President**
Mark Pankratz
mlp07@live.com
- ★ **Secretary**
Erick Webb
erickwebb1@gmail.com
- ★ **Treasurer**
Ernie O'Roark
cadfael1@aol.com
- ★ **IMC Club Coordinator**
Larry Jarkey
cfii@xecu.net
- ★ **Newsletter & Web Editor**
Mary Ann Alvarado
EAA524.News@gmail.com
- ★ **Facebook Editor**
Erick Webb
erickwebb1@gmail.com
- ★ **SportAir Workshop Coordinator**
Rex Bullinger
rexbull@gmail.com
- ★ **Chapter Historian**
Joe Halleman
jmhalleman@comcast.net
- ★ **Chapter Coordinator**
Mark Gosselin
n511jg@gmail.com
- ★ **Program Coordinator**
Mark Pankratz
mlp07@live.com
- ★ **Young Eagles Coordinator**
Dean Stickell
deanstickell@gmail.com
- ★ **EAA Flight Advisors**
Vacant
- ★ **EAA Technical Counselors**
Jerry Blake
GerardLBlake@comcast.net
Mark Pankratz
mlp07@live.com





Area Events of Interest

Udvar-Hazy Center

Arsenal of Democracy Fly-in

September 25, starting around noon

Aircraft arrive at Udvar-Hazy Center

The public are invited to watch the aircraft arrive; a ramp-side viewing area will be available although the public will not have access to the aircraft at this time

September 26, 10 am to 5:30 pm

Aircraft on display outside the Udvar-Hazy Center

Following a short safety briefing, the public will have access to the ramp with the aircraft.

The Glenn L. Martin Maryland Aviation Museum

YouTube and Vimeo Videos

- ✦ Building a Bomber: The Martin B-26 Marauder 1941
- ✦ Glenn L. Martin's Flying Boats
- ✦ Pan American Bermuda Clipper
- ✦ Glenn L. Martin Remembering His Early Years in San Diego
- ✦ Martin YP6M SeaMaster
- ✦ WORLD WAR II BOMBERS 1 10 Martin B 26 Marauder 1941
- ✦ Martin Marauder in Action
- ✦ The Giants - flying boats - Martin Mars
- ✦ Martin Hawaii Mars - Flight to Oshkosh
- ✦ Martin Mars - Oshkosh Trip Prep - Part 1
- ✦ Martin "Philippine" Mars - Tour Part 1 of 3 - Upper & Lower Hull Tour
- ✦ GLENN L. MARTIN CO. "THE TIME OF THE TITAN" TITAN I & TITAN II MISSILE DEVELOPMENT ICBM 34434
- ✦ Martin MB-1
- ✦ Martin P5M Marlin
- ✦ Martin Baltimore

EAA 2020 Sport Pilot Academy

Applications Open

The three-week program offers one-on-one and small group instruction, with flight training in new Van's RV-12iST aircraft equipped with the latest Garmin avionics. Lodging, meals, and camaraderie with fellow students are all included, as well as additional aviation experiences that can be found only in Oshkosh. The 2020 Sport Pilot Academy sessions will be held on the following dates:

- October 3-25

Hagerstown Aviation Museum

2020 Events

EAA Fly-In - Drive-In Breakfasts - Young Eagle Flights 2020

October 17 8am to 1pm

EAA Chapter 36 is hosting Fly-in, Drive-in Breakfasts located at the Hagerstown Regional Airport Firehouse next to main terminal. Young Eagle plane rides, free to ages 8-17, weather permitting. Hagerstown Aviation Museum's 1943 Fairchild PT-19 Rides will be available.

All you can eat Breakfast, 8:00 - 11:30 a.m.; Pancakes, Scrambled Eggs, Toast, Sausage, Coffee, Orange Juice. Adults \$7, Children 6-12 \$4, Under 6 *FREE* Young Eagle Rides, First Come, First Flown. *Weather Permitting*

Open Airplane Afternoon

October 4 - 11 a.m. to 4 p.m.

Bring the family out to the Hagerstown Regional Airport and climb aboard the Fairchild C-82, C-119 Flying Boxcar and PT-26 Trainer. NEW for 2020 tour the museum's 1956 Fairchild C-123 Provider. See exhibits and other museum aircraft such as the 1928 Kreider Reisner KR-31 biplane, 1943 Fairchild PT-19 WWII Trainer and Fairchild 22 & 24, all built in Hagerstown, MD. The museum owns twenty three historic aircraft, sixteen of which were built in Hagerstown. These historic aircraft are monuments to the men and women who built, flew and maintained these aircraft in times of war and peace.

Free Admission. Donations welcome. New Event Location for 2020: Hagerstown Regional Airport 14211 Basore Dr. Hagerstown MD 21742. Free parking. Follow signs

EAA 2020 Sport Aviation

On-line Magazine

Stuck at home and can't get out and about, what about looking for some inspiration through EAA's Sport Aviation monthly magazines?

- View Digital Edition
- Sport Aviation Archives
- This Month's Extras
- Extras Archives
- EAA Sport Aviation App

LEESBURG AIRSHOW

- CANCELLED -

2020 Airshow

October 17 - 11 a.m. - 4 p.m.

SAVE
THE
DATE

Aviation Education & Career Expo

POSTPONED: October 29th, 2021

Register Early - Space is Limited!

www.projnet.com +1 (703) 889-8558 ext. 102



FREE EAA Webinars

EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

<https://www.eaa.org/eea/news-and-publications/eea-webinars>

Live multimedia presentations, informative and interactive, allow presenter to use slides and audio. Audience members can ask questions or polled for opinion. Webinars begin 7pm CDT.

Don't have time for a live Webinar? Log in and browse EAA Video Library, watch at your leisure: <https://eaa.org/Videos/Webinars>

- 9/09/20 Keeping Your Rotax Alive **
- 9/15/20 Unusual Attitude Training Versus Upset Prevention and Recovering Training; What's the Difference and Why Does it Matter?*
- 9/22/20 So You Think You Can Make a 180 Back on Takeoff? An In-Depth Look at Engine Failure Options*
- 9/23/20 Founder's Innovation Prize Grand Championship Check-in
- 9/24/20 EAA Young Eagles Workshops: Day Camp Program for Chapters
- 10/06/20 \$500 HUD - *Homebuilders Series*
- 10/07/20 The Looming Mechanic Shortage **
- 10/14/20 Strategies for Limiting, and Protecting Yourself from, Liability as an Aircraft Owner or Renter
- 10/20/20 Emergency Bailout Procedures for Pilots and Survival Equipment *
- 10/27/20 Flying Clubs - Growing Participation in Aviation

* Qualifies for FAA WINGS credit

** Qualifies for FAA WINGS and AMT credit

FAA Wings Program

[WINGS PROGRAM 2019](#)

[WINGS EFFECTIVENESS REPORT 2011](#)

[WINGS FLIGHT INSTRUCTOR GUIDE 2018](#)

[WINGS ADVISORY CIRCULAR 2011](#)

Frederick IMC Club

IMC Club meets: third Tuesday of each month, 7:00 p.m.

Location: Chapter 524 Aviation Education Center/Hangar, Frederick Municipal Airport

Interested in learning more about IFR flying? Scenario-based discussions are available here.

A community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying. IMC Club chapters offer monthly meetings in which pilots can network and share knowledge and experiences.

More information about the club and its

mission can be found on our website at

<https://chapters.eaa.org/eea524/imc-club>



Chapter Meeting Location & Time

Chapter 524 meets: first Thursday each month, 7:00 p.m.

Location: Chapter 524 Education Center/Hangar, 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: <https://chapters.eaa.org/eea524>

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



Due to Covid 19 restrictions: we are currently operating meetings using video conferencing until further notice.

EAA 524 Chapter Website

The EAA Chapter 524 website: <https://chapters.eaa.org/eea524>

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/EEA524



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 ____/____/____

----- 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: \$30.00_____

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