



## **President's Message**

Greetings, EAA Chapter 524 Members!

March 10, 2012 was Women Fly It Forward Day at Frederick Airport. Our Chapter members stepped up to the task again to marshal ground traffic.



The day started off with winds from the northwest at 15 to 20 KTS and the temperature was around 40 degrees. We started parking aircraft around 9 A.M.; a display of aircraft was set up in the space to the east of the Airways Inn. We had to park aircraft along the taxiway from Airways Inn past our Chapter hangar all the way down to the helicopter operations hangar. This was a little tight in places to move aircraft between the tie downs and parked aircraft along the hangars. I counted almost 20 aircraft that flew over 230 women that day. Most airplanes were factory-built; there were a couple twins

but there were also a few Experimentals in the mix.

Sara Fraher, from the TV show Flying Wild Alaska came down for the weekend to support the event. If anyone has seen her on the show, she is one great pilot, and a very nice person also!

There were about fourteen Chapter members present to help out and I thank you one and all for the support you have given to our Chapter and the aviation community.

Looking forward to seeing everyone at the Chapter meeting on April 5, 2012.

Wishing you clear skies,

**Mark Gosselin, President**

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## **Upcoming Programs**

Doug Kelly has another excellent slate of programs lined up for the next several months.

The program for April's meeting will be "All About Gyrocopters", presented by Chris Burgess, CFI.

The program for the May 3<sup>rd</sup> meeting will actually be something of a double-header and should be something special. The appetizer (to mix our metaphors) will be from 5:30 until 7:30 P.M. The recently restored RV-1, which will be in the middle of a cross-country tour, will be on display at the hangar during that time. As many of you may know, the RV-1 is the granddaddy of the Van's RV line of aircraft. It was built by Van himself and has recently been restored by a group in Texas called **Friends of the RV-1**. The tour will wind up at AirVenture where the airplane will be donated to the EAA museum. You can find more information on the project at [RV-1.org](http://RV-1.org). The program for the meeting proper will be a panel discussion on "Homebuilt and Light Sport Safety". Members of the distinguished panel will be from AVEMCO, the AOPA Air Safety Institute, FAA, EAA and NTSB. The RV-1 visit and the panel discussion will be reprised at the [Maryland Regional Festival of Flight](#) two days later at the Hagerstown airport.

Other programs have been lined up through the September meeting and all those topics and presenters can be found at [the usual place](#) later in the newsletter.



## **Recent Chapter Activities**

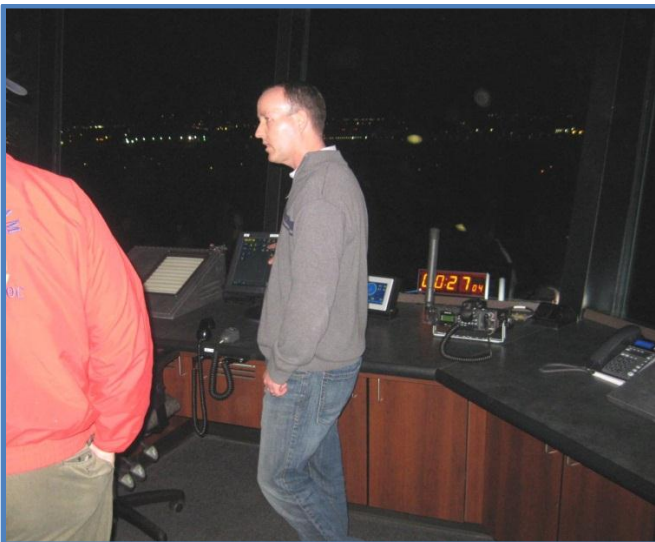
This past month saw quite a few activities for our members to participate in. The weather mostly cooperated for the outdoor events in spite of the fact that we're still in the waning days of winter.

Saturday, February 18 was the lunch fly-out to Cape May. Organizer Neil Dickinson said about 24 people showed up, six of them from our Chapter. Mark Gosselin said the flying conditions were pretty good, although they did have to fight a stiff headwind on the return trip. But the air was smooth at altitude.

Saturday, March 3, was the banquet at the Airways Inn. Twenty-nine people attended, with more joining the group after dinner.

Airport Manager Kevin Daugherty hosted a tour of the new control tower on March 8. There must have been close to 50 people attending and a good percentage of them were from our Chapter. It was a very balmy night so waiting outside was not a problem while people took turns riding the elevator to Level 5. Kevin fielded several questions from the audience and the main points are highlighted below:

- Estimated opening date is the beginning of May, although Kevin cautions that that is still far from firm.
- The operating hours will be from 7 A.M. until 9 P.M.
- The tower will be staffed by six controllers and one manager.
- The controller staff looks like it will be comprised of retired FAA veterans, not rookies.
- It will be a non-radar facility, at least for now.
- Because of the lack of radar, Kevin said airport and FAA people are working hard to come up with identifiable local landmarks to use as reporting points.
- It is likely that the traffic patterns will be modified based on those reporting points and other issues.



As Mark mentioned in his letter, the airport hosted a very successful **Women Fly It Forward** program this past Saturday. We hope we captured some of the flavor of the program, the enthusiasm of the participants and the great work of our marshalers in [this video](#).



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## **B-17 Tour Stop Update from Joe**

In mid-February I contacted George Boubner, B-17 Tour Stop Coordinator, to see if the Chapter was going to be on the schedule this year. George informed me that because of the recent changes at EAA Headquarters, the tour stop program was going to be cut from the typical 20-25 stops on the East coast to approximately 6-8 stops. This means that only the most profitable stops would be scheduled, like Leesburg, VA. George did say that before the reduction in the schedule was made, Chapter 524 was going to be on the normal schedule for this year. George did not say if the B-17 tour stop program would be expanded anytime soon.

I would like to say thank you to the Chapter for supporting this endeavor. I am sorry we couldn't pull it off this year. If the chapter is still interested we can always apply for next year.

Regards,

Joe Halleman, B-17 Tour Stop Coordinator

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## ***The Wright Brothers In 1904 and Their Quest To Develop A Practical Airplane Part 11 – June, 1905***

In a letter to Octave Chanute dated June 1, 1905, Wilbur relates to Chanute some of the frustrations the brothers had experienced in trying to sell the United States government an airplane. "We would be ashamed of ourselves if we had offered our machine to a foreign government without giving our own country a chance at it, but our consciences are clear. As we had made no request for an appropriation, but on the contrary had offered to furnish machines of 'agreed specification at a contract price' (which offer was entirely ignored), we were driven to the conclusion that the letter of the War Department was intended as a flat turndown. We still think so. We submitted our proposition, [to the British Government] and now have an answer stating that an officer will be sent to see us. It is no pleasant thought to us that any foreign country should take from America any share of the glory of having conquered the flying problem, but we feel that we have done our full share toward making this an American invention, and if it is sent abroad for further development the responsibility does not rest upon us. We have taken pains to see that 'Opportunity' has a good clear knock on the [United States] War Department door."

The Wrights made two important tests of the 1905 airplane flight engine/propeller combinations on Thursday, June 8. For these tests the chain driven propellers each used 33-tooth propeller sprockets and were driven by a 10-tooth sprocket attached directly to the engine crankshaft. For the first test, the 1904 eight-inch wide propellers were used and resulted in 405 propeller RPM for the first minute of operation. After sixteen minutes the propeller RPM dropped to 378. For the second test, the Wrights used their new 1905 propellers which incorporated tapered blades. The first minute of running produced 370 Propeller RPM. After eleven minutes the RPM dropped to 345. The fact that the engine was run for sixteen and eleven minutes with no noted difficulties indicates further engine development, increased confidence and foretells of possible longer flights for the 1905 flying season.

Wilbur writes to Octave Chanute on June 18: "We have no intention of forgetting that we are Americans, and do not expect to make arrangements which would probably result in harm to our native country. The exact date of meeting the British representative is not fixed but will probably be within a month. Meanwhile we have decided to complete the machine and take the risk of making a few private trials of the improvements we have added to the machine. The machine will probably be complete in a couple of days and we will be testing it the latter part of the week if the weather is suitable. Of course we would be glad to have you visit us and see it go, if it should suit your convenience and pleasure. We find that we underestimated the weight of our last year's [1904] machine. We carried a total weight of about 915 lbs. This includes the 70 lbs. of steel bars, which we used as



ballast. The new machine with water and fuel for an hour's run will weigh almost exactly 850 lbs., with one man." In five days the Wrights began to feel out their new airplane.

From Wilbur's Diary dated Friday, June 23, 1905: "First flight, O.W. [Orville Wright pilot] Time 9 ½ sec., wind [at 45 degrees], Distance 272 ft. over ground. The left wing was struck in landing and four ribs were cracked at rear left corner. [Power insufficient. Missing explosions.] The machine was fitted with two semicircular vertical front vanes (7 sq. ft.), and was very hard to control."

The next day, Saturday June 24, three flights were attempted. The day had an exciting beginning as noted in Wilbur's Diary: "While getting ready for first start [the airplane was positioned on the launching track with the catapult weights raised] the anchor stake was pulled from the ground and the machine ran down the track with O.W. doubled over the front handle riding backwards. Fortunately no serious damage to man or machine." This was the second incident—the first in November 1904—involving an unexpected premature launch of the airplane and Orville was the one who rode the accelerating plane down the rail both times. After recovering from this bit of excitement and with Charles Taylor's assistance, the brothers repositioned the flyer back on the launching track and raised the weight to the top of the catapult derrick. Wilbur took the prone pilot position next to the engine on the lower wing, released the trip wire to allow the catapult weight to drop and started on the second flight of the year. It wasn't a record breaker. "Time 5[and] 9/10 sec. Distance 160 ft. Awkward landing but nothing broken." The second flight attempt of the day, #3 of the year, with Orville as pilot, did not get off of the ground. "Scraped right wing tip all way down the track and failed to get start. Nothing broken." Wilbur attempted the third and last flight on that Saturday with no success. "Time 3 ½ sec., 136 ft. over ground. Machine suddenly turned to left and struck left wing tip, breaking rear spar of left lower wing, and cracked end bow. The trouble in management is attributed to presence of front vanes [blinkers] combined with unskillful handling of rear rudder." The brothers were clearly still feeling out the 1905 Flyer. They had not flown for six months and the wing warping and aft rudder controls were not interconnected.

Before the next series of flights, the Wrights removed the front vanes (blinkers) that were attached to the forward rudder (canard) and made the repairs necessitated by the accident that occurred on Wilbur's last flight. Aided by their machinist and engine builder Charles Taylor, flights numbers five through eight were accomplished on Friday, June 30. Flight #5, with Orville piloting, was short. With a 2-3 MPH tail wind: "Time 6 and 3/5 sec. Distance 240 ft. Accidently touched throw-off lever and partly shut off engine." Flight #6 with Wilbur as pilot was even shorter: "Time 3 sec. Distance 96 ft. Stalled."

For flight #7 the brothers changed the propellers back to their eight-inch wide 1904 blades and changed the crankshaft drive sprocket from ten to nine teeth. With these changes Orville flew for "13 ½ sec. Distance 664 ft." The wind at takeoff was "about 3 Miles from the rear." Wilbur notes in his diary: "Machine acted very queerly in side steering and Orville was compelled to shut off power and land, to avoid running into fence. Speed accelerated very rapidly during flight."

The fourth trial of the day, #8 for the year with Wilbur as pilot, did not go well: "Time 19 ½ sec. Distance 744 ft. Machine refused to steer properly, and while attempting to shift rear rudder W.W. shut off power by mistake. The Machine turned up and came almost to a standstill, and dropped very hard, breaking rear center spar and front left spar at corner, and two uprights. Pulled engine loose. Broke several wires. The troubles in steering this day were evidently due to hinging the rear rudder behind the center of pressure and failing to hold it under firm control by hand."

To be continued... Gerard Blake



## Events

### Chapter Meetings

April 5, 2012 @ 7:30 P.M. – Monthly general meeting

April 12, 2012 @ 7:00 P.M. – Chapter Board meeting

### Lunch Fly-outs

Saturday, April 28 (rain date: Saturday, May 5). Fly-out to Chester County, Coatesville, PA airport (MQS).

Saturday, May 19. Location TBD.

### Chapter Program Schedule, 2012

Month	Program	Month	Program
January	Bob Calo - Ups & Downs of 1 <sup>st</sup> -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

### Chapter Officers

#### President

Mark Gosselin  
[N511JG@comcast.net](mailto:N511JG@comcast.net)  
703-966-8226

#### Vice President

Tom Proctor  
[proctortp@starpower.net](mailto:proctortp@starpower.net)  
301-972-8115

#### Secretary

Kris Crone  
[tomcrone123@msn.com](mailto:tomcrone123@msn.com)  
301-473-5699

#### Treasurer

Neil Dickinson  
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### Contacts

#### Newsletter Editor

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#### SportAir Workshop

Coordinator  
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301-963-2217

#### Chapter Historian

Vacant

#### Young Eagles Coordinator

Vacant

#### Program Coordinator

Doug Kelly  
[mulligan32@verizon.net](mailto:mulligan32@verizon.net)  
301-963-2217

#### EAA Flight Advisors

Vacant

#### EAA Technical Counselors

Jerry Blake  
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Doug Kelly  
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301-963-2217  
Tom Young  
301-667-0964

### The Frederick Flyer

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





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## Workshops

### EAA SportAir Workshops

#### No confirmed dates yet for the upcoming workshops

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.

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## Classifieds

Wing stand (large one - used to hold the wings from a Stearman) is available to anyone wants it.

Thanks!

Mark Pankratz

703-819-1810

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## 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/>

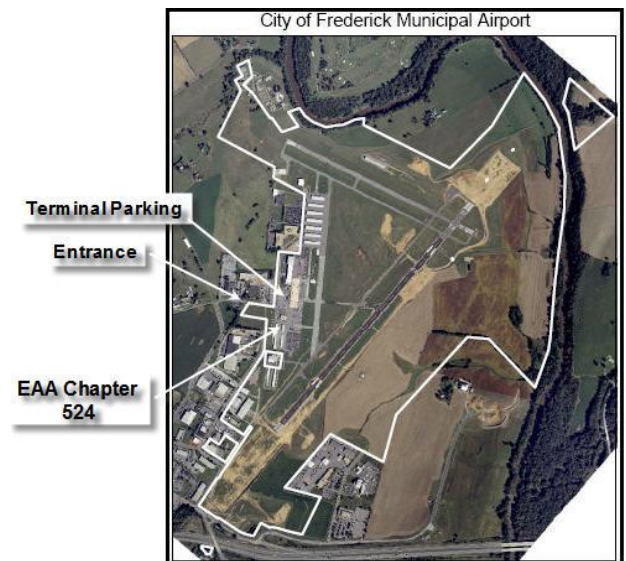
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## Chapter Meeting Location and Time

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](mailto: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 \_\_\_\_/\_\_\_\_/\_\_\_\_

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### 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

