



# The Frederick Flyer

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## President's Message

Greetings EAA Chapter 524 Members and Friends,

I was visiting Leesburg Airport last week when I saw a gentleman climbing out of his RV-8. When I walked over to him and introduced myself, I mentioned that I belonged to EAA Chapter 524. His eyes lit up and he told me he and his son had attended one of our sheet metal workshops a number of years ago. He went on to say that experience gave him the knowledge he needed as a beginner to go on to build his RV-8.

There are many times I meet people with similar stories about EAA Chapters. The work we do—our meeting programs, the restorations, Young Eagles, our hands on classes we hold with Boy Scouts, the work with schools around Frederick—exposes many to the world of aviation.

I think back on the many people who came out to see and fly in the Ford Tri-Motor and the B-17, the stories I heard from some of them and the excitement others had seeing these airplanes up close for the first time. It makes all the effort we put into our programs so worth it!

I would just like to extend a thank you to everyone who helps with these events, it makes a difference in our community!

Wishing You Clear Skies,

*Mark Gosselin*  
*EAA Chapter 524*  
*President*



## April Program

### Lightning Effects on Aircraft

Presenter: Dan Morris



Want to know the difference between lightening holes and lightning holes? It's how you incorporate them into your aircraft! While the latter may be a lot quicker, we strongly advise against such techniques. Sooo, how hard is a lightning strike on aircraft? Find out from our very own avionics guru, Dan Morris. And pray for clear weather...

Thursday, April 6<sup>th</sup> at 7:00 p.m.

Mark Pankratz

## First Flight!

Monday March 13<sup>th</sup> was a lucky day for our Mark Pankratz. A brief window of opportunity with schedules and weather allowed him to get his inspection completed and first flight accomplished. Mark said the inspection experience with ABDAR Jack McCarthy was very pleasant. Following that, the first flight was nearly perfect and the aircraft performed flawlessly. The enclosed pictures show the inevitable RV grin.

Congratulations to Mark, and we look forward to hearing more details at an upcoming membership meeting.





## Chapter Banquet

For the second year in a row, our annual Chapter banquet was held at the AOPA's National Aviation Community Center and was catered by Canapés. While it was cold and windy outside, things were nice and comfortable inside the NACC and a very good turnout of about 40 folks gathered amid the aircraft to chat and sample the appetizers. We sat down to an excellent buffet dinner a little after 6:30.



Of course the highlight of the evening was the presentation by Anne McCombs of the Smithsonian National Air and Space Museum restoration shop. Anne gave us some fascinating behind-the-scenes details of many of the projects she has worked on, starting with the less-than-thrilling Hubble telescope test rig, dubbed by her colleagues “the beer can”, up to her latest project, the famous WWII B-26, *Flak Bait*.

One of her stories was very reminiscent of a scene from the movie *Hidden Figures*. In the movie, the Mercury

Seven astronauts are visiting the facility at Langley when John Glenn breaks away from the tour guides and makes an unplanned detour to greet the women “computers” whom the movie is about. Anne related the story of the time Paul Tibbets visited the Smithsonian sometime after the initial restoration of the *Enola Gay*. Anne’s restoration group from the Garber facility had come to the museum in the hopes of getting a glimpse of the commander of the famous B-29 only to be told they weren’t supposed to be there and they were asked to make themselves scarce. However, when General Tibbets came through, escorted by several Smithsonian executives, he said he knew who the restorers were and he also broke away to go shake their hands and thank them for their work.

In her final anecdote, Anne recalled the time she was given the decidedly unglamorous job of vacuuming the dust off of the 1909 Wright Military Flyer. To add to the unpleasantness, she was smacked in the forehead by one of the rigging wires she had to remove to reach the wings. As she climbed down off the ladder to nurse her wounds and grumble about why Wilbur and Orville designed things the way they did, she was struck by the thought that most people never even get to see the “holy of holies” Wright aircraft but she gets to touch them and work on them. It doesn’t get much better than that.

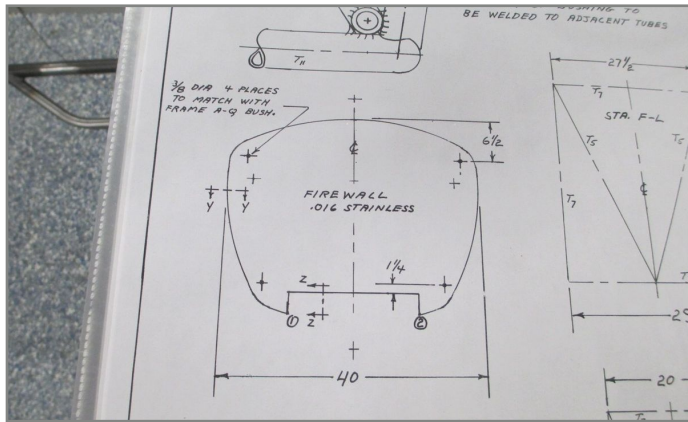


Many thanks to Mark Pankratz for coordinating all of the details and to Ernie O’Roark for handling the registrations. Thanks go as well to Mike Woods of AOPA for help with reserving and setting up the NACC.



## Bearhawk Project Report - Part 2

Last month we reported on Neil Dickinson’s decision to build a Bearhawk and how it is a very different type of project from his first one, an RV-8A. One of the many differences Neil noticed right from the start was the quality of the plans. The entire set is a mere 28 pages and the detail on the drawings is sketchy at best. The firewall was one of the first items he tackled and you can see from the included picture, there wasn’t much to go on from the plans.



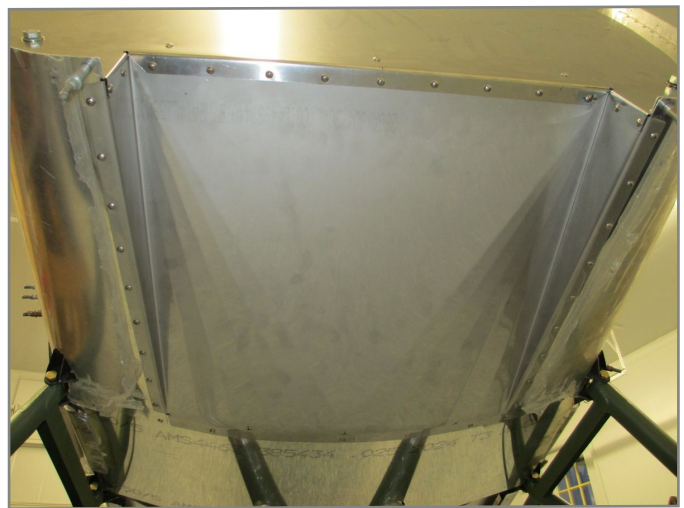
Neil said on many of the parts, he needs to extrapolate from the listed scale on the drawings to determine some distances—and more often than not, that doesn’t work out. For the firewall, and some other sheet metal parts, he started with a piece of poster board to make a template and then transferred that to some galvanized scrap metal



he got from his job. When he was satisfied with the fit, he then made the final part out of stainless or aluminum. The flange around the firewall is made from 5052 aluminum angle. To form that, he needed a new tool and a new skill. He purchased a Baileigh shrinker/stretcher and experimented with that on scrap until he felt ready to make the actual piece.



The piece of aluminum that forms the top of the exhaust tunnel was another challenging form. It starts with a straight edge at the firewall and transitions to a convex curve at the aft end. Neil made an origami-like template out of the posterboard first and you can see the fine looking result in the attached picture.



The plans call for the landing gear to be built from scratch but the gear on Neil’s plane was already completed by the guy he bought the project from. And that was fortunate,



## Bearhawk Project Report: continued

too, because Neil learned from the builder that there have been several Bearhawks that experienced gear collapses after rough crosswind landings. According to the original builder, who is also an engineer, the streamlined tubing called out in the original plans was subject to kinking under side loads and that led to the collapses. He redesigned the gear leg using larger round tubing and calculated that it would withstand four times the side loads of the original. He even consulted with the Bearhawk's designer, had him confirm the calculations and consequently, this design has been adopted for all of the new kits.

The doors are another part that differs from the plans. The original builder had purchased the optional carbon fiber doors but had not fitted them. Neil found that he had to do a little surgery on the pilot's door to make the curve conform to the fuselage frame. A long incision, some filler, a skin graft and some heat while curing and now the fit is perfect.



Neil's goal right now is to finish adding the small parts still missing from the fuselage skeleton and then sandblast it and paint it so he can start adding parts to stay.

For get up and go, Neil has purchased a constant-speed prop and a Lycoming IO-360 angle valve engine. The Bearhawk was actually designed to accommodate up to an IO-540 engine, and that's what most builders have chosen,

but Neil decided to compromise on cost and overall weight by choosing the smaller engine. That will make the plane tend to be tail-heavy, but going with the angle valve IO-360 instead of its lighter, parallel valve cousin and placing the battery on the firewall, should help to alleviate that and give him a few extra horses as well.

We'll be looking forward to hearing progress reports from Neil at future Chapter meetings.



## Gone West – Chic Chaconas

Chic Chaconas, long time EAA and dedicated Chapter 524 member, died a couple of weeks ago. He was 90 years old. Chic is to be remembered for donating the Druine Turbulent airplane and the 501(c)(3) Aviation Education Center Corporation to the Chapter. He was instrumental and tireless in raising funds and materials used to rehabilitate our Chapter hangar meeting place. Chic was the Master of Ceremonies and active supporter of the series of RV Forums that our Chapter initiated and hosted several years ago. An active airplane builder, a believer in the Experimental Aircraft Association, he will be missed.

*Gerard Blake*



## Upcoming Events

### Chapter Meetings

April 6, 2017 @ 7:00 p.m. — Membership Meeting

April 13, 2017 @ 7:00 p.m. — Board Meeting

### Other Events

June 17-25, 2017 — 99s Air Race Classic, race starts from KFDK

## Chapter Program Schedule — 2017

Month	Program
January	Aviation Insurance Resources — Jon Shimer
February	The Lightweight Fighter Program — Dean Stickell
March	Banquet: Aircraft Restoration at NASM — Anne McCombs
April	Lightning Effects on Aircraft — Dan Morris
May	TBD
June	TBD
July	No meeting.
August	TBD
September	TBD
October	TBD
November	TBD
December	TBD

## Refreshment Volunteers — 2017

Here is a list of volunteers supplying refreshments for 2017. The Board of Directors thanks you for your support ( and munchies).

January	Jack Fromm	July	N/A
February	Jack Fromm	August	TBD
March	N/A	September	Jerry Blake
April	TBD	October	TBD
May	Rex & Sharon	November	TBD
June	Erick Webb	December	TBD

### Chapter Officers

#### President

Mark Gosselin  
EAA524.President@gmail.com  
703-378-2258

#### Vice President

Mark Pankratz  
mlp07@live.com  
703-819-1810

#### Secretary

Erick Webb  
erickwebb1@gmail.com  
301-639-6415

#### Treasurer

Ernie O'Roark  
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### Contacts

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#### Coordinator

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#### Chapter Historian

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#### Program Coordinator

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#### Young Eagles Coordinator

Vacant

#### EAA Flight Advisors

Vacant

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Jerry Blake  
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301-824-0003

Doug Kelly  
Mulligan32@verizon.net  
301-963-2217

Tom Young  
301-667-0964



## Workshops

### **EAA SportAir Workshops at the AEC**

**Fabric Covering – June (tentative)**

**Electrical – August (tentative)**

### **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>

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## Chapter Website

The EAA Chapter 524 website can be found at: [www.524.eaachapter.org](http://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.

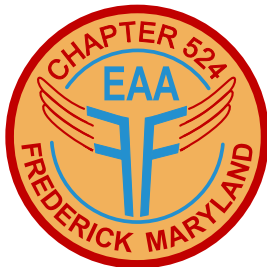
## Chapter Facebook Page

You can find us on Facebook at: [www.facebook.com/EAA524](http://www.facebook.com/EAA524)

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## 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

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## Frederick IMC Club

Interested in learning more about IFR flying? Scenario-based discussions are available here. The Frederick IMC club meets on the third Tuesday of each month at 7:00 p.m. in AOPA's National Aviation Community Center. More information about the club and its mission can be found on our website at [www.524.eaachapter.org](http://www.524.eaachapter.org).



## **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.

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### 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 \_\_\_\_\_

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### 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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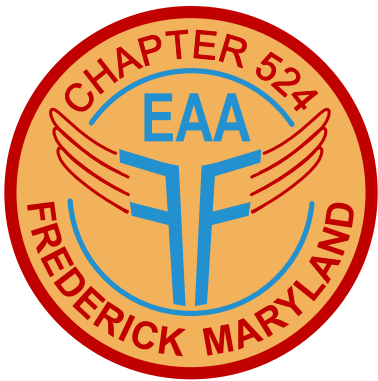
### III. Member's Receipt for EAA Chapter 524 Dues

Date paid \_\_\_\_/\_\_\_\_/\_\_\_\_ Dues paid for fiscal year 20\_\_\_\_

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

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





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Suite J Box #9  
Frederick, Maryland 21701