



President's Message

Greetings, EAA Chapter 524 members,



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Here we are, another winter is knocking on our door. I used to like winter more when I didn't have to oversee the removal of the snow. It was so much more fun to play in the snow and I didn't have to worry about the safety of others. So much for my youth.

With that said, I still enjoy winter sometimes but in a different way. It's not so much the snow but the cooler air and the performance of the airplane. When I'm alone in the airplane with 16 gallons of fuel I can get 1000 ft./min. easy. Although there isn't any place colder than the airport in the wintertime, if you can hang in for the preflight and the taxi out to the active, it's worth it!

Talk about visibility, it's really wonderful to be able to be at 3,500 feet and see 50 miles.

That's pretty rare these days but wintertime is the time that can happen. I don't know of anything that looks more beautiful than a landscape covered with white snow! It sure is great to make the houses smaller and visit other airports and meet people who love to hang out at airports.

Winter is also good for sitting at home by that fire keeping warm, reading that special book or watching a movie, enjoying down time. I like to use this time in the kitchen putting together those special meals that take time to prepare or for researching the next project on my list — which may be the next upgrade on my airplane or the bathroom at the house — no matter what it would be, winter is the time for planning.

Your Board is already doing exactly that, planning for next year; budgets, picnics, fund raisers, maintenance on the Chapter hangar, and even some flying! Together we can make this the best year for the Chapter to date. Looking forward to seeing you all at the airport!

Wishing you clear skies,

Mark Gosselin, President
EAA Chapter 524

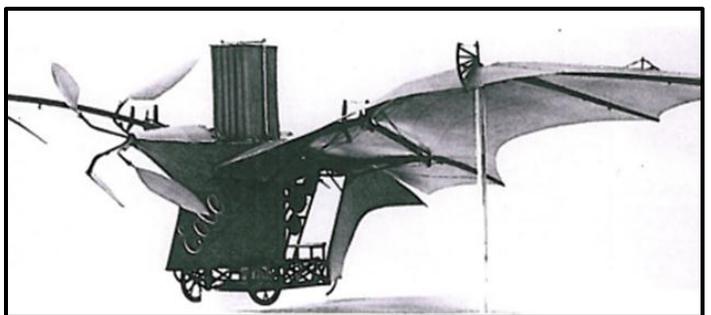
December Membership Meeting Program

Last month, Carlo Cilliers told us about his experience building and flying his recently completed Mustang II. It was a very well attended, very detailed and, for me at least, a somewhat eye-opening program. I was not aware that the Mustang II was such a high-performance aircraft and that it had such a high-tech airfoil.



Next month we're going to travel back in time for "Flight Before the Wrights". According to Program Coordinator Doug Kelly's flyer, "Adam Smith will present an illustrated talk looking at a wide variety of claims that powered flight was achieved before December 17, 1903.

Stories will be heard from places



all around the globe, including France, Scotland, England, New Zealand, Russia, Connecticut and Texas." If you've been following Jerry Blake's articles here about the Wright brothers' struggles to evolve their 1903 contraption into a practical airplane, this program should be a nice companion to that series. It promises to be a fascinating exploration into some little-known exploits during that seminal period in the development of aeronautical science.



Battle for the Heart of EAA, Part 2

Over the weekend of October 20-21, the EAA Board of Directors, meeting by conference calls, made two decisions crucial to the future of our Association. The first was to fill the vacancy left by the retirement several weeks ago of Louie Andrew as Chairman of the Board. Louie had faithfully filled this, or equivalent, leadership roles for many years. He was a true friend of the many facets and traditions of the organization and a leader in their integration. His retirement after AirVenture, while sad, posed an opportunity.

In his place, the Board now selected Jack Pelton, recently retired CEO of Cessna. Pelton has had a long-time relationship with the EAA as a principal corporate sponsor of AirVenture Oshkosh, and is known in our circles as one of the prime movers of the light sport Cessna 162 Skycatcher. He will serve in his new role for a three-year, renewable term.

Having accomplished this task, the Board then accepted the resignation of EAA President and CEO, Rod Hightower. A new search will be underway to find his replacement. While Hightower's two years were focused on achieving success for the organization in a corporate/business sense, his efforts came at the expense of too many outstanding Oshkosh staff (some 70 were fired or resigned) amid varied and growing concerns of both members and volunteers. In my own view, he was utterly failing to uphold the EAA's most traditional and unique objectives – craftsmanship, education, and safety – while striving instead to compete with other organizations and their publications as a leader in promoting aviation overall. Hopefully, this will now be rethought.

The loss of critical staff in Oshkosh means that there is now much damage being addressed, not the least of which is the welfare of the SportAir Workshop program. It is a program in which our Chapter has been actively and successfully engaged from its beginning. Now, I know that some of you may think that a Chapter such as ours could carry on an instructional program on our own. Indeed, on occasion we have done so for a handful of local students while serving a single topic (e.g. sheet metal). Even then, we were reliant on the donated materials from Van's Aircraft to make financial ends meet or even gain a few bucks. But, little appreciated are the following facts: (1) coordination, (2) scheduling, (3) regional publicity, (4) supply and shipment of the vast variety of reliable tools and materials, (5) records-keeping, (6) authorship and printing of syllabi, and (7) recruitment of quality instructors; all these are necessary elements of a successful program. Collectively, they are not easily shouldered on a regular basis by any single chapter.

The EAA staff of Charlie Becker, Susan Sedlacheck, Ron Wagner, and (especially) Mark Forss served the program for years at dozens of locations. We owe them our heartfelt thanks, but now they are all gone but Wagner, who retires in January. In their place is only the newly-hired Chad Jensen, who, while talented and willing, has been viewed under the new circumstances as overwhelmed with a plethora of responsibilities. Speculation has been that the workshops might have to go, or perhaps be localized to a single site (in Oshkosh).

However, there is light at the end of the tunnel. Speaking by phone with Chad today (Oct.31), I learned that recovery has already begun. Search for a replacement for Mark Forss as central workshop coordinator is under way, and sites are being selected for the 2013 schedule of workshop locations. Chad and the powers-that-be seem to be dedicated to keeping the program alive, as much as possible like it has been. I requested that our chapter be scheduled for the January 26-27 ELSA Inspection workshop we had anticipated, and also the three workshops (fabric-covering, electrical systems, and RV sheet metal) scheduled similar to what we have had the past several years. There is no guarantee, but I am now optimistic.

My hope also is that the recently reconstituted Homebuilt Aircraft Council (having been essentially preoccupied with AirVenture planning and tasks for the past couple of years) will now have new, broader-reaching life and an opportunity to weigh in on issues such as this. I have encouraged its Chairman, Rick Weiss, to put the welfare of the workshops programs high on the agenda when the Council meets this month, and to advocate forcefully for their adequate staffing.

It will be a long recovery, encompassing many sectors other than this. But it's a beginning.

Stay tuned.

Doug Kelly



Hangar Cleanup Day

On Saturday, October 27, several enthusiastic and energetic volunteers postponed their hurricane preparations long enough to participate in an AEC fall housecleaning. As you can see from the pictures below (and if you attended November's meeting), it made a big difference. One outcome of the cleanup was that several items were set aside to be offered to Chapter members free for the taking. Included were: a bench grinder motor on a tripod with attached wire brush wheel, two large plastic tubs of tools (mainly of the plumbing variety), T-shirts and hats with the Chapter logo, and a couple of stacks of plastic chairs. If any of those are still there by the time we next meet in December, help yourself. Please.



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The results...



Dusting the sills on the brand new windows brought back fond memories of the work we did to renovate the hangar when we first leased it. I, along with several members of the group present on this Saturday, spent numerous hours back then glazing and painting the original windows. They won't be missed! The cleanup session made me want to go back through old newsletters to revisit the milestones of the AEC project. It's hard to believe but it was over 10 years ago that President Gust Mitchell assembled a team to make a plan to lease the hangar for Chapter use. Some of the highlights on the timeline:

July 2002 – Warren Sargent is making detailed drawings to be used for the various inspections and approvals. Gust appeals to Chapter members to contact acquaintances who could assist with donations of materials, equipment, tools or expertise.

September 2002 – Charlie Abell, Rob Cherney, Warren Sargent and Jack Savage meet with the Fire Marshal and City Planning Office and tour the facility. The city officially requests a written plan and a “change of use” statement.

October 2002 – The decision is made to split the project into two phases. For phase one, Warren Sargent designed a firewall and drew up plans for a second steel egress door that would allow us to get an occupancy permit. Phase two would focus on finishing the other walls, the ceiling and insulation and installing a heater.

January 2003 – City planning board and Fire Marshal's office approve our plans.

September 2003 – From Gust's President's Message in the newsletter: *“Our chapter house and education center is finally a reality! Thanks to the hard work and support of Charlie Abell, Frederick Airport Manager, and the chapter board, a lease with the city was submitted for the Mayor's signature on August 15th for a “Multiuse Assembly and Maintenance Facility and Education Center”. While we are just in the beginning stages of renovating the space for our use, we can rejoice in finally having a place of our own. I am confident that the facility will help the chapter evolve and grow to meet the needs of its membership and the community in the years to come.”*

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November 2003 – The aforementioned fun with window glazing is in full swing. From the newsletter: “The big news this past week was that major progress was made on the firewall system. Herb Jones and Warren Sargent completed the framework for the first 10 feet in height of the wall and over the weekend a dedicated team installed all the panels in the frames.



March 2004 – Heating system from Environmental Systems Associates is completed. Finishing work on the walls continues.

April 2004 – Firewall is completed. Studs for the other walls go up.



August 2004 – Electrical service panel installed. Carl Wehrenberg is prepping the walls and completing the work on the doors.

December 2004 – Floors and doors painted. Steve Wickizer holds a Young Eagles event in the hangar.



March 2005 – First workshop held!



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Spring 2008 – Removable insulation panels for the sliding doors installed.

Fall 2012 – Windows and blinds replaced.

The AEC has served the Chapter well these last 10 years. It provided a temporary home for the Draine Turbulent which stood in as a good teaching tool for several Light Sport workshops. The Sport Flyers Flying Club did the majority of the work on their Zodiac project here. Joe Halleman brought his Challenger in on a few occasions to do work which required a climate-controlled space. It has hosted numerous SportAir workshops which not only gave us national name recognition but also provided a source of income to offset the cost of leasing the hangar. And it of course provided a home base for many picnics and airport special events. It will continue to be a great asset for our Chapter in the years to come.

Jack Fromm – Editor



Events

Chapter Meetings

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

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

Chapter Program Schedule, 2012/2013

Month	Program	Month	Program
January	Bob Calo - Ups & Downs of 1st-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	Vele Monocoupe and Electric Flight Doug Kelly
April	All About Gyrocopters Chris Burgess, CFI	October	Building and Flying a Sonex (& Aerovee Engine)
May	RV-1/Homebuilt and Light Sport Safety Panel Discussion	November	Mustang II—Assembly, Flight Test and Performance
June	AirCam cross-country trip, father and son. Claudius Klimt	December	Flight Before the Wrights Adam Smith
January 2013	Learning My New Gyrocopter Claudius Klimt	February 2013	Living with the Spin Tom Proctor

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

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Young Eagles Coordinator

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The Frederick Flyer

EAA Chapter 524 and
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(FDK)
Frederick, MD 21702



Workshops

EAA SportAir Workshops

Future status is uncertain as of September, 2012.

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/>

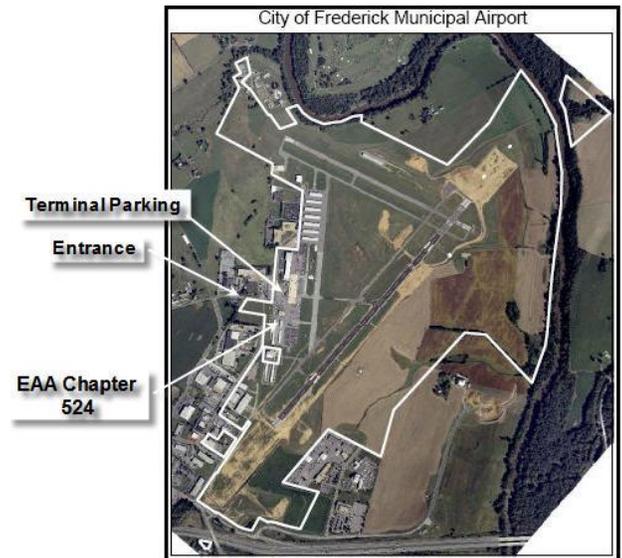
Unless otherwise noted, all events occur at the Chapter Hangar.

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

