



## President's Message

Greetings, EAA Chapter 524 members,



I have been following the Red Bull Stratosphere Jump for a few weeks now. I am amazed at the preparation for and the complexity of this attempt. I was in awe looking at the capsule, the quality of that product, the space suit, the radios they used to communicate with, the support equipment, mission control, the effort of the many people who have worked on this and how many hours went into this jump. I can't imagine the paper work, the hours (and money) it must have taken to work with the Feds for permits and a flight plan. I wonder how much of the equipment they used in

this process was classified as experimental and how much of this will be used now in the private space flight sphere.

We truly live in a fast moving era. The materials which are available now were unthinkable a few decades ago. Who would have thought that in 2012 we could climb into an airplane without an engine, but a motor run by a bank of batteries, and fly for an hour? What about the glass cockpit? No steam gauges needed today.

Most of this new technology is the result of the people in the EAA working with the industry to develop new products that can be used in certificated aircraft.

I think the flip side of this is that the basics of building may be going by the wayside. If we are not careful, we may lose the ability to gas weld a tube airframe or to stitch together a fabric covering. These are things that are being dropped from the curriculum in the aviation schools. It is up to the museums, EAA and those of us that care enough, to keep this part of aviation alive.

Like the space jump, Felix Baumgartner may have broken many records, but Joe Kittinger, without all the technology, still holds the record for time in a free fall.

We (EAA) must find a balance in our organization between working towards the future of aviation and holding onto the past, not letting that knowledge die, for they are both important in history to come.

Wishing you clear skies,

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

## November Membership Meeting Program

Last month, Charlie Becker recounted the ins and outs, ups and downs of building a Sonex and an AeroVee engine. Next month's program will continue the theme of builder experiences. Carlo Cilliers, another Oshkosh transplant, will present "The Mustang II — Assembly, Flight Test and Performance". It promises to be as enlightening as Charlie's presentation.





## **An Open Letter from Paul Poberezny**

EAA's founder recently sent the following letter to all Chapter presidents. Mark asked me to include it in the newsletter for the benefit of our members.



September 14, 2012

### **TO: EAA CHAPTER PRESIDENTS**

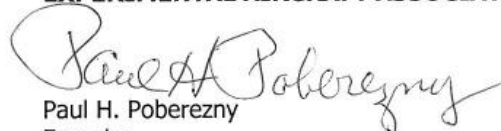
Dear EAA Chapter President:

It is a cool morning here in Oshkosh. A bit of autumn in the air and leaves showing a bit of color. As I sit here at my desk, I wonder to myself "why am I still here?" It was some 60 years ago that we founded EAA in my garage [airplane shop]. None of us ever thinking how it would change lives and the aviation community as well.

It was Ray Stits having a little airplane shop back in 1953 (Riverside, California) that suggested the forming of EAA Chapters to spread the word of EAA and what it can do for the homebuilt movement and all of aviation. Over time, some 1,000 Chapters have been a very important part of our movement (especially to me). You are aviation's "churches" in the field – a most valuable community. I am personally thankful for every Chapter, the support of EAA and the many years of dedication to our organization and the aviation community.

Today, I turn 91 years young, still serving as an EAA volunteer. I want to thank everyone for their love and loyal support given to Audrey and me all these years. It is a great privilege for me to personally sign this letter and all others to our Chapter leadership. Your Chapter is and remains the heart of EAA's structure and the driving force of its success.

Sincerely,  
**EXPERIMENTAL AIRCRAFT ASSOCIATION**

  
Paul H. Poberezny  
Founder



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***The Wright Brothers In 1905 and Their Quest To Develop A Practical Airplane  
Part 15 – October 3-24, 1905.***

Tuesday, October 3, 1905 was an eventful flying day. With Charles Taylor assisting, Wilbur made a short two-minute flight, #44 for the year, and concluded his diary entry with a curt, "Unable to stop turning." Apparently for some reason he was unable to maneuver out of an accelerated stall. On the second flight of the day, #45, Orville flew "24,535 meters [in] 26'[minutes] 11 ½ sec." Wilbur's Diary does not record the number of circles or any other maneuvers that Orville accomplished but in the 26 minutes of flight, several circles must have been completed. Wilbur does record, "Rear [engine] thrust bearing heated again. Wm. Fouts, F. Hamberger, O.F. Jamieson, Howard M. Myers present. Two traction cars passed during flight." [Huffman Prairie was adjacent to the Dayton inter-urban railway tracks.] "Three-gallon gasoline tank fitted to machine." [One gallon previously]. "Everything had been arranged for a third flight when a storm blew up. We flew the machine from the track to the shed." Wilbur does not say if the four people who observed this flight were invited guests or if they just showed up.

On Wednesday, October 4, Orville made another record breaking flight. On the only flight of that day Wilbur writes in his diary, " [Speed through air] 16.75 meters per sec. 33,456 [meters] in 34'[minutes] 39 ¼ [sec.] [Went about 400 ft. after shutting off engine and landed at shed.] Tail moved back 3 ft. before start. We had fitted oiler to rear bearing on axel under chains but not on front bearing. Front bearing heated. 12 pictures. 40-60 ft. high. [altitude of flight?] Ch. Webbert, H Webbert, C. L. Billman, Mrs. And Ruth Salts, Wm. Shank, Wm. Webbert, K. [atharine] W.[right] and M.[ilton] W.[right] present. Bernard H. Lambers also present. Fay of Commercial Tribune telephoned in evening." Their flights were now becoming newsworthy.

The next day, Thursday, October 5, 1905 the Wrights secured "28 lbs. iron on front rudder frame" to alter the airplanes center of gravity and with a "Wind North @ 6 mi." Wilbur made two flights. The first, #47, was obviously a short straight test flight, "630 meters [in] 40 ¾ sec. Landed to avoid going over fence." The second, #48, was another record breaker. Wilbur's [speed through air] "17.05 meters per sec. 38,956 meters [in] 39'[minutes] 23 ¼"[seconds]. About 30 rounds of field. Gasoline exhausted. Ellis, Theodore Waddel, Huffman, and about a dozen others [including] Bishop Milton Wright present, including Beard of the Journal. News of Oct. 5<sup>th</sup> contained article: and post of October 6<sup>th</sup>." Wilbur's Diary entry ends with the statement, "Experiments discontinued for the present."

In a letter from Wilbur and Orville Wright to the United States Secretary of War, dated October 9, 1905 the Wrights again tried to make the United States Government aware of their invention and their willingness to make it available to the government. "Some months ago [January 1905] we made an informal offer to furnish to the War Department practical flying machines suitable for scouting purposes. The matter was referred to the board of Ordnance and Fortification, which seems to have given it scant consideration. We do not wish to take this invention abroad, unless we find it necessary to do so, and therefore write again, renewing the offer. We are prepared to furnish a machine on contract, to be accepted only after trial trips in which the conditions of the contract have been fulfilled; the machine to carry an operator and supplies of fuel, etc., sufficient for a flight of one hundred miles; the price of the machine to be regulated according to a sliding scale based on the performance of the machine in the trial trips; the minimum performance to be a flight of at least twenty-five miles at a speed of not less than thirty miles an hour. We are also willing to take contracts to build machines carrying more than one man."

On that same day, October 9, 1905, Wilbur also wrote to French Army Captain, and an aeronautical experimenter, Ferdinand Ferber, "It is our present intention to first offer it [the Wright machine] to the government for war purposes, and if you think your government would be interested, we would be glad to communicate with it."



In response to the Wright letter of October 9, on October 16 Major General J. C. Bates, member of the General Staff, Board of Ordnance and Fortification replied, "I have the honor to inform you that as many requests have been made for financial assistance in the development of designs for flying-machines, the Board has found it necessary to decline to make allotments for the experimental development of devices for mechanical flight, and has determined that, before suggestions with that object in view will be considered, the device must have been brought to the stage of practical operation without expense to the United States. Before the question of making a contract with you for the furnishing of a flying-machine is considered it will be necessary for you to furnish this Board with the approximate cost of the completed machine, the date upon which it would be delivered, and with such drawings and descriptions thereof as are necessary to enable its construction to be understood and a definite conclusion as to its practicability to be arrived at. Upon receipt of this information, the matter will receive the careful consideration of the Board." (Kelly, Fred C., *The Wright Brothers*, Ballantine Books, Paperbound Edition)

The Wrights also resumed flying on Monday the 16<sup>th</sup>. Wilbur made one flight, #49 for the year, "970 meters [in] 1' [minute] 4  $\frac{3}{5}$  sec. Various delays prevented a start till about 5 o'clock, too late for extended flight. Made one round and landed at building. Engine missed explosions frequently but the speed was nearly as fast as usual."

Wilbur's Diary records engine tests on Tuesday the 17<sup>th</sup> and Wednesday the 18<sup>th</sup> and makes mention of an attempted bribe. "Engine test indoors. 1<sup>st</sup> minute 473 turns of bent [swept back] screws. About a week after the flight of October 5<sup>th</sup>, John Tomlinson of the Journal offered Henry Webbert a bribe of \$50 for information when we would be making another flight." On Wednesday, "At Simms, Bent end screws. 1<sup>st</sup>. minute 474 turns. 33 X 10 sprockets."

On October 19, 1905 the Wrights responded to the Board of Ordnance letter of October 16. "We have no thought of asking financial assistance from the government. We propose to sell the results of experiments finished at our own expense. In order that we may submit a proposition conforming as nearly as possible to the ideas of your board, it is desirable that we be informed what conditions you would wish to lay down as to the performance of the machine in the official trials, prior to the acceptance of the machine. We cannot well fix a price, nor a time for delivery, till we have your idea of the qualifications necessary to such a machine. We ought also to know whether you would wish to reserve a monopoly on the use of the invention, or whether you would permit us to accept orders for similar machines from other governments, and give public exhibitions, etc. Proof of our ability to execute an undertaking of the nature proposed will be furnished whenever desired." (Kelly, Fred C., *The Wright Brothers*, Ballantine Books, Paperbound Edition) On that same day, October 19, the Wrights also sent a letter to the British War Office amending their earlier proposal. "We now write to say that recent flights justify us in offering to so amend the proposition as to make the acceptance of the machine dependent upon a trial of at least fifty miles, instead of ten miles as specified in the original offer."

Also on Thursday, October 19, Wilbur continued his correspondence with Octave Chanute with a letter that updated him on the Wrights overture to the government and October flying activities. "We are not anticipating an immediate visit from the Britishers as we have had no word from them for several months and do not expect anything until we write or stir them up in some indirect way. We would prefer to finish up our experiments for this season before they appear. We have never had any intention of showing the machine in advance of a definite understanding in regard to its purchase. We will give the American government another chance before finally accepting any foreign contract. The wet grounds did not permit us to resume experiments till the last week of September, but the next two weeks were so fine that we did more flying than in all our previous flights of three years put together. On the 26<sup>th</sup> we passed the ten mile mark for the first time with a flight of 17,961 meters in 18 min. and 9 sec. The exhaustion of the gasoline supply ended the flight. On the 29<sup>th</sup> we raised the record to 19,570 in 19 minutes and 55 sec. Gasoline exhausted again. The can we were using held only one gallon. On the 30<sup>th</sup> the flight had lasted 17 min. when a bearing in the transmission heated. On Oct. 3<sup>rd</sup> a larger gasoline can [3 gallons] was used and the record raised to 24,535 meters in 25 min. and 5 sec. The same transmission bearing heated again. On the 4<sup>th</sup> the flight was 33,456 meters in 33 minutes and 17 sec. A hot transmission bearing again ended the flight. We fitted oil cups to the transmission bearings and on the 5<sup>th</sup> of October made a flight of 38,956 meters in 38 min. and 3 sec. Gasoline exhausted. We had neglected to fill the can before starting."



Some friends whom we unwisely permitted to witness some of the flights could not keep silent, and on the evening of the 5<sup>th</sup> the Daily News had an article reporting that we were making sensational flights every day. Consequently we are doing nothing at present, but before the season closes we wish to go out someday and make an effort to put the record above one hour. If you wish we will try to give you notice in time for you to be present.”

Octave Chanute responded to Wilbur’s letter of the 19<sup>th</sup>. “I have your letter of 19<sup>th</sup> and I am enthused and delighted by what you tell me of your recent advance in performance. I congratulate you and your brother most heartily upon a success as well deserved as it is epoch-making. I am glad to know that you intend to give the American government another chance to acquire your invention. If I can be of any help in bringing your achievements to its notice, or to that of the British, please command me. It is a perfect marvel to me that you have kept your performances out of the newspapers so long. With so curious a public as our own, and such appetite for sensation as obtains in the press, I felt convinced that some enterprising reporter would discover you sometime and make you famous. I think you must make up your mind to enforce publicity as to performance while preserving the secrets of your construction. From a military point of view it would be preferable to keep the whole thing secret, but I doubt whether it can be done. I shall be very glad to be present at your coming effort to fly for one hour.”

In response to the Wright’s letter of October 19, 1905 to The United States Army Board of Ordnance and Fortification, Captain T. C. Dickson, Recorder, wrote in a letter to the Wrights, “The Board of Ordnance and Fortification at its meeting October 24, 1905 took the following action:”

“The Board then considered a letter, dated October 19, 1905 from Wilbur and Orville Wright requesting the requirements prescribed by the Board that a flying machine would have to fulfill before it would be accepted. It is recommended the Messrs. Wright be informed that the Board does not care to formulate any requirements for the performance of a flying-machine or take any further action on the subject until a machine is produced which by actual operation is shown to be able to produce horizontal flight and to carry an operator.”

In a reply to Wilbur’s letter of October 9, 1905, French Army Officer and aeronautical experimenter Captain Ferdinand Ferber wrote back on October 21: “Tell me the price which you want for your machine.”

To be continued...

Gerard Blake



## Events

### Chapter Meetings

November 1, 2012 @ 7:30 P.M. – Monthly general meeting

November 8, 2012 @ 7:00 P.M. – Chapter Board meeting

### Hangar Cleanup Day

October 27, 2012 10:00 A.M to 1:00 P.M.

### 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	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	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@gmail.com](mailto:N511JG@gmail.com)  
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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443-340-3401

### Contacts

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#### SportAir Workshop Coordinator

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#### Chapter Historian

Vacant

#### Young Eagles Coordinator

Vacant

#### Program Coordinator

Doug Kelly  
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#### EAA Flight Advisors

Vacant

#### EAA Technical Counselors

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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

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.

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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/>

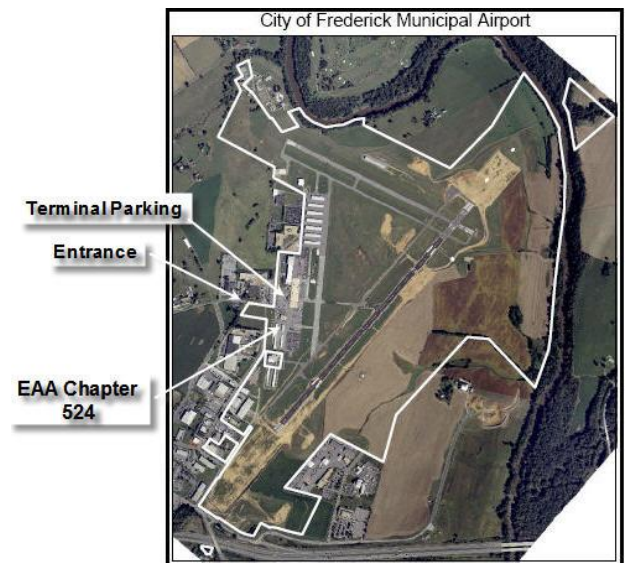
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## Chapter Meeting Location and Time

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



