



The Frederick Flyer

President's Message

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Here we are in November again. You have elected your officers at the last meeting and it just so happens they are the same members for another two-year term. I couldn't think of a better group of people who complement each other as well as this group

does. I look forward to another couple of years of interesting programs, events, hangar picnics with our families and flying for those hundred-dollar hamburgers.

This is Thanksgiving and it reminds me of a story I once heard about Plexiglas when it first came on the market. People were talking about how much lighter it was than glass and how strong it was. I believe it was the French or maybe the British who were testing it by slingshotting turkeys at the plastic. Every one of the windshields had broken in many pieces and after many rounds of testing they had gone back to the manufacturer to tell them what a catastrophic failure the product was. After the company read the testing report, they wrote back that the testers should defrost the birds before they run the tests. So folks, don't forget to defrost the bird before you place it in the oven...

HAPPY THANKSGIVING, EVERYONE!

Wishing you clear skies,
Mark Gosselin
EAA Chapter 524 President



December Program

Next month's program will be "Frederick Tower Operations", presented by Tower Manager, Todd Johnson. Todd has 35 years of experience working in ATC. Twenty of those years were with the U.S. Navy. He has managed four different towers during his career. If you're a KFDK tenant or user, you'll want to hear what Todd has to say. Bring your questions, concerns, suggestions, etc. for the Q&A after the presentation.



November Workshop

Over the weekend of November 14-15, Chapter 524 hosted its third EAA SportAir workshop of the year. This one was the ever popular Van's RV Assembly. Once again it was a full class of 16 students. The weather was reasonably cooperative and the recent repairs made to the heating system and the new compressor paid off. All systems worked smoothly throughout the weekend. Despite the late notice, we had a good turnout of Chapter volunteers to assist the instructor. And on Saturday morning, we had a surprise special guest. Mitch Lock, Van's East Coast representative flew in in his RV-10. He said he had never had the opportunity to attend one of these sessions and he wanted to see what they were like. In response to some questions during the morning lecture, Mitch offered some of his personal suggestions - which

should carry some weight since he has probably built more RVs than anybody except maybe Lyle Hefel. Before the lunch break on Saturday, everyone walked out on the ramp to admire Mitch's RV-10 and a beautiful, polished RV-4 belonging to one of the students (he had purchased it and was now wanting to build one). Seeing these two examples was great motivation for the students!

Workshop Coordinator Rex Bullinger said the weekend was a great success. The attendees were very pleased and enthusiastic. Both the students and our volunteers pitched in to clean up and repack the supplies and tools on Sunday and the crate got shipped back on Monday afternoon.

Rex says thanks again to the volunteers.





Membership Meeting Minutes

05 November 2015

Meeting brought to order at 7:02 p.m. by Mark Gosselin.

No Treasurer's or Secretary's report.

November 8, Doolittle raider Dick Cole will be at the AOPA NACC at 10 a.m.

EAA gave an announcement that IMC Clubs were being absorbed by local EAA Chapters. Around 100 IMC Clubs will be blended with local Chapters.

Elections were held and each candidate was unanimously approved by the Chapter. They are as follows:

Mark Gosselin – Chapter President

Mark Pankratz – Chapter Vice President

Ernie O'Roark – Chapter Treasurer

Erick Webb – Chapter Secretary

Other positions are:

Rex Bullinger – Workshop Coordinator

JackFromm – Website and Newsletter Editor

Erick Webb – Facebook Editor

Bill Barci – Facilities Coordinator

Joe Halleman – Chapter Historian

Jerry Blake and Ernie O'Roark – Library Coordinators

Jerry Blake, Doug Kelly, Tom Young – Technical Advisors

Rex reported that he loaded his RV-12 into a truck and drove it across the country over the course of 6 days to his hangar at KFDK.

RV Assembly Workshop will be held November 14 and 15 at the Chapter hangar.

Rodney Martz brought a set of Rotax engine overhaul tools that were donated by retired AOPA employee Woody Cahall. The Board will discuss if the tools will be sold, or used as Chapter rentals.

Jason Schultz has returned from his through-hike of the Appalachian Trail.

50/50 was \$42. \$21 each to the Chapter and to Rex Bullinger.

March 12 will be the Chapter banquet to be held at the AOPA NACC. Cost will be around \$50 per person. More exact details will be forthcoming.

Rich Romaine presented his program entitled "How I ended up with a Nanchang Yak."

Meeting adjourned at 8:03 p.m.

Submitted,

Erick Webb, Secretary

Board Meeting Minutes

11 November 2015

Meeting brought to order at 7:04 p.m.

Present were Mark G., Jack Fromm, Rex Bullinger, Bill Barci, Joe Halleman, Erick Webb.

Mark Pankratz reserved the NACC and caterer for March 12 and is still working on trying to find a speaker.



Board Meeting Minutes (continued)

Lin Caywood is excited about Young Eagles and getting it back on track. She has a Cessna 172. Ernie is willing to fly in his 601, Mark G. is willing to fly in his 601 as well.

Rex met with Jerry Blake and Doug Kelly at the Chapter hangar to set up the workshop, including tables for 16 students. Yesterday a box arrived from EAA with a list of students and 16 have registered for the class (16 is a full class).

Name tags for Chapter members are \$4.89 each for 5-30 tags; \$4.11 each for 31-149 tags, size 1" x 3" with magnetic backing.

Jack suggested that we get tags for current paid members and put a blurb in the Newsletter to let everyone know about it and give them a chance to get dues paid for 2016 so they can get a name tag, as well.

Mark G.'s motion to purchase the 1" x 3" magnetic name tags was unanimously approved.

Mark G. received a check from EAA for 2 workshops in the amount of \$500.

Meeting adjourned at 7:23 p.m.

Submitted,
Erick Webb, Secretary

Flying the AOA



When Ernie O'Roark and I were at Oshkosh this summer, we took the opportunity to look at Angle of Attack indicating systems to potentially install in Frederick Sport Flyers' Zodiac 601XL-B. After two or three days of wandering through crowded vendor tents and looking at several AOA systems, we concluded that

the Bendix/King KLR 10 Lift Reserve Indicator System would work well in the airplane. Its display is nicely sized and could be mounted remotely on top of the airplane's glare shield within, but not interfering with, the runway sight picture.

Our flying club approved the purchase and after the box

came, it took about four days of part-time work to install the system. We mounted the differential pressure mast on the lower right wing, the electronic module went behind the instrument panel, the plumbing was fished through the wing to the module and the indicator mounted. Robert Johnson did the wiring and we were ready to fly.

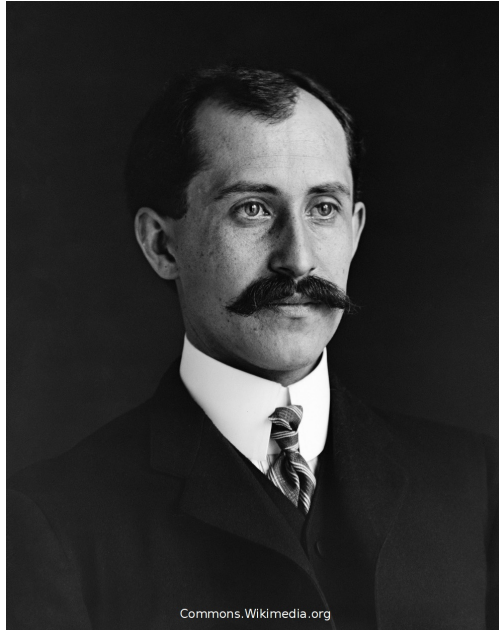
It took four calibration flights to fine tune it to the airplane. We had to change the mast angle about 51 degrees referenced to the wing chord line one time, and three tweaking flights to get it right. It is a fantastic system and beautiful to fly with. It has become my primary reference instrument for climb, approach and landing. I use two yellow bars for climb, pattern entry and base leg. On final, increase the AOA until the blue donut displays and hold that until you round out. You can't miss. Oh yes, if you get the AOA too high, a sweet voice comes through your headset and announces, "Check AOA".

Gerard Blake



Orville Saves The Day

This is a true story. On Tuesday, November 1, 1904 Wilbur and Orville Wright, along with their able employee and engine builder Charles Taylor, rolled the 1904 Flyer out of their Huffman Prairie hangar on its tandem-wheeled launching dolly and on to their catapult launching rail system. They then proceeded with the normal, before flight routine in order to safely prepare the airplane for another development flight that day. These preparations typically included placing supports under each wing tip to stabilize the airplane on the rail, checking the integrity of the structure and their unique three axis flight control system, making sure the engine fluids were adequate, and lubricating the propeller chain drive system. With these preliminaries complete, the engine was started, allowed to warm up and checked for smooth operation and then shut down. A satisfactory engine test completed the airplane's preparation for flight. The only thing left to do was to engage the catapult/airplane take-off restraint system, haul the 1600 pound weight to its 15- foot height within the catapult launch tower, slip the catapult launch rope loop over the fitting on the forward landing skid cross member and the airplane was cocked and ready to launch.



Commons.Wikimedia.org

Sometime after cocking the airplane on the launch system and before the engine was started for the first flight of the day, Orville just happened to be walking close to the front of the airplane when, out of the corner of his eye, he thought he saw the airplane move. Turning his head to fully observe the airplane he realized that the airplane was moving. Without hesitation he jumped on one of the landing skids and while hanging across the leading edge of the lower wing, grasped the forward elevator control and applied full down elevator. As the airplane whizzed down and off the end of the 50 foot long launch rail the only thing that prevented the airplane from becoming airborne was his application of down elevator.

The reason that the catapult launch restraint system failed is that the stake that was driven into the ground to anchor the system pulled out of rain-softened ground, tripping the catapult launch system.

Although some forward struts on the right side of the airplane were broken and Orville suffered a strained shoulder, he saved the day. And the airplane!

Gerard Blake, November 10, 2015

Reserve Your Name Tags

As mentioned in the Board minutes, the Chapter will be purchasing name tags for all dues-paying members starting in 2016. There is a price break for ordering larger batches, so we'd like to know how many we should order as soon as possible. If you intend to renew for next year, or are a lapsed member who would like to re-join, please let Ernie know by next month so we can add your names

to the list. A preview of the name tag is shown below.





Upcoming Events

Chapter Meetings

December 3, 2015 @ 7:00 p.m. — Membership Meeting

December 10, 2015 @ 7:00 p.m. — Board Meeting

Other Events

Chapter Program Schedule — 2015

Month	Program
January	Flying In and Around the D.C. SFRA — Mark Pankratz
February	ADS-B for NextGen Datalink — Dan Morris
March	Banquet — Brewer's Alley
April	Engine Out! — Steve Copley
May	Curving the Flight Path — Kevin Bachand
June	The Art of Aviation Photography — Chris Rose (AOPA)
July	No Meeting
August	Open hangar/picnic/movie night?
September	Lycoming/Continental Engine Options - Tom Schwietz
October	Wiring Do's and Don'ts - David Buckwalter
November	Yak Presentation - Rich Romaine
December	FDK Control Tower Operations - Todd Johnson

Refreshment Volunteers — 2015

Here is a list of volunteers supplying refreshments for 2015. The Board of Directors thanks you for your support (and munchies).

January	TBD	July	N/A
February	Jerry Blake	August	N/A
March	N/A	September	Volunteer?
April	Erick Webb	October	Volunteer?
May	Jack Fromm	November	Volunteer?
June	Mark Gosselin	December	Volunteer?

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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Facebook Editor

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Facilities Coordinator

Bill Barci
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301-662-0335

SportAir Workshop

Coordinator

Rex Bullinger
rexbull@gmail.com
301-972-2753

Chapter Historian

Joe Halleman
jmhalleman@gmail.com

Program Coordinator

Mark Pankratz
mlp07@live.com

Young Eagles Coordinator

Vacant

EAA Flight Advisors

Vacant

EAA Technical Counselors

Jerry Blake
GerardBlake@comcast.net
301-824-0003

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

Tom Young
301-667-0964



Workshops

EAA SportAir Workshops at the AEC

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>

Chapter Website

The EAA Chapter 524 website can be found at: www.524.eeachapter.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

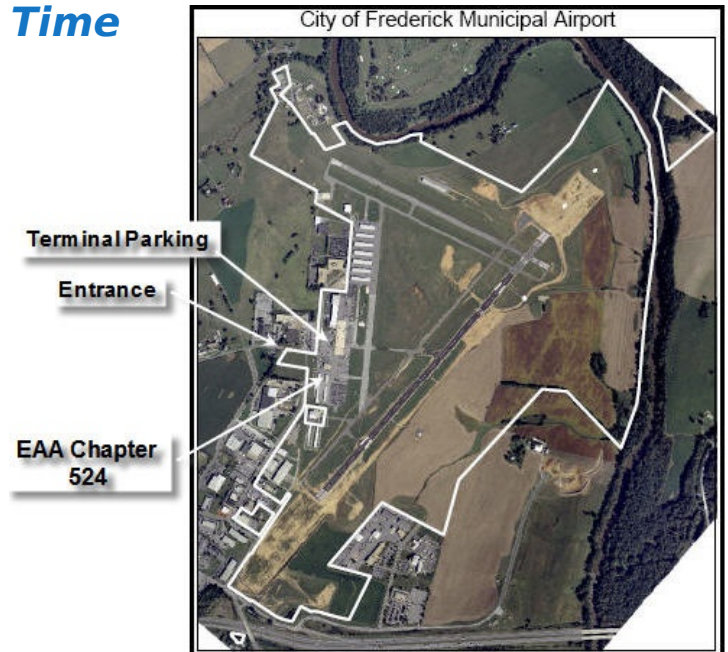
You can find us on Facebook at: www.facebook.com/EAA524

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



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 ____/____/____

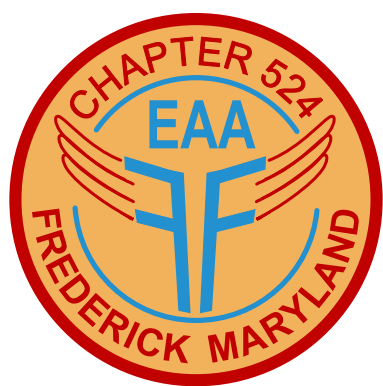
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III. Member's Receipt for EAA Chapter 524 Dues

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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