



# The Frederick Flyer

## President's Message

Greetings, EAA Chapter members and friends,



Last weekend, April 16<sup>th</sup> and 17<sup>th</sup>, our Chapter hosted a workshop at the 2016 Frederick County Boy Scout Aviation Camporee. A number of our Chapter members volunteered to help with a workshop to educate both

Scouts and Scout Leaders on the art and mechanics of homebuilding.

There were over 100 Scouts that went to workshops around the airport — we were just one stop of many. As many of you know, the National Scout Council does not permit Scouts to fly in experimental airplanes. With that said, the 99s had a couple of 172s and there was even a corporate jet flying some of the boys.

Our Chapter's workshop was to introduce them to what an experimental airplane is and the process of building a airplane — explaining the depth of thought that goes into building. We then had blanks for a rib and a form for them to make a rib that would be used in a horizontal stabilizer. One of our members built a mock-up using the finished rib to show the Scouts how the rib would fit into a project.

We also had a Chapter member's airplane on site as a static display. The amount of questions and discussion that grew from having the plane there was astounding. It's one thing to talk airplanes but it's another to have one on hand to see and understand that it is possible to build one.

The weather was fantastic over the weekend and working with the Scouts was rewarding for everyone involved. Thank you to everyone who helped make the workshop possible!

Wishing you clear skies,

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

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## April Program Review

Despite our ranks being somewhat depleted by Sun 'n Fun, we still had a fairly good turnout to hear Dan Morris talk about his time working on the HondaJet prototype. Dan was well aware of what a great opportunity that was and he mentioned several times how much fun he had during his short time there.



One fact that had not been apparent to me before Dan pointed it out was that the HondaJet was unique among new bizjet designs from the last few decades in that it broke new aerodynamic ground in at least three areas, unlike most other newcomers whose innovations were limited to things like range, or improved engines and avionics. And the new features of the HondaJet give it its unmistakable appearance: the over-the-wing engines, the bulbous nose section and the thin, near-laminar flow wing. Dan did spend some time discussing the technology involved in those design choices but, as he said at the beginning of his presentation, he was going to devote more time to describing what the experience was like working on that project in that environment – things like the extreme secrecy demanded by Honda management, the unusual situation where most of the structural engineers on the project had come from Honda's car business and adapting to the differences in the Japanese work culture.

I for one thought it was one of the more fascinating programs we've had recently. And I bet there was not a single homebuilder or homebuilder-wannabee in attendance that night who wasn't jealous of Dan's being able to work on the mother of all building projects.

- Jack Fromm

## May Program Preview

From April's program to May's we're going to go from one end of the aircraft technology spectrum to the other. No other aircraft better symbolizes simple, fun, grassroots flying than the J-3 Cub. And we as a Chapter will be getting the chance to become intimately familiar with that iconic aircraft.



"To jump start our participation in the Cub restoration, we will have a "show and tell" from our own members of the Frederick Sport Flyers. Ernie O'Roark will show us pictures of the aircraft, including his original restoration, and we will discuss various aspects of the project. All who have an interest in building and restoring won't want to miss this!"

- Mark Pankratz



## Membership Meeting Minutes

07 April 2016

1905 - Mark Gosselin called meeting to order

1. Small group due to Sun 'n Fun
2. BSA Camporee Workshop next weekend
  - 206 Boys estimated
  - 20-25 at a time
  - Sat 0800-1200 and 1400-1700
  - Sun 0900-1200
  - Breakfast 0700-0745
  - Good group signed up on Sat; but Sun is a little thin
3. Ford Tri-Motor June 13-15
4. Frederick Flyers reported they have acquired the cub back
  - Hoping to make it a chapter project - open to ALL members, not just F.F. members
  - Needs major work (engine, fabric, etc.)
  - Work to be done at hangar (or other locations as designated)
  - Will use newsletter to set schedule and recruit volunteers
  - Jerry, Ernie and Robert heading up the restoration (I think?)
  - If people want to fly the airplane, they will need to join the Frederick Flyers, due to insurance requirements
5. EAA Workshops coming up: Electrical Workshop (June 4) and Fabric Workshop (June 25) (with Tri-Motor in between! Busy busy)
6. Mark G. gave progress report: Replaced the gear plates on his Zenith 601
7. Neil Wright brought in an Eastern Seaboard Chart from Feb 15, 1950 (sold for \$0.25). Shows flight paths from DC to Presque Isle, Maine.
8. FAA left pile of outdated "Maryland Sectionals" with Neil. Please help yourself.
9. Mark handed out extra banquet pens
10. Mark advised there is another t-shirt order to be placed soon.  
Please see Mark or Ernie to place your order.  
Order 1 size large, they shrink!
11. "Development of the Honda Jet", presented by Dan Morris

Meeting concluded at 2015.

- Jason Schultz for Erick Webb, Secretary



## Board Meeting Notes

The following are not official minutes because neither Erick nor I was able to make the Board meeting on April 14. However, I did get a brief rundown from Mark Gosselin during a break in the Camporee action on what was discussed at the meeting.

The main topic was the Cub that was recently purchased by the Frederick Sport Flyers club and the proposed agreement to turn its restoration into a Chapter participation process. Both Robert Johnson from the club and Mark Gosselin will draft versions of an agreement and then they will be compared, reconciled and voted on by the Board. In general, it is expected that the restoration will be accomplished piecemeal in the Chapter hangar and will be open for participation to all Chapter members. A work schedule will be published in advance and a flying club member will need to be there for all work sessions.

The Board approved spending some money to fix the lighting in the hangar.

The new T-shirts have been ordered, including 10 extras.

Rex is working on locking in the upcoming workshop dates.

Jason Schultz reported that he had already reserved the hotel rooms for the Tri-Motor crew at the best available rate.

- Jack Fromm for Erick Webb, Secretary

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## Piper J-3C-65 Restoration Project

The Frederick Sport Flyers, Inc. has purchased a 1946 Piper J-3C-65 Cub. The aircraft is a relatively low-time, 1500 hours, aircraft. It has not flown for the past sixteen years and has been sitting forlornly in a hangar at Frederick Municipal Airport. A complete restoration of the engine and airframe will be required in order to get this classic airplane back in the air. When our flying club learned of the Cub's availability we thought that it would be just the right kind of fun airplane for the club and the restoration project a valuable experience to boot. Club members have disassembled the major parts of the aircraft and have stored them in our hangar at FDK. The sequence of the restoration will be: engine, fuselage, wings and we have set aside Saturdays and Thursdays as work days beginning May 7. Frederick Sport Flyers would like to invite all EAA Chapter 524 members to participate in this restoration. A Chapter member can participate in this project in one of two ways.

1. Become an owner member of Frederick Sport Flyers Cub Project.
  - a) A \$2,000.00 initial ownership fee required.
  - b) A monthly \$100.00 dues payment.
  - c) Members will be assessed equally to pay for parts and supplies as required to restore the aircraft.
  - d) Be an active participant in the restoration of the aircraft.

OR

2. Become an active volunteer in the restoration project just for the enjoyable learning experience and participate during the work sessions as personal time allows.

Frederick Sport Flyers is number nine on the FDK hangar waiting list for another hangar so we can have a place to store completed parts of the airplane and for final assembly.

Frederick Sport Flyers are looking forward to working with all current members of EAA Chapter 524 in this project and hope news of this restoration will attract new Chapter members who would like to participate as well.

- Gerard Blake



## Boy Scout Camporee

As Mark indicated in his opening letter, the Scout Camporee was a great success. The Scout Leader was very enthusiastic about our Chapter's workshop and said he wished that some of the other workshops had been as well organized as ours. The rib forming project went much better this time because the aluminum blanks were cut from thinner, non-aircraft-grade aluminum and were easily formed with the plastic hammers.

Photos courtesy of Mark Gosselin and Jason Schultz.





## Sun 'n Fun Report

My first trip to SUN 'n FUN began with a visit from the birthday boy himself, our own VP, Mark Pankratz. He had begun an uninhibited shopping spree for parts for his RV! I might be exaggerating quite a bit (a lot, actually), but I thought it would make for a fun start to this piece. Since I was at SUN 'n FUN for work, the majority of my time was spent talking to the wonderful folks who visited our tent (among them was Bob Miller, sporting his Chapter 524 t-shirt!). I had about 45 minutes each day to cruise around and check things out. Most of my time was spent around the warbirds, particularly the Commemorative Air Force's B-17, Texas Raiders.

The F-22 Raptor demonstrations always cleared the tent as SUN 'n FUN visitors and AOPA employees alike all hurried outside to catch a glimpse of the incredible maneuvers this aircraft performed.

The night airshow is always a huge crowd-pleaser, but thanks to our AOPA credentials, we were able to park our golf carts near the VOR (towards the east end of Runway 9R-27L) and enjoy the Saturday night show under a clear sky and crisp 60 degree temperatures from a unique vantage point.



Perhaps not as exciting as an F-22 fly-by, or as stirring as a P-51 demonstration, I was offered the chance to take part in 3 fly-bys during the day on Sunday. I flew left seat, but was not PIC (the true PIC is a CFI who is so used

to flying right seat that he didn't want to fly in the left seat) to demonstrate Yingling's Ascend 172 (N172UC). It's a "brand new" 1978 C172N that was rebuilt from the ground up. The morning started off with a thorough briefing on radio frequencies, altitudes, traffic, and flight path. It looks simple, but we had to start on "Showcase" frequency, switch to Tower when we pulled onto the runway (the Tower was monitoring and gave instruction, there was no need to call them), then upon rotation, switch back to Showcase for the fly-by, then to a different tower frequency for landing...all accomplished with just one radio.



Altitude management and ground track were vital for safety. Rotorcraft were at 300 feet (climb to 800 before turning out after the fly-by), Ultralights and LSAs were at 500 feet (pass the building with the green roof before descending below 800 feet and turning in), Helicopter rides were at 800 feet, planes flying at over 160 kts were at 1,600 feet, and warbirds were at about 2,500 feet. We had a hard deck of 500 feet during the fly-by, and had to be careful not to fly over the crowd or over the 2 active runways. I managed all radio communications, watched for traffic, called the turns in a Thunderbirds-esque manner (because who wouldn't want to feel like he was driving an F-16?), called out landmarks and altitudes, all while AOPA staffers stood next to Rob Reider and narrated our "maneuvers." The PIC was able to focus completely on flying the plane and nothing else.



## Sun 'n Fun Report - continued

Among the larger crowd-pleasers were the “172 knife-edge pass” (straight and level flight), the “dirty pass” (50 kts across the ground, straight and level with 30 degrees flaps), and the “high speed pass” at about 120 KIAS (straight and level with a wing wag). An observer noted that an elderly gentleman was glued to the fence waiting for the knife edge pass, only to be told by another observer that it was a joke and a 172 wasn’t capable of such a maneuver. Another mentioned that the AOPA announcer sang the praises of “160 horses of pure Lycoming power” as we attempted to transition from slow

flight into a climb. In reality, we sank before we were able to get enough airspeed to climb. The announcers told us later that they were running out of things to say since 60 KIAS is rather slow for a fly-by.

In all, it was a busy whirlwind of a week, but the weather couldn’t have been nicer. I’m looking forward to going again next year! Up next: AirVenture!

- Erick Webb

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## Call for Tri-Motor Volunteers

The Ford Tri-Motor tour stop is just around the corner so it’s time we put out a call for volunteers to help with the operations. We’ve had a great response from Chapter members for the last several events like this and we’re hoping for the same kind of turnout this time. Major events like the Tri-Motor and B-17 tour stops and the AOPA Fly-in pancake breakfasts, along with the EAA workshops, are major money makers for our Chapter and they are the primary reason our bank balance is as healthy as it is.

Our ability to keep our dues low and continue to pay the rent for our Chapter hangar depends on our being able to successfully host these events.

The dates for the Tri-Motor tour stop are Monday through Wednesday, June 13 - 15. As before, we’ll be having morning and afternoon shifts to handle ground operations. Each shift should have at least four people available. Those of you who volunteered last time may be familiar

with the individual responsibilities. We’ll need a shift leader who will be responsible for communicating with the flight crew, including signaling the all clear for engine start, a person to conduct the pre-flight briefing with the passengers, a ticket taker stationed at the gate leading to the flightline and a passenger escort to assist with the boarding and deplaning.

If you are willing and able to help, please fill out the [online signup sheet](#). We’re not sure of the exact times

yet – last time they were from 8:00 to 1:30 and 1:00 to 6:30 – but we’ll get that information out as soon as we know.

Thanks in advance to everyone. If you have questions, please bring them with you to the May meeting or email the newsletter editor, and we’ll see to it that your questions get answered.

Jack Fromm - Editor





## Upcoming Events

### Chapter Meetings

May 5, 2016 @ 7:00 p.m. — Membership Meeting

May 12, 2016 @ 7:00 p.m. — Board Meeting

### Other Events

June 13-15 — Ford Tri-Motor Tour Stop

## Chapter Program Schedule — 2016

Month	Program
January	Propeller Considerations— Mark Pankratz
February	An Intro to ForeFlight — Kelby Ferwerda
March	Banquet — OTC Medications and Psychoactive Substances Dr. Chris Lang
April	Development of the HondaJet — Dan Morris
May	Cub Restoration — Ernie O'Roark
June	Advanced Helicopter Concepts — Neal Lanning
July	No Meeting
August	TBD
September	TBD
October	TBD
November	TBD
December	TBD

## Refreshment Volunteers — 2016

Here is a list of volunteers supplying refreshments for 2016. The Board of Directors thanks you for your support ( and munchies).

January	Jack Fromm	July	N/A
February	Dean Stickell	August	Joe Halleman
March	N/A	September	Ernie O'Roark
April	TBD	October	Mark Pankratz
May	Rex Bullinger	November	Jason Schultz
June	Mark Gosselin	December	Erick Webb

### Chapter Officers

#### President

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703-378-2258

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Vacant

#### EAA Flight Advisors

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Tom Young  
301-667-0964





## Workshops

### EAA SportAir Workshops at the AEC

Electrical Workshop: June 4-5, 2016

Fabric Covering Workshop: June 25-26, 2016

### 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.eeachapter.org](http://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](http://www.facebook.com/EAA524)

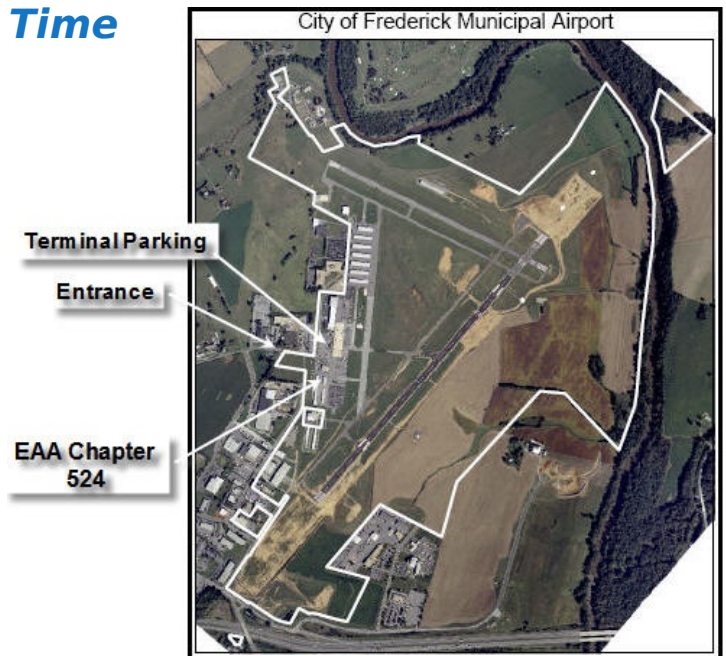
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## Chapter Meeting Location and Time

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



## **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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----- 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/Family Membership Dues: \$30.00\_\_\_\_\_

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



330 Aviation Way  
Suite J Box #9  
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