

The Frederick Flyer

President's Message

Greetings, EAA Chapter 524 members and friends,

We are going to have another great fall for events and flying this year: our monthly meeting on October 2nd, the Aluminum Overcast's coming to Frederick October 2nd through the 5th, the AOPA's 75th Anniversary Fly-in. The whole first week of October will be all about aviation—the people, the airplanes, and the facilities that made and continue to make it happen.

I want to thank all our members for stepping up to the plate and for your continuous support for our cause. It is your enthusiasm, your knowledge, your caring, your love of aviation that makes EAA who we are today! I am looking forward to seeing all of you this coming month.

Wishing you clear skies,

Mark Gosselin
EAA Chapter 524 President

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EAA Photo





October Program

An Evening With the B-17 Aluminum Overcast

The membership meeting on October 2 coincides with the arrival of the EAA's B-17 at Frederick and, with the assistance of EAA, Doug Kelly has arranged for a couple of very special programs to go along with this event. The speaker for the meeting itself will be Malcolm Lawrence, Sr. Mr. Lawrence is a former B-17 crewman who flew 23 missions out of England in World War II as a radio operator/gunner. After the war, he spent three decades as a diplomat with the Foreign Service of the U.S. Department of State, retiring in 1978. He has entitled his presentation "Adventures of a Jack of All Trades, Master of Some". Before the meeting, starting at approximately 6:00 p.m., members will have the opportunity to tour the aircraft and talk with the flight crew. The crew is generously giving of their free time and EAA is offering us this opportunity as a member benefit so we are limiting



the tours to current Chapter members and their families. Visitors are welcome, as always, to attend the meeting and hear Mr. Lawrence.

September Membership Meeting Minutes

Meeting brought to order at 7:06 pm by Mark Gosselin
 Guests: Kelby Ferwerda, Nohea Nichols, Bob Miller

Treasurer's report accepted as read:

August Income:	\$2,903.70
August Expense:	\$440.00
August Balance:	\$6,430.85

Secretary's report accepted as read.

Progress reports: Joe Halleman said he has the flaperons on the tail side of the wings, has the elevators connected and operational, but still needs hinges for the rudder, needs to connect cables for landing gear support and run the engine.

Doug Kelly said the logistics are on-going for the B-17 visit.

Jack Fromm mentioned that the Chapter is in need of volunteers for the B-17 visit.

The 501(c)(3) application is almost done. The final forms are on their way and need to be signed and mailed off, with an anticipated 6-12 month wait time.

The Clearview Airport Fly-in/Drive-in will be this Saturday, 06 Sep 2014 from 12-5pm.

50/50 was \$64; \$32 each to the Chapter and Erick Webb.

Mark Gosselin presented "Key West and Beyond: M&M's Flying Adventure".

Meeting adjourned at 8:48 pm.

Submitted, Erick Webb, Secretary



September Board Meeting Minutes

11 Sep 2014

Meeting called to order at 7:08pm by Mark Pankratz

Present were: Mark Pankratz, Doug Kelly, Joe Halleman, Jack Fromm, Bill Barci, Ernie O’Roark, Edgar Woods, and Erick Webb

Bill discussed the progress of the t-shirts/polos and Chapter patch. He will be getting more information regarding pricing.

Doug gave an update on the ongoing coordination between EAA, AOPA, and the airport regarding the B-17.

Ernie reported that the 501(c)(3) paperwork has arrived, and is ready for signatures. Mark Gosselin will be asked to review the documents and sign where required. After signatures, the Chapter will write a \$400 check to the IRS to cover the filing fee.

Joe mentioned a letter from airport manager Rick Johnson regarding FAA 5190.6 regarding use of airport property and hangar use. FAA 5190.6 is under consideration by the FAA and does not currently affect the Chapter.

Edgar spoke about a book called “Hearts Away, Bombs Away” written by Vincent dePaul Gisriel, Jr. Vincent’s father flew aboard B-17s in WWII. Edgar is making an attempt to have Vincent available on Sunday, October 5 to complement the B-17. Vincent will have copies of his book for purchase.

Jack reported that the current volunteer status is good. We have enough people to cover the workload expected for the B-17’s visit.

For our next Chapter meeting on 02 October, the B-17 will tentatively be open for ground tours for paid members of the Chapter starting at 6pm. Meeting attendees may want to bring chairs just in case there is an issue with seating.

Erick proposed that the Chapter open a Facebook page to help increase Chapter publicity. Erick will take care of starting and running the page. All those present gave approval.

Meeting adjourned at 8:35pm

Submitted,

Erick Webb, Secretary

Chapter Member in the News... Again

Dean Stickell is getting to be quite famous. Last winter, [an article](#) appeared in the AOPA ePilot about Adam Kisielewski's journey to become a sport pilot and the article mentioned the key roles that Dave Hirschman and Dean played as Adam's instructors. Both of them also appeared with Adam for his presentation at our February membership meeting. Around the same time, [this article](#) appeared in Smithsonian Air & Space magazine and it recounted a story from Dean about his experience of an engine "rollback" in his F-16. We got to hear Dean's

version of that story in person at that same meeting where Adam gave his program. And now Dean is in the news again. [This article](#), which appeared in the September 5 edition of AOPA ePilot, describes the whole arc of Dean's flying career, how it all started at Frederick Municipal and how he returned there to make important contributions to the airport and its community after his military career was over. We should be very proud to have Dean as a member of our Chapter.



Speaking of Dean...

He and I were sitting and chatting recently about aviation books while we took a break from aircraft marshalling during the Learn to Fly event last June. Dean mentioned how much he enjoyed reading *Hangar Flying* by Air Force General Merrill A. (“Tony”) McPeak. Tony McPeak joined the Air Force in the late 1950's, became a fighter pilot, served a tour as solo pilot in the Thunderbirds, flew a combat tour in Vietnam and eventually rose in rank to become Chief of Staff during the first Gulf War. The reason Dean liked it so much, he said, was because the stories and events that General McPeak recounted were “the way things really were”.

And that's significant because Dean told me that he entered the Air Force a little after McPeak but that his career took him through most of the same locations and assignments as the General's and they flew most of the same aircraft (including their favorite, the F-16, of course). Naturally I had to read the book, knowing now how true a representation it had to be of the life of an Air Force fighter pilot during that tumultuous era. I was not disappointed. I highly recommend it. It's the first of a three-part autobiography, the second part of which, *Below the Zone*, I have also now read. The third installment has not yet been released.

Blue Angels Over Baltimore

And speaking of military demonstration teams... on Friday, September 12, I was fortunate enough to be able to watch the Blue Angels practice in advance of their performances for the weekend “Star-Spangled Spectacular” over Baltimore harbor and Fort McHenry. I had a pretty good vantage point at the Canton waterfront park, which looks out over the harbor and has an unobstructed view of the fort. It's probably been 15 years or so since I've watched either the Thunderbirds or the Blue Angels so I don't know what their current routines look like, but the practice was as good or better than any show of theirs I've seen. It started with one of the solo pilots who looked like he was just out having fun and showing off the capabilities of the F/A-18 (sorry, Dean).

I was particularly impressed by how he would go from really high angle-of-attack slow flight, lower the nose, accelerate briefly, and in no time at all, pull up with enough g's to get vapor off of the fuselage strakes! I thought for sure he was going to get into an accelerated

stall. He did his own thing for about 20 minutes before the rest of the team joined him and they went through their regular show maneuvers. Altogether, it lasted for about an hour and fifteen minutes.

I don't know whether they get a special waiver for a show like this or what. I was under the impression that airshow acts were not permitted to overfly the crowd at any point in their routines but that's almost impossible over a metropolitan area. And it certainly wasn't the case for this practice. A couple of times I lost sight of the aircraft as they circled behind the buildings of downtown only to be startled as they came screaming directly overhead from behind me, at probably no more than 150 feet, at what sounded like full



Opposing solos nail the timing of their cross over Old Glory above Ft. McHenry

military power. Definitely gets your attention!

The other impressive thing is their precise timing. When you watch a show like this and you see the airplanes get

Continued on next page



several miles away from show center after completing a maneuver, you wonder how in the world they can adjust to arrive back over show center at EXACTLY the same time as the other aircraft. And I mean “exactly”. If each aircraft is one second off, at 425 knots that means they will cross 700 feet away from the center point. In his chapters on his Thunderbird days, Tony McPeak describes at some length how the solo pilots manage to accomplish this. They use reconnaissance photos of the show site to determine check points. Then they use radio calls to tell each other how many seconds early or late they arrive over these checkpoints on their way back to show center. If they are both early or late by the same amount when passing the final checkpoint, no problem. But if either or both are off by some different amount, they then each have to adjust their airspeed during their final run in by a

pre-determined amount. Piece of cake, eh? The admittedly poor shot that I got with my crummy point-and-shoot camera above shows that these guys got it right that day.

One other anecdote about airshow timing from *Hangar Flying*: I was astounded to learn that the F-100 did not have an inverted fuel system! The maximum amount of time that the Super Sabre could maintain -1g inverted flight was 15 seconds before flameout. The solo pilots still did inverted maneuvers, they just flew them at idle power and made sure to complete them within 12 seconds!

It was a real thrill after all these years to see this team perform again. To say that I am in awe of the skill of these pilots is an understatement.

Jack Fromm



Overhead break at Martin State Airport

(U.S. Navy photo by Mass Communication Specialist 1st Class Larry S. Carlson/Released)



Upcoming Events

Chapter Meetings

October 2, 2014 @ 7:00 p.m. — Membership Meeting

October 9, 2014 @ 7:00 p.m. — Board Meeting

Other Events

September 20-21, 2014 Blue Angels, NAS Oceana

September 21 — Hagerstown Airport Wings & Wheels (KHGR)

October 3 - 5, 2014 — B-17 Tour Stop (KFDK)

October 4, 2014 — AOPA Open House/FDK Fly-in (KFDK)

Chapter Program Schedule — 2014

Month	Program
January	Weather Postponement
February	A Wounded Warrior Learns to Fly
March	Banquet
April	Charles and Anne Morrow Lindbergh: Their Lives and Times — Gerard L. Blake
May	J-3P Cub — Tom Crone - Organizer Steve and Malcolm van Kirk - Speakers
June	The New Czech Air Force: Its Current Status and How We Got There — Brigadier General Jiri Verner
July	No Meeting
August	Charles and Anne Morrow Lindbergh: Their Lives and Times, Part II — Gerard L. Blake
September	Touring the Southeast — Mark Gosselin
October	An Evening with Aluminum Overcast Jack of all Trades, Master of Some - Malcolm Lawrence, Sr.
November	Flying in the SFRA — Mark Pankratz

Refreshment Volunteers — 2014

Here is a list of volunteers supplying refreshments for 2014. The Board of Directors thanks you for your support (and munchies).

January	No meeting	July	No meeting
February	Jack Fromm	August	Joe Halleman
March	No Meeting	September	Mark Gosselin
April	Erick Webb	October	Mark Gosselin
May	Ernie O'Roark	November	TBD
June	Mark Pankratz	December	TBD

Chapter Officers

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Tom Young
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Workshops

EAA SportAir Workshops at the AEC

RV Assembly - January 17-18, 2015

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.

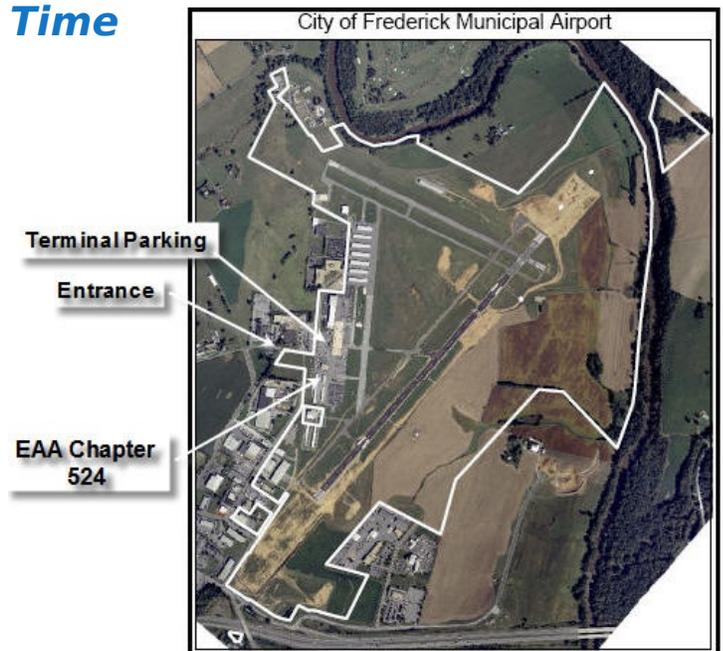
The webmaster can be contacted at EAA524.News@gmail.com.

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 \$50 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 (\$50.00) _____ Family (\$50.00) _____

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/Family Membership Dues: \$50.00_____

New – Individual/Family Membership Dues: \$50.00_____



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