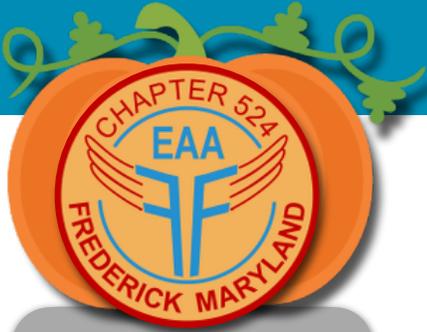




The Frederick Flyer



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President's Message

I hope Fall has started well for you and your family. The leaves in my neighborhood are well underway changing colors and the Canada geese are flying in their v-formations, stopping at nearby ponds and lakes.

If you are looking for a solo project in your home shop or garage, we are looking for a volunteer or two to build a pedal plane and an Adirondack chair for the chapter. Both will be used at the 2021 Airventure. The pedal plane will be used in the kids' parade before we sell it or raffle it off to support the chapter. The Adirondack chair will represent our chapter at the Blue Barn during Airventure. Any interested woodworkers, please give me a call.

I'm pleased to welcome Tom Comeau as our VMC Club Coordinator. The first meeting will be on October 19th at 7 pm. Thank you to Larry Jarkey (our IMC Club Coordinator) for helping Tom get set-up.

If you haven't heard already, there have been some furloughs of EAA staff because of the revenue shortfall with the cancellation of Airventure this year. Thankfully, EAA will maintain healthcare for the affected staff. While building and flying aircraft are a big part of EAA, it is the people (both volunteers and staff) that make it really special. While everyone has been hit financially to some degree this year, if you have the means, please consider donating a little bit more to EAA HQ this year so they can bring staff back to work as soon as possible.

Stay warm and healthy!

Take care,
Chris
President
EAA Chapter 524



Blast from the past

October 2019





"Top 5 FAR Violation Cases"

#1 INTENTIONAL FALSIFICATION

Most often seen in the Medical Application form. FAA has to prove all three case scenarios.

- 1. INACCURATE STATEMENT: True or False**
- 2. STATEMENT MADE WITH ACTUAL KNOWLEDGE OF FALSITY:** FAA has to prove you knew, at the time of written statement, that it was wrong. Difficult for FAA to prove what you (direct evidence) were thinking; FAA must rely on circumstantial evidence.
- 3. STATEMENT OF A MATERIAL FACT:** Material Fact - capable of influencing a decision. Doesn't mean your wrong answer actually made a difference, as long as it "could have" made a difference.

Examples:

- Medical Application Form.
 - ✦ Unintentionally gloss over application - Read applications carefully and answer deliberately; failure to read forms/questions is NOT a valid excuse
 - ✦ DUI, DUI Arrests, Driver's License suspension/revoked due to traffic violations; pay attention to wording; Medical application, 18b.
 - ✦ Disability Benefits - military discharge, medical/ mental disabilities.
 - ✦ Use of medication, mental/nervous condition, stomach trouble; not well defined making it difficult to answer.
- Logbooks - pilot and airplane; records and accuracy.
- Successful Proof of Intentional Falsification is sanctioned with revocation of all your certificates: Pilot, ground instructor, mechanic, parachute rigger certificates.

#2 MEDICAL DISQUALIFICATION CASES

FAA Legal office sends an Order of Revocation of your medical certificate because they believe they can show that you are medically disqualified.

- Reason: FAA is trying to prevent pilots from flying under Basic Med.

Basic Med requirements include:

 - most recent application cannot have been denied
 - most recent medical certificate you've held cannot have been suspended, or revoked, or the special issuance "withdrawn."
- FAA discovers you have a disqualifying medical condition
 - They send you the order to revoke your medical certificate
 - Don't give the opportunity to surrender your medical certificate, would allow you to try and work through the medical office and possibly get medically qualified.
 - A revoked medical certificate creates a record - disqualifies you from flying under Basic Med.
 - You have to get a new medical certificate from FAA, then you can re-qualify for Basic Med again.

#3 ILLEGAL CHARTER

FAA - focused on eradicating illegal Charters, a push in industry specifically by NATA

- The FAA discovers that somebody is operating their aircraft for compensation or hire.
 - Piloting your aircraft for the purpose of transporting a person or cargo from point to point and receiving some form of compensation.
 - FAA defines compensation very broadly, not just money, includes anything of value: good will, expectation for future business, tax deduction

- Examples:
 - When making a flight with an associate/friend where there is no reason/purpose for you to go and the associate provides the cost of fuel and/or housing, you benefit from flight time. These all qualify as compensation and are not permissible.
 - When making a flight with an associate/friend where there is a mutual purpose (not necessarily the same purpose) and all expenses are shared equally and out of pocket by everyone on board, including the pilot. This scenario is okay and permissible.
- FAA adopted the approach of looking at these cases as:
 - A. Clueless** - FAA may view the Pilot's circumstances as a clueless (ignorant) reason which means that there is a need for education. An explanation of why the behavior is not in accordance with the regulations and that's how the FAA will handle it. They will do so in an informal way, educating the clueless Aviator as to what the boundaries of the regulations are.
 - B. Careless** - Pilot or Operation fairly well understands the regulations, but makes a mistake. The FAA will approach it as educating and remediating. Figure out what you did wrong, why you didn't look at it as carefully as you should and let's make it right. Change that term in the lease, alter the way you log in your log book, whatever it takes to fix the error.
 - C. Criminal** - Intentional behavior: Pilots know what they are doing, skirting the edge or over the line. Yet, they continue to do it anyway. Enforcement action is severe; FAA will look to revoke Operating Certificate or issue a Civil Penalty against an operator (vary as much as 43 thousand - 1.3million).

#4. INTENTIONAL CONDUCT

FAA views issue/investigation as intentional behavior that seriously compromises aviation safety.

- Medical - operating without a medical certificate; Airman know that the most recent medical certificate was under scrutiny, did not have medical certificate.
- Operation of an Un-airworthy Aircraft - Does not have a return to service and logbook entry as airworthy, maintenance is not complete. Airman flies the airplane anyway.
- Out of Annual Inspection -
- Continued Flight after an In-Flight Discrepancy - Regulation says that you have to land as soon as practical. You can't pass up a suitable landing site just because you want to get to your home airport. If there is a suitable Landing site along your route the regulations expect you to land and get whatever maintenance issue that has come to your attention resolved before continuing your flight.
- Pre-flight Activities / "Intentional by Omission" - Intentionally don't check weather or get a briefing before you take off. FAA expects you to make sure you're getting full briefings, so that you're aware of any sort of issues, whether it has to do with the airport itself or if it has to do with the airspace before you take off. and if you don't then the intentional behavior and the FAA will want to do enforcement action.
- Don't do Walk-Around or TFRs bad weather - The FAA will take action where they view this as intentional behavior and the enforcement actions

are either a fairly lengthy suspension of your pilot certificate or revocation.

Examples:

- Air space violation
 - ✦ altitude deviation,
 - ✦ airspace bus,
 - ✦ TFR intrusions (except in cases where intentionally don't check boundary TFR)
 - ✦ misjudged boundary of TFR, possibly handled with a compliance action.
- VFR minimums are questionable
 - ✦ gear up landings
 - ✦ hard landings
 - ✦ unknown mechanical issue
- incomplete written entry that was a mistake
 - ✦ wording not kept correctly
 - ✦ logbook not kept updated

#5. NON-CASES

FAAs compliance program; FAA investigates cases that don't require enforcement action.

- Enforcement action is not always the most productive way to deal with the industry in terms of unintentional conduct, simple mistakes, or a flawed procedure; something that doesn't pose some sort of serious compromise to Aviation safety.
- The FAA and the Airman engage in dialog, work out what went wrong, figure out a solution that the FAA generates for a safer, more compliant Airman in the sky.
- Compliance Action / Education - some form of remediation, correction of a flawed procedure or checklist item, taking a webinar or training; it takes different forms depending on the conduct that the FAA is scrutinizing.
- Resolution of the case with no violation on the Airman's record; there is an internal record within the FAA but it's not associated with your Airman record in Oklahoma City and does not constitute a violation.
- Re-examination - standard of reasonable basis has been embodied in precedent for the NTSB. FAA can seek reexamination for almost anything, as long as something has occurred. The FAA would then state that something occurred, put your qualifications at issue and be assured that you have valid qualifications.
 - highly recommend that pilots, or any certificate holder, get training prior to taking reexamination (with FAA inspector) and log it.
 - reexamination request and rides are sometimes conference room re-examinations; most often they're flying reexamination
 - 95% successfully accomplished; 5%, maybe a mistake was made, FAA gives you a second try and are generally successful
 - FAA will have to contend with the airman and their qualifications to hold a certificate.
 - FAA inspector may ask you to fill out application form 8710, at the top there is a reexamination option, when it's filled it may show in your Airman record. Not a negative connotation but be aware that it could be part of your Airman Record going forward.

Presented by: Kathleen Yodice

Additional tips: documented in the Chapter Minutes taken by Erik Webb and can be found on page 3.

Submitted by,
Mary Ann Alvarado



October Meeting Minutes



01 Oct 2020

Meeting called to order at 7:01 p.m. by Mark Pankratz

- Tom Comeau has been working with Larry Jarkey to start a VMC Club to go along with the IMC Club. It'll be started this month and will be the day before the IMC Club meeting. Low-time pilot (~130 hours) building Tiger Moth, PPL summer 2019, works in software industry.
- Steve Gross (RV-10) and team have been wrestling with the air conditioner, but have it complete. Controls are done. AP servos are in. Everything in the tunnel is done, and are ready to finish riveting the last of the metal skin. Cabin top is a large fiberglass assembly and will require trimming and cleanup. Landing gear is done, motor mount is done, and engine will arrive November 12. They recommend mounting the engine and motor mount as one assembly and landing gear can't be done without the motor mount. Should have it on wheels, engine installed with cabin top by Christmas and should be flying by this time next year. Throttle quadrant will be installed soon. Thursday night and Saturday mornings are the usual build times.

Kathy Yodice presented "Top 5 FAR Violation Cases."

Some top tips:

- Be polite, be professional, be concise, and be truthful.
- You're not obligated to talk to the FAA.
- Make notes for any interactions.
- You are obligated to present your certificate(s) and your aircraft's certificates if you're operating. Same with driver's license.
- You must present logbooks to FAA upon reasonable request.
- Never give up your original logbooks to the FAA. Take/send copies (notarized if necessary) or take your original to show and take with you.
- If you declared an emergency or given ATC priority, then the FAA can ask you for a statement about why and you must respond/submit a statement to the FAA.

EAA website has hundreds of webinars available.

Meeting adjourned at 8:15 p.m.

Submitted,

Erick Webb, Secretary

EAA Chapter 524 VMC Club - Mastering the Art of Aviation

Organized "hangar flying" focused on building proficiency in VFR scenarios.

Monday, October 19th, 17:00 EDT (21:00Z) via Zoom

EAA/VMC Club, through the EAA's global Chapter structure, provides organized "hangar flying" focused on building flying knowledge and skills. The program's network promotes a safety culture through continued education and believes that we develop safety and proficiency through education and real life experience. Monthly meetings offer an opportunity to share in-flight experiences and valuable safety tips. Membership in the EAA is encouraged but not required to participate in this meeting. For more information and to take part in this event, click the link below and register TODAY!

What is the EAA/VMC Club?

The EAA/VMC Club is modeled after the popular IMC Club concept which provides organized "hangar flying" focused on building proficiency in instrument flying. The EAA/VMC Club will do the same, but for pilots who are not instrument rated and fly primarily under visual flight rules and VMC.

What is the purpose of EAA/VMC Club?

At EAA/VMC Club, our aim is to promote flying, proficiency, and safety. Along with monthly local meetings, we offer a resource-rich website which provides an electronic experience base.

Our intent is to create a community of pilots to share information, provide recognition, foster communications, promote safety and build proficiency in general aviation. EAA/VMC Club offers monthly meetings in which pilots can network and share knowledge and experiences.

WHERE? Via Zoom - see link below.

(Due to current restrictions we are unable to host meetings in the EAA 524 Aviation Education Center.)

REGISTER IN ADVANCE OF MEETING:

<https://zoom.us/join/joinmeeting/register/tJwrfuyhqzovE9azuVbvDGPNGZk3954YWO>

After registering, you will receive a confirmation email containing information about joining the meeting.

WHEN?

3rd Monday of the month @ 7:00 PM - October 19th, 2020

Do you need to bring anything?

First, bring your thoughts or story and be willing to share them with the group. This meeting is very interactive. Participation by the group is a fundamental element of the EAA/VMC Club meeting.

Others have found it helpful to bring along a copy of their flight manual, GPS manual, and charts. If you navigate with an iPad, bring it along. Who can attend?

This meeting is open to all current, non-current, and future pilots! For more information about the EAA/VMC Club, please visit:

<http://www.eaa.org/VMCclub>





RV-10 Progress Report



Work continues on the RV-10. Still averaging 3-5 club members each Thursday and Saturday session.

A tremendous amount of work has been accomplished. Erik Webb did a great job of giving Steve's update in the Chapter Minutes, so I will refer you to page 3.

In the meantime, willing volunteers and novices receive great instruction on the task at hand; how to accomplish it along with best practices. It's a great place to share knowledge, enthusiasm and get out of the house for a few minutes. Did I say minutes? My, how time flies!

As always, grab a mask and come join in the fun. There is always something to do and more to learn. Keep up to date on the [MeetUp App](#) or go to the Event Calendar on the [EAA Chapter 524](#) website.

I didn't get out to take more photos and they are just not coming in like they used to. Here is a Team Build Session I was able to attend. Hope to see you there when next they meet.

[RV 10 Build Team - September 17, 2020](#)





October Chapter Board Meeting

08 Oct 2020

Board Meeting

Chris Gunther, Larry Jarkey, Mark Pankratz, Mark Gosselin, Erick Webb

Brought to order at 7:04 p.m. by Chris Gunther

- Mark P. reported that last week's meeting with Kathy Yodice went well, despite lower attendance.
- Mark G. gave an update on the veterans build. Because it's taken longer to get work on RV-10 done (thanks to COVID), Mark has pushed back the veterans build a little bit. Doreen spoke with Robert Finn with Disabled Veterans MD and he is ready when we are.
- Mark P: November program will be Craig Barnett with SchemeDesigners.com and he'll present on designing a paint scheme. Working on an engine oil-type presentation for December; he's been part of designing engine oils and can expand on how they differ. We have a number of speakers who are interested in presenting in-person when we return to in-person meetings.
- Chris asked if any of the board members have heard anything from the Chapter membership regarding a willingness or desire to do in-person meetings. Larry is part of a business group with about 20 members, but only about half members were willing to do in-person meetings.
- Larry reported that the IMC Club is Zoom meeting until further notice and it's been working fine. The attendance has been equal to the in-person attendance. Tom Comeau will run the VMC Club and has set up Zoom meetings for the next 6 months but has been encouraged to update them to a registration link to keep track of attendance and give WINGS credits.
- Chris mentioned the EAA Chaptergram; EAA has had to furlough some of their staff due to the cancelation of AirVenture 2020. If anyone has the means to do so, he encourages people to make a donation to help support EAA and their staff. Fly the Ford and Sport Air Workshops are all frozen for now.
- Reminder that Erick will be unavailable for November Chapter meeting and Board meeting. Mark P. or Larry will record the meeting so Erick can take minutes.

Meeting adjourned 7:25 p.m.

Submitted,

Erick Webb, Secretary

Vintage News

Spotlight on the Hagerstown Museum

This non profit corporation is dedicated to the preservation and promotion of over 100 years of aviation history in the Hagerstown Maryland region. For the first time in over 25 years, the organization has a public home that can house their current collection of Fairchild aircraft. Situated on the Hagerstown Regional Airport, visitors can see the original WWII Fairchild Aircraft factory buildings located nearby, experience various types and sizes of aircraft and helicopters, take-offs and landings. Ambitious plans for additional indoor exhibits, archives, gift shop, offices, etc. are in the works.

In the meantime, the organization manages one of the more aggressive community event planning in the area, including:

- Wings & Wheels Expo
- Open Airplane Afternoon
- EAA Fly-In
- Drive-In Breakfasts
- Young Eagle Flights

Current and upcoming events can be found on museum's Facebook page: [@HagerstownAviationMuseum](https://www.facebook.com/HagerstownAviationMuseum)

Visit Hagerstown Aviation Museum website for more information:

[hagerstownaviationmuseum.org](https://www.hagerstownaviationmuseum.org)

Public access to the aircraft is available during events only. The current collection of aircraft include:

- 1919 Bellanca CE
- 1928 Kreider Reisner KR-31
- 1942 Fairchild PT-26
- 1943 Fairchild PT-19 (N46199) Miss Kelly
- 1943 Fairchild PT-19 #33 Miss Fair Child
- 1943 Fairchild PT-19 #10
- 1946 Fairchild 24
- 1948 Fairchild C-82A
- 1949 North American T-6 Texan N9492Z
- 1953 Fairchild C-119G
- 1956 Fairchild C-123K
- 1958 Fairchild XSM-73

Even better, grab some family and friends, join in an event, take a few pictures and share the experience with your friendly EAA Chapter newsletter editor.

Hagerstown Museum, located at: 14235 Oak Springs Road, Hagerstown, MD.



Hagerstown Aviation Museum ▶ October Open Airplane Afternoon, Cruise In & Fly In
October 3 at 10:32 PM · 📍

Don't miss your chance to see inside the 1943 Fairchild Aircraft Flight Test Hangar also know as the Dome Hangar this Sunday Oct 4, 11am to 4pm. Cruise In cars and visitors still enter at the 14211 Basore Dr gate. Look for signs. The Dome Hangar is the new home of the Hagerstown Aviation Museum. You are invited to donate to the Dome Hangar Project at <https://www.hagerstownaviationmuseum.org/>



Turbo Trouble

The story started with my need for an aircraft with more seats than mine had. Hanging out with some friends, I was talking about renting an aircraft for my upcoming trip. One of my friends who owns a C-177 Cardinal generously offered to let me use his aircraft for my trip. I was thrilled. His Cardinal was not only nice; it was retractable gear and turbocharged. He takes very good care of the aircraft and flies it regularly.



Turbocharged C-177 Cardinal with retractable gear

We did a local hop together so he could go over its operation, and although I had not operated a turbocharged engine before, the owner went over all the specifics of how to operate the engine. It went like this: full rich all the way to altitude. Keep TIT below 1500 degrees, and lean the mixture in cruise to just over 11 gallons per hour while maintaining 31 inches MAP. Cylinder head temps on these Cardinals never seem to be a concern; I never saw them above 330 degrees.

We departed on the first leg with my close friend Brad next to me in the right seat. He is a retired airline pilot who could handle the checklists and radios, so I could more closely monitor engine operation. That first leg was largely uneventful, with an impressive true airspeed around 170 knots.

A few days later, it was time for our return leg. I once again had Brad next to me with my daughter-in-law and her friend in the back seats. We got established in cruise around 25 minutes out when the engine started running rough. It was definitely noticeable, and after playing with the mags, mixture and fuel tank selection, I realized we were going to have to divert. I had no EGT on #2 cylinder, so knew this motor was having some real issues.

"Greensboro, 478 tango sierra" "We have a rough running engine. Do you know of a nearby airfield with maintenance available?" Long pause; I realized that was an unfair question for a controller. "What airfield gets a good bit of traffic?" "Hickory is 15 miles northeast of your position." "Give me a vector!" Its times like these where being IFR (or at least getting flight following) is critical to getting help fast.

In the descent, the motor got worse. I lost EGT on #4. I added what little power I could get to ensure I was within gliding distance and did a straight in to the nearest runway. Once we landed and I turned off and onto the parallel taxiway, even though I was pumping

the throttle to try to keep it running, the motor quit. Brad and I looked at each other, more than thankful we were on the ground!

The local mechanic was gone for the day, so we got a room and raised many a glass that night to the fact we weren't in some farmer's field! The next morning, the mechanic quickly discovered a frozen exhaust valve on #2, and at that point we got a rental car and drove home.

So what happened?



This trip took place last June; it wasn't until very recently that all the details have surfaced. After a complete tear-down, the following was discovered: #2 piston suffered severe detonation damage. That crater in the center almost went all the way through the crown. Intake manifold had a large air leak on #2, creating a leaner mixture. Cam had rounded lobes on cylinders #3 and #4. Vast amounts of carbon build-up in all cylinders. For an engine with less than 800 hours since last overhaul, this brings the quality of the overhaul into question.

At about the same time, Mike Busch wrote an article titled "Why valves stick." It talked about the importance of keeping CHT's above 350 degrees for proper lead scavenging. So much for cooler is better.

Normally, rounded cam lobes would create a noticeable loss of power. That was masked by the turbocharger. Oil sample analysis had shown elevated levels of metal, but it wasn't until after the fact that an alarming amount of metal report was sent back the owner.

If there is a moral to the story, I like to think it is twofold. Overhaul quality and turbochargers. An old saying which applies here: "There's no free lunch." Yes, if you operate at high density altitudes and /or like the extra speed at altitude, turbos are nice. But make no mistake; you are working the motor that much harder, and its lifespan will be shortened. Any overhaul not done at a top engine shop should be a concern.

One other detail: the owner always uses one of those air dehumidifiers on his engine between flights. I don't know how well that thing works, but theoretically that should of eliminated any potential corrosion issues. As it turned out, his cam lobes were rounded by corroded lifters. If you are flying your aircraft every week, this type of preventative should be unnecessary.

I love flying GA and having my own aircraft. I have had more fun than ever before. Here's to a little less excitement going forward...

Mark Pankratz



Severe detonation damage



Upcoming Events

Chapter Meetings

Zoom Meeting date & time: November 5, 2020; 7 pm

Email invitation for ZOOM video conferencing. Link will be sent 5-15 minutes before meeting time. If you don't have a computer, you can dial in with a phone.

Presentation:

Board Zoom Meeting: November 12, 2020; 7pm.

VMC Club Meeting: Oct 19 and Nov 16; 7 pm

Meetings will continue via ZOOM video conferencing until further notice. Visit [Event Calendar page](#).

IMC Club Meeting: Oct 20 and Nov 17; 7 pm

Meetings will continue via ZOOM video conferencing until further notice. Visit IMC Club meeting page on [chapter website](#).

Other 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>

Potential Fundraising Interest

Looking for Volunteers: Steve Gross has generously offered the chapter a Homebuilt RV Pedal Plane Kit he had previously purchased. Anyone feel up to the task of leading a volunteer assembly group? Have some teens at home with time on their hands? What better way to gain some skills and create some lasting memories? Give Chris Gunther a call and let him know you're interested in this build.

Purpose: Raffle to raise scholarship funds.

Timeline: Complete in time for AirVenture 2021



Chapter Monthly Meeting Program Schedule

| Month | Program |
|---------------|---|
| November 2020 | Craig Barnett, Scheme Designers - Craig has extensive experience with helping people design their own paint scheme for their aircraft |
| December 2020 | TBD |
| January 2021 | TBD |
| February 2021 | TBD |

CHAPTER OFFICERS

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I dont think we're near Frederick Airport

You're showing great visual proficiency kid!

Join in the new VMC Club! Visit the Chapter Event Calendar for more info.

Aviation Ana
Chapter 524 Exploits



Area Events of Interest

The Glenn L. Martin Maryland Aviation Museum

YouTube and Vimeo Videos

- + Building a Bomber: The Martin B-26 Marauder 1941
- + Glenn L. Martin's Flying Boats
- + Pan American Bermuda Clipper
- + Glenn L. Martin Remembering His Early Years in San Diego
- + Martin YP6M SeaMaster
- + WORLD WAR II BOMBERS 1 10 Martin B 26 Marauder 1941
- + Martin Marauder in Action
- + The Giants - flying boats - Martin Mars
- + Martin Hawaii Mars - Flight to Oshkosh
- + Martin Mars - Oshkosh Trip Prep - Part 1
- + Martin "Philippine" Mars - Tour Part 1 of 3 - Upper & Lower Hull Tour
- + GLENN L. MARTIN CO. "THE TIME OF THE TITAN" TITAN I & TITAN II MISSILE DEVELOPMENT ICBM 34434
- + Martin MB-1
- + Martin P5M Marlin
- + Martin Baltimore

Upcoming Events

Museum Open

Wednesday, Friday and Saturday - 11a.m. to 3 p.m. Rain Date: October 24
 Adults: \$7 Children (11yrs & under): \$5 Babes in arms: Free
 Face masks and social distancing required. A Hold Harmless agreement (download, print, fill in & bring with you) required to visit outdoor aircraft displays.

Open Cockpit

October 17 - 11a.m. to 2 p.m. Rain Date: October 24
 Adults: \$7 Children (11yrs & under): \$5 Babes in arms: Free
 To celebrate the museum's 30th Anniversary. Free keychains to first 100 adults and free lapel pins for everyone. Face masks required, Hand sanitizer available. Social distancing facilitated.

Hagerstown Aviation Museum

2020 Events

Jeep Trunk or Treat

October 30 6 pm EDT
 It's that time again to dress up and decorate your jeeps for our Trunk or Treat!! Location has changed this year, will be held at the Hagerstown Aviation Museum. We will also set up a voting box for the best trunk or treat set up for the top 3 with the most votes.

***** MASKS OF SOME SORT ARE REQUIRED *****

SAVE THE DATE

Aviation Education & Career Expo

POSTPONED: October 29th, 2021



Register Early - Space is Limited!

www.projet.com +1 (703) 889-8558 ext. 102

Sporty's Pilot Shop

Free Shipping Day

AOPA Members

October 21, 2020
 AOPA members enjoy free shipping with purchase made on this day.

Smithsonian's National Air and Space Museum

Apollo 50

"Apollo 50: Go for the Moon" Full Show Video

Over 500,000 people came together at the National Mall on 2019 July for the Apollo 50: Go For the Moon projection show on the Washington Monument. You can now relive this once-in-a-lifetime celebration in full. Go for the Moon captures the excitement of the first Moon landing and tells the story of the iconic Apollo 11 mission from launch to landing and beyond.

Udvar-Hazy Center

Presented Online

WHAT'S NEW IN AEROSPACE?

October 22, 2020 | 1:00pm

The New "Fat Albert"

Join us for a live chat about the new "Fat Albert" transport plane joining the Blue Angels.

JOHN H. GLENN LECTURE IN SPACE HISTORY

November 2, 2020 | 8:00pm

Celebrating 20 Years of the International Space Station
 NASA astronaut Sunita Williams has spent more than 321 days in space and completed seven spacewalks during two extended missions to the International Space Station. Tune in to hear about her experiences and insights.

EAA Wright Brothers Memorial Banquet

Virtual Format for 2020

Thursday, December 10 LIVE STREAMED AT EAA.ORG/WRIGHTBROTHERS

Apollo 13 commander James Lovell will be the special guest for the evening, which honors the 117th anniversary of the Wright brothers' first successful powered flight at Kitty Hawk, North Carolina, on December 17, 1903.

The special event is free for all EAA members. EAA members must log in to their EAA.org web account and visit EAA.org/WrightBrothers to access the event. A recording of the event will also be available on demand for members to view at their convenience. Nonmembers may attend the event by first purchasing a one-year EAA membership for \$40 at EAA.org/Join, and then creating a member web account at EAA.org.

Click on the blue "Virtual Format for 2020" text, hyperlinked to the article.

EAA 2020 Sport Aviation

On-line Magazine

Stuck at home and can't get out and about, what about looking for some inspiration through EAA's Sport Aviation monthly magazines?

- View Digital Edition
- This Month's Extras
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FREE EAA Webinars

EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

<https://www.eaa.org/ea/news-and-publications/ea-webinars>

Live multimedia presentations, informative and interactive, allow presenter to use slides and audio. Audience members can ask questions or polled for opinion. Webinars begin 7pm CDT.

Don't have time for a live Webinar? Log in and browse EAA Video Library, watch at your leisure: <https://eaa.org/Videos/Webinars>

- 10/20/20 Emergency Bailout Procedures for Pilots and Survival Equipment *
- 10/27/20 Flying Clubs - Growing Participation in Aviation
- 11/03/20 Van's RV-14***
- 11/04/20 Your Engine's Lifeblood**
- 11/10/20 International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!
- 11/11/20 True or Magnetic?*
- 11/18/20 Cockpit Power Management
- 12/01/20 RANS S-21 Outbound, All Metal, All Purpose***
- 02/02/21 Avionics Options for your Homebuilt Aircraft with Dynon ***

* Qualifies for FAA WINGS credit

** Qualifies for FAA WINGS and AMT credit

*** HOMEBUILDERS WEBINAR SERIES

Frederick VMC Club

IMC Club meets: third Monday of each month, 7:00 p.m.

Location: Chapter 524 Aviation Education Center/Hangar, Frederick Municipal Airport



With the success of the IMC Club, EAA 524 is now forming a VMC Club, oriented toward primarily VFR pilots of all experience levels.

The VMC Club will meet on the third Monday of each month, the day before the IMC Club meets. The VMC Club offers monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills.

Because of current restrictions, we will meet via Zoom until we can get back into the Chapter Aviation Education Center. You can register for the inaugural VMC Club Meeting here: <https://bit.ly/3iJEb47>

Frederick IMC Club

IMC Club meets: third Tuesday of each month, 7:00 p.m.

Location: Chapter 524 Aviation Education Center/Hangar, Frederick Municipal Airport



Interested in learning more about IFR flying? Scenario-based discussions are available here.

A community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying. IMC Club chapters offer monthly meetings in which pilots can network and share knowledge and experiences.

More information about the club and its mission can be found on our website at <https://chapters.eaa.org/ea524/imc-club>

FAA Wings Program

[WINGS PROGRAM 2019](#)

[WINGS EFFECTIVENESS REPORT 2011](#)

[WINGS FLIGHT INSTRUCTOR GUIDE 2018](#)

[WINGS ADVISORY CIRCULAR 2011](#)

Due to Covid 19 restrictions: we are currently operating meetings using video conferencing until further notice.

Chapter Meeting Location & Time

Chapter 524 meets: first Thursday each month, 7:00 p.m.

Location: Chapter 524 Education Center/Hangar, 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: <https://chapters.eaa.org/ea524>

Frederick Municipal Airport
330 Aviation Way, Suite J, Box #9
Frederick, Maryland 21701

EAA 524 Chapter Website

The EAA Chapter 524 website: <https://chapters.eaa.org/ea524>

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



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 ____/____/____

----- 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_____