



# The Frederick Flyer



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### President's Message

Hello Everyone,

Thank you to everyone who worked on the chapter picnic on July 18th. It was good to see some chapter members in person again, and while a little hot, I think the gathering outside the chapter hangar worked. We were able to talk from a distance and then hear about the four year restoration of the Piper Cub courtesy of Ernie. Raegan was a little late to the picnic, but she had a valid excuse; she took and passed her private pilot checkride. Congratulations Raegan!

We are now in the waning days of summer, with kids going back to school and cooler weather on the way. Do you have any fall or winter projects planned? If you need something to work on in your home shop, we are looking for some volunteers to build a pedal plane and maybe an Adirondack chair for the Chapters Hangar at Oshkosh. Please contact me if you are interested. If you already have an interesting project lined-up already, please share with us. We would love to hear about it.

Take care,

Chris  
 President  
 EAA Chapter 524





## Piper Cub News



The Cub is now officially fully operational. We're still working on making a couple of improvements. The first test flight back in February revealed that the plane was a little right wing heavy. This can be adjusted by screwing in the fork on the right rear wing strut to increase the angle of incidence on that wing. We've made the adjustment twice so far, gradually closing in on the correct setting. As of now, the plane is still very slightly right wing heavy. If you trim it up for level flight and release the stick, it will very slowly wander off to the right. Otherwise, it is not noticeable, and the plane handles very well. We're also working on possibly finding better ways to manage the many wires associated with the radio, intercom, and headsets. Tom Young gave me a thorough check out over two days and so now Jerry and I are both safe to fly the Cub.

On July 24th Jerry and I flew the Cub to Grass Patch near Lovettsville Virginia at the invitation of Martyn King who lives near there. It was nice to at last see the Cub in its natural environment - a grass airfield. Martyn is working on restoring the Turbulent that was once owned by the chapter, and we got to see his progress on that project. Last weekend we gave our first rides. Jerry took Raegan up for her first [Cub flight](#). We were glad we were able to get her up before she heads off to college this month. Later, I took Bob Miller for a ride. These are just the first of many flights we'll be giving in the Cub to the army of chapter members who helped restore it.

Submitted, Ernest O'Roark





# August Meeting Minutes

06 Aug 2020

Meeting called to order at 7:03 p.m. by Chris Gunther

- Mike Schwartz presented Surviving a Ramp Check via Zoom meeting.
- Chris told the Chapter about an MPT documentary on Sunday evening about the history of Pan-Am Airways "Across the Pacific."
- Latest AOPA Pilot magazine has a Chapter member's photo in it.

Meeting adjourned at 8:16 p.m.

Submitted,

Erick Webb, Secretary

**Airworthiness Standards**

- A list of things that make an aircraft safe
  - Seat Belts
  - Circuit Protection
  - Master switch
  - Carburetor Heat
  - Lights
  - Placards
  - Factor of safety



**Airworthiness 14 CFR §91.7**

- No Person may **operate** a civil aircraft unless it is in an airworthy condition.
- The **PIC is responsible** for determining whether the aircraft is in a safe condition for flight and shall discontinue the flight when **unairworthy** conditions occur.



**What is a Ramp Check?**

A ramp inspection is defined as **surveillance** of an airman, operator, air agency, or aircraft, which may include conducting maintenance record inspections sufficient to show compliance with 14 CFR **during actual operations** at an airport or heliport.



**What do Inspectors Look For?**

- Missing Stuff
- Added Stuff
- Documentation
- Condition
  - Wear and Tear
- Records



**Ramp**

Missing Stuff

- Fairings
- Wheel pants
- Wing tips
- Spinners



**Ramp**

Condition/ Wear

- Deice boots / Hot Prop
- Hose condition
- Fluid leaks
- Fuel smell



**Ramp**

Interior

- Airworthiness Certificate
- Registration
- Approved Flight Manual
- Weight and Balance
- Equipment list
- Supplemental Manuals (G1000)



## Jack Pelton Debriefs the Cancellation of AirVenture 2020

[Flying Magazine's article](#), dated August, 4, 2020, by Rob Mark: EAA's CEO offers a frank discussion about the world's most popular aviation event. It is an interesting read about some tough decisions and creative make-do solutions.

The following are an abbreviation of the event statistics:

August 3 - EAA official results reported:

- more than 266,000 connections of some kind were made throughout the week
- nearly 800,000 individual webpage views
- more than 827,000 video views.
- more than 86,000 people watched in excess of 1 million minutes of video content
  - ✦ about 762 continuous days of watching the EAA.org and EAAtogether.org websites

Social media; EAA reported

- 4.5 million virtual visitors watched
  - ✦ 51 forums running
  - ✦ on two streaming channels during the week
- more than 6,300 FAA Wings credits were issued from 20 of those forums.
- nearly 11,000 people attended online workshops during the five days, with sessions in sheet metal, welding, fabric covering, and wood construction for aircraft.

The popular Pilot Proficiency Center:

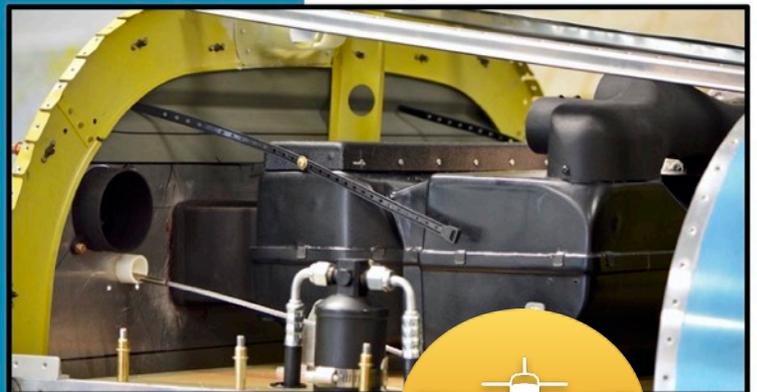
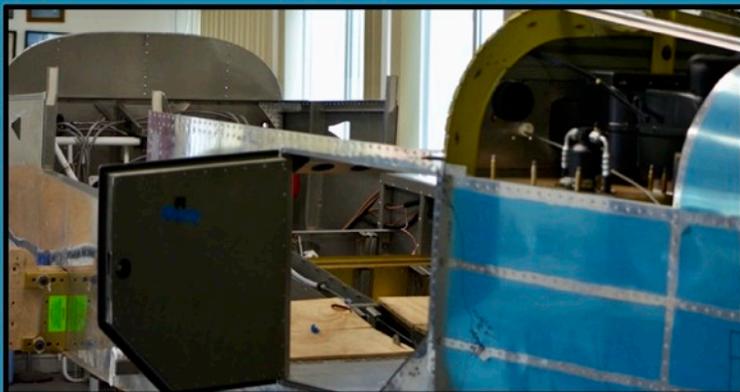
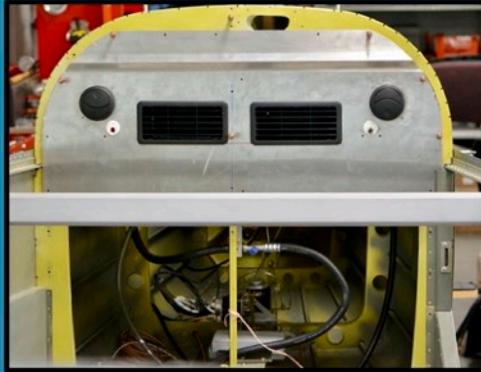
- 8,200 attendees for 25 separate tech talk sessions,
- 4,500 FAA WINGS credits issued

SimVenture 2020 allowed anyone using a PC loaded with X-Plane an opportunity to fly into the show, virtually.

One thousand seventy six pilots accepted the challenge presented by PilotEdge, all guided by NATCA air traffic controllers.



# FREDERICK SPORT FLYERS RV-10 Progress Report



Work continues on the RV-10. On average, about 3-5 club members are working in the EAA hangar, in each of the Thursday and Saturday sessions. The distractions are many when the weather is good!

Some progress milestones reached include:

- Completion and trimming out of the baggage door
- Installation of the Yaw and Pitch autopilot servos
- Completion of the elevator/aileron controls
- Running of the wiring harnesses and main power cables
- Completion of the full wing assemblies
- In the coming two weeks, we should have:
  - The air conditioning system installed - this has been a minor problem due to the sketchiness and ambiguity of component instructions - It has been a little bit of a design-build project.
  - The main and nose landing gear complete

As the project continues, for COVID safety, we are breaking the work down, as much as possible into subassemblies, with individuals each taking charge of a small part of the airplane, working independently, at a social distance. This seems to offer comfort and safety to the participating members.

By labor day, we hope to have the motor mount on and the airframe up on the gear - then the focus will move to installing the cabin top, the windows and the gull-wing doors.

The engine is scheduled for delivery on November 10th. If things continue to proceed, it is not inconceivable that we will be ready to mount the engine when it arrives or shortly thereafter.

Steven Gross





## August Chapter Board Meeting

13 Aug 2020

Chris Gunther, Larry Jarkey, Mark Pankratz, Mark Gosselin, Rex Bullinger, Mary Ann Alvarado, Ernie O’Roark, Erick Webb

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

- Mark P. reported that September is Helen Woods covering Light Sport Aviation. October will be Kathy Yodice who is an attorney specializes in aviation and will talk about the Top 5 FAR Violation Cases.
- Ernie reported that \$1,134.00 was donated out of the banquet. None of the money was specifically earmarked for either the scholarship fund or the operating fund and so many people made comments in such a short time that it’s difficult to say how much should go to either fund. Mark P. suggested we keep about 6 months’ worth of rental expenses in the operating fund as a buffer. Chris said it would be easy to move the money to the scholarship fund if we need it; currently we don’t have a student to fund. The board agreed to leave the money in the operating fund.
- Mark G. said there is still some work to be done to hash out details, gather information, etc. for the veterans build before it can begin. Tim is working with Zenith regarding purchase and delivery of the kit and when it’ll happen. Zenith can send tail kits if we want to start working right away while they finish up the remainder. 750 Cruiser is the model being purchased.
- There are some Young Eagles that might need flights; Mark P. will coordinate with Ernie regarding use of the Cub or Zenith for Young Eagles flights.
- Mary Ann wanted to get volunteers together to assemble a Piper Cub pedal plane for the purpose of fundraising for the scholarship. Chris has the plans, but the Chapter will need to check into the legality of raffling/auctioning the pedal plane.
- Mary Ann said NASA contacted EAA about celebrating National Aviation Day on August 18 and asked Ray Aviation Scholarship recipients to submit a video answer to one of a number of questions. Raegan has done a video and Mary Ann has uploaded it to [YouTube](#) to be included with all other submittals.

Meeting adjourned 7:37 p.m.

Submitted,  
Erick Webb, Secretary

## Vintage News

A random stroll around the FDK hangars on 01 August 2020 brought about an opportunity for making new friends and finding great “Vintage News!”

Howard Wilson, a previous member of EAA Chapter 524, has been working on the restoration of this 1936 Rose Parrakeet A-1 since 2009. The Plane has an interesting history and four pages of documentation and photos that can be found at [roseparrakeet.org](http://roseparrakeet.org). Look for N-Number NC14843 in the Aircraft Index. Thank you Howard for introducing your plane and a glimpse at Rose Parrakeet enthusiasm!

Other upcoming news includes:

- Martyn King’s research into the Druine Turbulent. A little history and update.
- The stroll also found chapter members working on updates and improvements on an RV-6.

The chapter wants to hear about your aviation exploits, adventure, undertaking. Even if it’s only a quick note; send a brief description to Mary Ann at: [ea524.news@gmail.com](mailto:ea524.news@gmail.com)



*The Frederick Flyer*



## Gross July Misadventure

On Sunday, July 12, I flew the RV-9A to Cleveland, to visit a friend. I always like flying to Cleveland. The cross country distance is perfect – about 90 minutes each way in the RV-9. They have a great airport there at Burke Lakefront – excellent pavement, low traffic, nice tower personnel, and a beautiful view, since the airport is right on the south shore of Lake Erie. Additionally, once you land, within a 1 mile walk, you will find all of Cleveland's stadiums and sports venues, the Rock and Roll Hall of Fame, the USS Cod a WWII submarine museum, a Coast Guard museum, and really nice walking waterfront on the Lake, and the City Center of the business district of Cleveland with a number of restaurants and entertainment venues. No need for Uber, a cab or a rental car – no "last mile" transportation concerns.

I arrived in Cleveland at about 11AM, met a friend, had a nice lunch, took in the sights, and enjoyed the beautiful lakefront. At about 4PM, I settled into a local coffee shop with WIFI to check out the weather/routing home. It was clear, no issues, and nothing special was going on, so I decided to fly VFR, anticipating a nice 20 knot tailwind. Anticipated time in flight – about 80 minutes. After the weather briefing, I blew an additional hour with my friend, and then started walking back to the airport. I arrived at around 5:30, paid for my gas, did a quick pre-flight and was on the departure line at around 6:20.

Climb-out was perfect. A call to Cleveland Center put me on Flight Following, at 11,500 feet, cruising at 145 knots, making 170 knots groundspeed with the tailwind, burning about 6.5 GPH, getting 30 mpg. The air was perfectly smooth, not too many clouds, almost no material vertical development. I put some tunes on the

Audio System, outside air was about 40 degrees, sitting in a tank top in the cockpit by myself – life was pretty sweet at that moment. I crossed from Ohio into NW PA, when the controller interrupted Willie Nelson, to announce that there was a SIGMET had just been posted across central PA. I asked the controller for some routing around the storm, and he advised me that the storm line, in front of a cold front stretched from Binghamton, NY to Wheeling WV, about 240 miles, NE to SW, in a swath about 60 miles thick.

In the 9A I have ADS-B weather, visible on my Foreflight on my knee-mounted IPAD, as well as on my Garmin g3X. I hadn't had weather RADAR up at the time, as I was flying in clear, cloudless skies, with 50+ miles of visibility. After speaking with the controller, I turned off the music and pulled it up. The weather now had my full attention. Sure enough, there was a 60 mile thick belt, in the area described of yellow, orange and red pixels – not too good in a 1,150 pound single. After my in-plane assessment, I called the controller again and asked for routing. He said there was nothing obvious, that the storm was moving to the SW, and that my best bet would be a 250 mile diversion around, through the high country of upstate NY. He told me he was pretty busy with the front, and that if I needed additional consultation, to call Flight Service on the radio (a frequency I have never used in flight). I looked up Flight Service on Foreflight – 122.2, and gave them a call, and advised them of my situation. We had an unhurried 9 or 10 message exchange, the advisor was very helpful. He confirmed what I was seeing on my scope, and told me the only safe suggestion he could come up with was to go up to NY, around Ithaca, past Sparta, swinging west to Lebanon PA, and then down to Frederick.

While these exchanges were going on, the airplane had moved 30-40 miles closer to the storm, and I could see the continuous vertical development before me, with some shadow flashes against the cloud backdrop. I had fueled up in Cleveland – so I had the fuel necessary for the diversion. I reached behind me, and found my stainless steel "relief" bottle, where it's supposed to be, so it was there if I needed it, so bladder endurance was not a problem either. However, it was now about 7:15. My 80 minute trip was likely to turn into a 200 or 220 minute trip – not a problem – I felt good, well rested, relaxed. My twilight landing in Frederick was now going to be a late-night landing – home field – also not a problem.

Then I got to thinking, do I really want to fly over the high country of NY and PA, in the dark. I don't mind landing at KFDK in the dark – it is my home field, I know the surrounding terrain/approaches. I thought, "What happens if I have a problem over Upstate NY?" Do I really want to try an IFR approach, in the dark, on a strange field, with a single chance, if my airplane balks, in the mountains". I concluded, "Not so much."

I checked out Foreflight, looking for a decent field, with a town walking distance nearby, with a published hotel. Venango Regional, KFKL, is right next to Franklin, PA, with a Quality Inn. It was 20 miles ahead of me towards the front. I called the controller, told him what I was doing, and went off Flight Following. I throttled back, put the nose down to 1200 fpm, and landed at Venago without incident – very good asphalt. I got lucky and a Cub owner was on the field, and gave me a ride into town (saving me a 2mi walk), while in route, for the 2 mile drive, the



Leaving Cleveland for Home

lightning started. A nice dinner and a warm bed were both just fine during the thunderstorm that night.

The Quality Inn was kind enough to shuttle me back to the plane at 0700. I was in the air at 0730. Another session of perfect flying. In Frederick at 0830. In my office, Monday morning at 0930.

I probably would have made it home through the SIGMET area I probably could have made it safely, in the night flight over the mountain diversion. However, I was definitely safer in the Quality Inn. A lot of technology went into the safety decision – I went up with a clean briefing (although it was 90 minutes old). Things change, and in this case, they did – Flight Following was a critical safety contributor. The controller advised me of the SIGMET in plenty of time. I might have seen the vertical development in front of me, and turned on my weather radar scope, and seen the breadth of the storm, but by then, I would have been a lot closer to it than I'd want to be. Using Flight Service in the air was a tremendous resource – a real collaboration, in real time – really nice. Finally, all the technology in my airplane – supported by ADS-B, left nothing to the imagination. Everything was there for good decision making.

The evening, supported by good technology, was a perfect depiction of the pilot's adage: *"It is better to be on the ground wishing you were in the air, than being in the air wishing you were on the ground."* When the T-Storm started, my being on the ground was just fine.

Article and photo by Steven Gross



2020 EAA Chapter 524 Banquet al Fresco at FDK



2020 Banquet al fresco; socially distant!



Piper Cub, RV-10 progress, plane activity . . . up close!



Food & Friends; a gathering of "flight" minds!



1946 Piper Cub . . . masks, camera, action!



1946 Piper Cub rebuild photo journal presentation



## Upcoming Events

### Chapter Meetings

**Zoom Meeting date & time:** Sept. 3, 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:** Helen Wood - Light Sport Aviation

**Board Zoom Meeting:** Sept. 10, 2020; 7pm.

**IMC Club Meeting:** Aug. 18 and Sept. 15, 2020; 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>  
<https://www.eaatogether.org/>  
Go to EAA SportAir Workshops at: <http://www.eaa.org/sportair>

### Chapter Program Schedule - 2020

| Month     | Program   |
|-----------|---|
| Aug       | Mike Schwartz - Surviving a Ramp Check  |
| September | Helen Wood, owner and Chief Pilot at Chesapeake Sport Pilot - "Light Sport Aviation," one of the most affordable and fun ways to get into the air, both in land and seaplanes." |
| October   | Kathleen Yodice, Aviation Attorney - Top 5 FAR Violation Cases  |
| November  | TBD   |
| December  | TBD   |

### Potential Fundraising Interest

**Looking for Volunteers:** Build a Piper Cub Pedal Plane

**Purpose:** Raffle to raise scholarship funds.

**Timeline:** Complete in time for AirVenture 2021  
Chapter President, Chris Gunther has a set of Piper Cub plans already purchased. If you are interested in helping or leading this project, please reach out to Chris.



### CHAPTER OFFICERS

- ★ **President**  
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EAA524.President@gmail.com
- ★ **Vice President**  
Mark Pankratz  
mlp07@live.com
- ★ **Secretary**  
Erick Webb  
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- ★ **EAA Flight Advisors**  
Vacant
- ★ **EAA Technical Counselors**  
Jerry Blake  
GerardLBlake@comcast.net  
Mark Pankratz  
mlp07@live.com

Steve, Bob and I think this pipe needs bending?  
Let me show you how to do that... Just grab and bend!

Must be the protein shakes? or fasting!

We sure would like to see you on Thursdays and Saturdays to help on the RVIO

Young Eagle, ready to learn how to build planes.

Aviation Ana  
**Chapter 524 Exploits**



## Area Events of Interest

### Udvar-Hazy Center

#### Arsenal of Democracy Fly-in

**September 25, 11:30 am**

World War II Victory Commemoration Flyover. See aircraft fly over the National Mall in warbird formations

**September 25, starting around noon**

Aircraft arrive at Udvar-Hazy Center

The public are invited to watch the aircraft arrive; a ramp-side viewing area will be available although the public will not have access to the aircraft at this time

**September 26, 10 am to 5:30 pm**

Aircraft on display outside the Udvar-Hazy Center

Following a short safety briefing, the public will have access to the ramp with the aircraft.

**Confirmed Aircraft Participating in the Fly-In**

|                      |                        |                    |
|----------------------|------------------------|--------------------|
| Avro Lancaster       | P-51 "Lopes Hope"      | P-51 "Quicksilver" |
| C-47 "Placid Lassie" | DC-3 "Miss Virginia"   | TBM "Avenger"      |
| C-46                 | A-26                   | SBD "Dauntless"    |
| C-53                 | B-25 "Panchito"        | F8F "Bearcat"      |
| FM-2 Wildcat         | B-25 CAF MN Wing       | Veterans Airlift   |
| Supermarine Spitfire | PB4Y "Privateer"       | Command Bus        |
| Hurricane            | Fairey "Firefly"       |                    |
| P-40 (Warren Pietch) | TP-40 "American Dream" |                    |

### 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

### EAA 2020 Sport Pilot Academy

#### Applications Open

The three-week program offers one-on-one and small group instruction, with flight training in new Van's RV-12iST aircraft equipped with the latest Garmin avionics. Lodging, meals, and camaraderie with fellow students are all included, as well as additional aviation experiences that can be found only in Oshkosh. The 2020 Sport Pilot Academy sessions will be held on the following dates:

- August 8-30
- September 5-27
- October 3-25

### Hagerstown Aviation Museum

#### 2020 Events

**Wings & Wheels Expo 2020**

Saturday, September 12 9am to 4pm.

See Military & Civilian Aircraft, Cars, Trucks, Fire Trucks, Military Vehicles, Food & Exhibits! Hagerstown Regional Airport Terminal. New event location for 2020.

**EAA Fly-In - Drive-In Breakfasts - Young Eagle Flights 2020**

August 15, October 17 8am to 1pm

EAA Chapter 36 is hosting Fly-in, Drive-in Breakfasts located at the Hagerstown Regional Airport Firehouse next to main terminal. Young Eagle plane rides, free to ages 8-17, weather permitting. Hagerstown Aviation Museum's 1943 Fairchild PT-19 Rides will be available.

All you can eat Breakfast, 8:00 - 11:30 a.m.; Pancakes, Scrambled Eggs, Toast, Sausage, Coffee, Orange Juice. Adults \$7, Children 6-12 \$4, Under 6 \*FREE\* Young Eagle Rides, First Come, First Flown. \*Weather Permitting\*

**Open Airplane Afternoon**

August 16; October 4 - 11a.m. to 4 p.m.

Bring the family out to the Hagerstown Regional Airport and climb aboard the Fairchild C-82, C-119 Flying Boxcar and PT-26 Trainer. NEW for 2020 tour the museum's 1956 Fairchild C-123 Provider. See exhibits and other museum aircraft such as the 1928 Kreider Reisner KR-31 biplane, 1943 Fairchild PT-19 WWII Trainer and Fairchild 22 & 24, all built in Hagerstown, MD. The museum owns twenty three historic aircraft, sixteen of which were built in Hagerstown. These historic aircraft are monuments to the men and women who built, flew and maintained these aircraft in times of war and peace.

Free Admission. Donations welcome. New Event Location for 2020: Hagerstown Regional Airport 14211 Basore Dr. Hagerstown MD 21742. Free parking. Follow signs

SAVE  
THE  
DATE

Aviation Education & Career Expo  
POSTPONED: October 29th, 2021

Register Early - Space is Limited!

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

### LEESBURG AIRSHOW

#### 2020 Airshow

October 17 - 11 a.m. - 4 p.m.

Suggested donation: \$3 per person and \$5 per family.

The static display area, located on the airport's aircraft parking ramp, will feature many unique, experimental and antique aircraft. The airshow exhibitors will showcase the many facets of general aviation, such as flight training, corporate transportation and emergency rescue operations. In addition, there will be inflatables for the kids, and a variety of food vendors. The skies above Leesburg will come alive with skydiving and aerobatic performances.

Leesburg Executive Airport; 1991 Sycolin Road, Leesburg, Virginia 10175



## 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>

- 8/18/20 Air Shows: Not Just Events, But a lifestyle!
- 8/19/20 How to Use Your Pilot's Operating Handbook \*
- 8/26/20 Experiment in the Cockpit: The Women Air Force Service Pilots of World War II
- 9/01/20 Zenith STOL Airplanes
- 9/02/20 Fresh Annual \*\*
- 9/09/20 Keeping Your Rotax Alive \*\*
- 9/15/20 Unusual Attitude Training Versus Upset Prevention and Recovering Training; What's the Difference and Why Does it Matter?\*
- 9/22/20 So You Think You Can Make a 180 Back on Takeoff? An In-Depth Look at Engine Failure Options\*
- 9/23/20 Founder's Innovation Prize Grand Championship Check-in

\* Qualifies for FAA WINGS credit

\*\* Qualifies for FAA WINGS and AMT credit

## FAA Wings Program

[WINGS PROGRAM 2019](#)

[WINGS EFFECTIVENESS REPORT 2011](#)

[WINGS FLIGHT INSTRUCTOR GUIDE 2018](#)

[WINGS ADVISORY CIRCULAR 2011](#)

## 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>



## 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



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

## 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](http://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.

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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 \_\_\_\_