

The Frederick Flyer

President's Message

Greetings EAA Chapter 524 Members,



SolarImpulse.com

It's the first week of summer and I'm already so far behind in my plans I'll never accomplish my list of projects planned this year.

One of the first things on my list was to see the Solar Impulse. I was following the flight on their web site, listening to the interviews with the pilot, watching the flight path over West Virginia and then calculated the ETA. We called Udvar-Hazy to confirm the ETA; they said 2:00 a.m. So I took a nap and woke up around 11:30 p.m. to find out they were in a holding pattern to the west of Dulles. I watched the planes land to the north all day so I thought the Impulse would land in the same direction. We scrambled, loaded the electric car with Mary and her two daughters with the promise of seeing history being made! We raced down route 50 to the west, turned to the north and chased the Solar Impulse in the middle of the night — in the electric car — all over the countryside of Virginia. One thing I should mention: I didn't plan on using the electric car. As we were departing the house someone said, "wouldn't it be fitting to see the electric plane in the electric car." It was an overwhelming "yes" so we piled in and drove off with half a charge - about thirty miles worth of energy. This was later to become part of the thrill of the chase; fuel management can cause a little angst.

Using their web site and listening to the radio communications, we drove up and down the back country roads to finally see the landing lights from about a mile away. We were on the west side of the airport when we saw a service road to the airport fire company and we took it. Mind you there were no Keep Out signs, no No Trespassing signs. There was no one around except the buildings so

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we got to see the approach from the north. I was surprised to see how open that side of the airport was without a sign or anyone saying to keep out but we finally did come to a locked gate. This plane flies along at about forty miles an hour so we had plenty of time to move about for a better angle to catch a glimpse of the landing lights on the wings. And what a wing span it has! We stayed in that location for few minutes and decided to drive around to see if we could get close enough to the runway to get a peak.

We piled back into the car and drove off. Looking at the energy level I was apprehensive about going out of our way even a little, thinking we had barely enough fuel to get home. We pressed on, drove onto route 267, the toll road. Four dollars later we were around the north side of the airport and found a service entrance, parked the car and walked up to the fence to look out onto 19L, only to see nothing but airport lights. We missed it! As we turned

to leave, we were approached by security to whom we had to explain to why we were there. I had the iPad so we could show him pictures of the Solar Impulse. He knew nothing of it, had seen nothing, but was very nice in the face of our enthusiasm and he let us move on without further questioning or detention.

We got back to the car to find about eighteen miles left of energy, and not sure how many miles there were to get back home, and now it's 1:00 a.m. — not a good time for a walk. I thought we could always call a cab if needed. We did make it back with about five miles to spare, backed up to the garage and plugged Electra in for the night!

After all that effort, I did miss the two public viewings due to schedule conflicts. Here's hoping for maybe one more chance to get a glimpse of her!

Wishing you clear skies,

Mark Gosselin
President EAA Chapter 524

June Membership Meeting Program Recap

Dave Hirschman, Senior Editor for AOPA Pilot magazine, presented the June program entitled “The World’s Best Places to Fly”. Does this guy have a great job, or what? It promised to be a very interesting program and Dave didn't disappoint. He truly does travel all around the world for his articles (I think we got a barely passing grade when we were quizzed on guessing the locations). The photography was stunning. Just as interesting was learning the behind-the-scenes stuff that goes into the articles he writes for the magazine. A lot of it is good planning, some of it is rallying his team on a moment's notice to take advantage



of changing conditions and some of it is just pure serendipity. I think Dave has single-handedly done a lot to improve the content of the AOPA magazine and now I will appreciate it even more after seeing his presentation.

Just a reminder – there will be no program for July because no there is no membership meeting due to that Thursday's falling on July 4th. We hope everyone has a pleasant and safe Independence Day holiday and we'll see everyone again in August.

Jack Fromm — Editor



Cub Scout Program Recap

In April, our Chapter was contacted by a Den Leader from Cub Scout Pack 371 based in Ijamsville about a possible tour of our facility. The idea was to give the scouts some basic education as an “achievement” on aviation. The leader didn’t know much about EAA but he did an Internet search and found our Chapter and approached us with the proposal. Mark presented it to the Board and all enthusiastically agreed. On Wednesday, May 22, ten scouts from the Tiger Den, along with their leaders and parents, came out to the AEC. Mark had prepared some basic materials to show them in the hangar and Mark and Dean Stickell had brought their airplanes over for a static

display. After a short intro in the hangar, we took the kids out to show them the airplanes. After about 40 minutes, Mark and Dean had to say their goodbyes in order to get their airplanes back to their hangars because of an approaching thunderstorm. I took the kids back into the AEC for a final Q&A session. Judging by the reactions of the kids as well as the leaders, I think they enjoyed the tour and got a lot out of it. I was especially gratified that they asked a lot of questions about EAA and our Chapter. Maybe we’ll see some new members in about 10 years!

Jack Fromm [Ed.]





Upcoming Events

Chapter Meetings

No Membership Meeting in July

July 11, 2013 @ 7:00 p.m. — Board Meeting

Other Events

July 13, 2013 — Mid-Atlantic Gathering of RV's - KDMW

Chapter Program Schedule — 2013

Month	Program
January	Learning My New Gyrocopter Claudius Klimpt
February	Stalls, Spins and Fear in the Cockpit Tom Proctor
March	Banquet Speaker Adam Smith
April	Adventures of a DAR Bobby Thomas
May	Evolution of the Wright Brothers' Control System Jerry Blake
June	The World's Best Places to Fly Dave Hirschman
July	No Meeting
August	Electric Flight — Part II Rodney Martz
September	
October	
November	
December	

Refreshment Volunteers — 2013

Here is a list of volunteers supplying refreshments for 2013. The Board of Directors thanks you for your support (and munchies).

January	Jack Fromm	July	No meeting
February	Charlie Becker	August	Joe Halleman
March	Banquet	September	Jack Fromm
April	Peg Jones	October	The Paks
May	Bill Barci	November	OPEN
June	Ernie O'Roark	December	OPEN

Chapter Officers

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Workshops

EAA SportAir Workshops

None Scheduled

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.eaachapter.org.

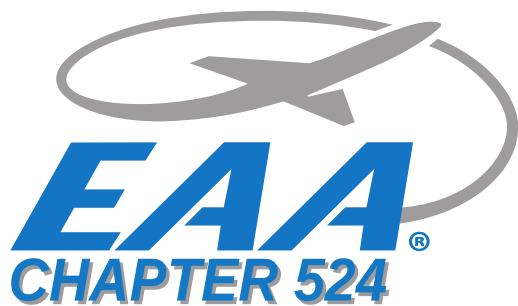
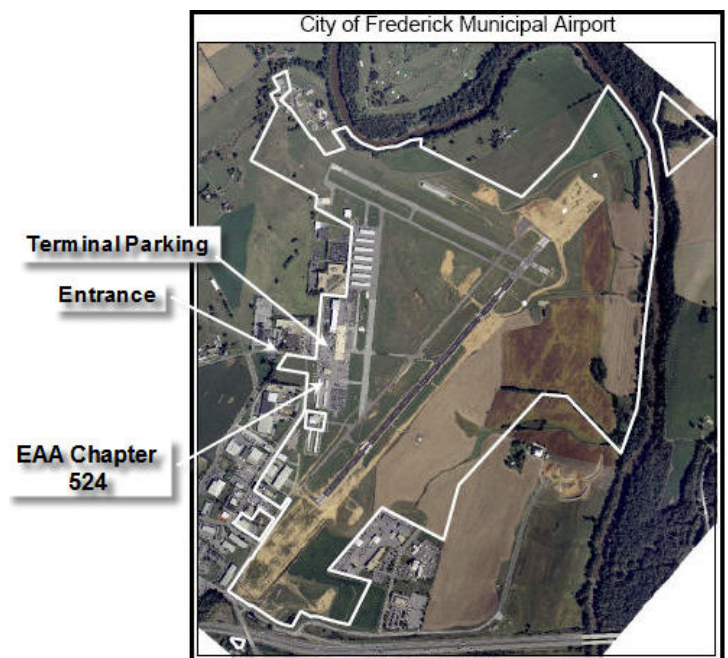
The website has contact information and details about current Chapter events.

Also on the website, you can find archived newsletters and a membership join/renewal form.

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

Chapter Meeting Location and Time

Chapter 524 meets the first Thursday of each month at 7:30 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:



Aviation Education Center
 Frederick Municipal Airport
 111 Airport Drive East
 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 **Neil Dickinson, 119 Heritage Lane, Sykesville, MD 21784**.

If you have a question about your membership, contact the Treasurer at 443-340-3401 or RNeilDickinson@netzero.net. 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_____



Aviation Education Center
Frederick Municipal Airport
111 Airport Drive East
Frederick, Maryland 21701