



## **President's Message**

Greetings, Chapter Members!



It's hard to believe we have reached the beginning of a new year. January is a good time to reflect on the past year and set new goals for the coming year. On this cold and windy day, as I sit here warming by the fire, I think of the activities of the past year.

The Chapter participated with events at the airport, marshaling ground traffic. We held workshops to help others learn the correct way to build aircraft. We worked with Boy Scouts to introduce them to the flying world as well as to teach them what it is to build a part of an airplane. We've had multiple Chapter picnics that were well attended and seemed to be enjoyed. We, as an EAA Chapter, helped build our relationships with others on the airport. Our hangar is undergoing a clean-up and rearrangement to make it more user-friendly for our Chapter members.

I am looking forward to what the Chapter will accomplish this year. Our first planning meeting was held January 12<sup>th</sup>. The Banquet will be held on March 3<sup>rd</sup> at 6:30 p.m. More details to come. Our board members discussed marshaling ground traffic at the Women Fly It Forward event that will be held March 10<sup>th</sup>. We also discussed having a \$100 hamburger Fly-Out to Chester County Airport (MQS) on April 25<sup>th</sup>. More details to come. Mark Gosselin and Joe Halleman will conduct a pilotage and dead reckoning seminar for the Frederick Chapter of the Sea Scouts at Fort Dietrich on January 21<sup>st</sup>. I am looking forward to many interesting and inspiring programs in this new year. Contact Doug Kelly if you have any programs that you'd like to see added.

I would like to thank all our members that have helped in the many ways necessary to make the year successful. Without you, our Chapter members, we would not be able to provide these wonderful events to further aviation education within our ranks and to the public.

**Mark Gosselin, President**

## **February Membership Meeting Program**

Doug Kelly, our Program Coordinator, has what promises to be another very interesting program scheduled for the next membership meeting. Tom Haueter, Chief of Major Investigations, NTSB, and Steve Berkman will be presenting "Resurrecting the Rare Detroit-Lockheed DL-2A Altair". Both of them fly restored Stearmans out of Culpeper, VA. Thursday, February 2, 2012.





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## **FDK Tower Opening and Safety Seminar Postponed**

The following announcement appeared in the AOPA E-Pilot on January 13:

### ***Frederick tower seminar postponed***

The Air Safety Institute's "Tower Operations at Frederick Municipal Airport" safety seminar has been postponed until further notice in response to the tower's delayed opening. The new Class D airspace will be charted effective Feb. 9, but is expected to be suspended by notam before the tower's opening. Pilots should check notams before each flight.

Check the AOPA website for updates. We will also update our members by e-mail with any new information as we receive it.

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## **EAA Reorganization Announced**

As you may or may not have heard, EAA headquarters announced last week that they were undertaking a reorganization that would also entail some staffing changes. On January 16 of this week, EAA President and CEO Rod Hightower and Founder Paul Poberezny sent a letter to all Chapter leaders outlining the reasoning behind the changes. You can read [the letter](#) and watch an accompanying video on the EAA website.

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## **First Flight – Tom Prevost**

If you could not make the January meeting, you missed hearing Tom Prevost tell us about the first flight of his Rans S-19. Here is how Tom described it in his e-mail:

*"This afternoon, the product of almost 3 years of spare time took flight for the first time. The airplane is a Rans S-19, built from a kit produced in Hays, Kansas. It's powered by a 100 HP Rotax engine from Austria.*

*The flight was cut short due to a warning system going off in error. But the flight was otherwise uneventful. Everything performed as expected and more test flights will take place in the next day or so. [Here's](#) a video shot by my wife, Linda."*

And [here](#) is another video from Tom shot from inside the cockpit.

Congratulations, Tom!

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## **LSA Inspection Workshop – January 21-22**

Our own Jerry Blake will be teaching another **Repairman (LSA) Inspection–Airplane** course in the AEC on January 21 and 22, 2012. You can find out more information about how to register or volunteer for the courses our Chapter hosts in [this section](#) of the newsletter.

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## **Other Upcoming Events**

Details are being firmed up for the annual Chapter banquet. It will be held at the Frederick airport Airways Inn on Saturday, March 3. Space is limited so sign up early.

- Cost is \$28 per person.
- Cash bar for beer or wine.
- Chicken, steak or salmon dinner, salad and dessert included.
- Social hour at 6:30 p.m., dinner at 7:00 p.m.
- Contact Mark Gosselin for reservations and your meal choice at [n511jg@comcast.net](mailto:n511jg@comcast.net) or phone 240-403-7745.



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On Saturday, April 28, we'd like to schedule a Chapter fly-out. The idea is for members who have flying airplanes to offer rides to members who are temporarily or permanently on non-flying status and we'll all meet at The Flying Machine Café located on the field at [Chester County, PA](#) for lunch. Details are still to be worked out so come to the Chapter meetings and give us feedback and suggestions so we can gauge the interest and work out the logistics.

Updated information about all upcoming events can always be found in [this section](#) later in the newsletter.

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## ***Treasurer's Report (and a request)***

Our new Treasurer, Neil Dickinson, reports that for the month of December, we had \$795.33 in expenses, \$649.00 in income and a balance of \$5,243.13. Neil is also requesting that any Chapter members who have not yet paid their dues for this new year, please do so by the end of February. Neil is in the process of updating the Chapter roster and he would like to publish that once everyone is paid up. The registration/renewal form can be found on the [last page](#) of the newsletter.

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### ***The Wright Brothers In 1904 and Their Quest To Develop A Practical Airplane Part 9 – January through March, 1905***

Before we begin a look at the Wrights' flying experiments of 1905 let me digress back to the last paragraph in a letter that Wilbur Wright wrote to Octave Chanute dated November 15, 1904. "Col. Capper stopped off at Dayton on his way East and spent a day with us. We were much pleased with him, and also Mrs. Capper, an unusually bright woman." Who is Col. Capper?

Lieutenant Colonel J.E. Capper was associated with the Royal Aircraft Factory, a British Government experimental aeronautical laboratory. "Soon after his arrival, Colonel Capper frankly said that he was there at the request of his government. The Wrights told him of what they had accomplished during the previous flying season of 1904 at the Huffman field. Before leaving, Colonel Capper asked them to make his government some kind of proposal." (Kelly, Fred, C., [The Wright Brothers](#)).

On January 1, 1905, Wilbur Wright continued his well-established correspondence with Octave Chanute with a letter discussing the power expended by birds in flight. At least five consecutive letters continued on this subject by discussing and analyzing the flapping power and gliding angles of crows, buzzards and sparrows and their efficiency as compared to propellers.

The brothers began a series of engine bench tests with their 1904 flight engine that used 4 1/8" diameter cylinders on Thursday, January 5.

Two months after the visit of Col. Capper, on January 10, 1905, the Wrights wrote him asking "if he was sure his government was receptive to an offer." Also on January 18, the brothers wrote a letter to their representative in the United States Congress, R. M. Nevin. In that letter they summarized their maneuvering flights of 1904 and offered their airplane to the U.S. government. "If the latter features are of interest to our own government, we shall be pleased to take up the matter either on a basis of providing machines of agreed specification, at a contract price, or of furnishing all the scientific and practical information we have accumulated in these years of experimenting, together with a license to use our patents; [patents had not yet been granted, G.B.] thus putting the government in a position to operate on its own account. If you can find it convenient to ascertain whether this is a subject of interest to our own government, it would oblige us greatly, as early information on this point will aid us in making our plans for the future." (Kelly, [The Wright Brothers](#)).



Representative Nevin forwarded the letter to the Secretary of War who in turn passed it on to the Board of Ordnance and Fortification. The President of the Board of Ordnance and Fortification, Major General G. L. Gillespie responded by letter that stated: "the Board has found it necessary to decline to make allotments for the experimental development of devices for mechanical flight, and has determined that, before suggestions with that object in view will be considered, the device must have been brought to the stage of practical operation without expense to the United States."

The Wrights did not ask for "allotments for the experimental development of devices for mechanical flight," they offered to "provide machines of agreed specification". Apparently the Army was still smarting from the failures of the Langley Aerodrome which they supported to the tune of \$50,000.00.

A letter to the Wright Brothers arrived from the British War Office on February 11, 1905 asking them to submit terms.

On Wednesday, February 22, they began extensive bench testing of their 4.0 inch bore test engine and used several two-bladed fans to load the engine. The fan diameters ranged from 4' 2 1/2" to 4' 10". All of the fans had a width of 1 7/8". The most extensive tests occurred on Friday, February 24 when the engine was operated five times for a total of 26 1/2 minutes. The tests consumed 102 ounces of gasoline and the engine produced 15.5 to 16.2 brake horsepower. Wilbur's diary does not record if any modifications to the engine were made during these tests.

The Wrights replied to the British War Office letter on March 1. They outlined their terms in a general way but added, "We are ready to enter into a contract with the British Government to construct and deliver to it an aerial scouting machine of the aeroplane type."

In one of his bird-analyzing letters to Octave Chanute dated March 2, 1905, Wilbur writes, "We have had so little energy since recovering from the grippe that we have done little work. However we have added oiling and feeding devices to the engine which will make it safe to run it for several hours at a time if desired." The last paragraph in another bird-analyzing letter to Chanute dated March 11 is interesting. "Are you acquainted with any prairie land in Illinois which you would consider suitable for a practice ground? Something neither too accessible nor inaccessible." Chanute writes back and recommends "the large flat top of the sand hills at Dune Park. They are easily accessible to one who knows the secret path in the swamp." Wilbur responds on March 26, "Our chief objection to the Huffman Prairie grounds is not the lack of seclusion but the lack of room. We need a place where we can start at the building [the hangar] and fly in any direction." Clearly the Wrights were pleased with the 1904 flying experiences and were anticipating even greater flying progress for the 1905 flying season.

To be continued.

**Gerard Blake**



## Events

### Chapter Meetings

February 2, 2012 @ 7:30 p.m. – Monthly General Meeting

February 9, 2012 @ 7:00 p.m. – Chapter Board Meeting

### Women Fly It Forward

Saturday, March 10. Volunteers needed for marshaling ground traffic.

### Lunch Fly-out

Saturday, April 28 (rain date: Saturday, May 5). Fly-out to Chester County, Coatesville, PA airport (MQS).

### Chapter Program Schedule, 2012

Month	Program	Month	Program
January	Bob Calo - Ups & Downs of 1 <sup>st</sup> -time Aircraft Homebuilding	July	TBD
February	Resurrecting the Rare Detroit-Lockheed DL-2A Altair. Tom Haueter & Steve Berkman	August	TBD
March	Banquet	September	TBD
April	TBD	October	TBD
May	TBD	November	TBD
June	TBD	December	TBD

Chapter Program schedule is subject to change without notice.

### Refreshment Volunteers, 2012

Here is the list of volunteers supplying refreshments for 2012. The Board of Directors thanks you for your support (and munchies). This list will be included in the monthly newsletter as a reminder.

January	Kris Crone	July	TBD
February	Jack Fromm	August	TBD
March	Banquet	September	TBD
April	Mark Gosselin	October	TBD
May	TBD	November	TBD
June	TBD	December	TBD

Volunteers, if you cannot make the meeting, call the Treasurer (443-340-3401).

### Chapter Officers

#### President

Mark Gosselin  
[N511JG@comcast.net](mailto:N511JG@comcast.net)  
240-994-7903

#### Vice President

Tom Proctor  
[proctortp@starpower.net](mailto:proctortp@starpower.net)  
301-972-8115

#### Secretary

Kris Crone  
[tomcrone123@msn.com](mailto:tomcrone123@msn.com)  
301-473-5699

#### Treasurer

Neil Dickinson  
[rneildickinson@netzero.net](mailto:rneildickinson@netzero.net)  
443-340-3401

### Contacts

#### Newsletter Editor

Jack Fromm  
[EAA524.News@gmail.com](mailto:EAA524.News@gmail.com)  
410-628-2689

#### Facilities Coordinator

Tom Proctor  
[proctortp@starpower.net](mailto:proctortp@starpower.net)  
301-972-8115

#### SportAir Workshop

Coordinator  
Doug Kelly  
[mulligan32@verizon.net](mailto:mulligan32@verizon.net)  
301-963-2217

#### Chapter Historian

Vacant

#### Young Eagles Coordinator

Vacant

#### Program Coordinator

Doug Kelly  
[mulligan32@verizon.net](mailto:mulligan32@verizon.net)  
301-963-2217

#### EAA Flight Advisors

Vacant

#### EAA Technical Counselors

Jerry Blake  
[gerardblake@aol.com](mailto:gerardblake@aol.com)  
301-416-0491

Doug Kelly  
[mulligan32@verizon.net](mailto:mulligan32@verizon.net)  
301-963-2217

Tom Young  
301-667-0964

### The Frederick Flyer

EAA Chapter 524 and  
Aviation Education Center  
(FDK)  
Frederick, MD 21702



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## Workshops

### EAA SportAir Workshops

#### January 21-22, 2012, SportAir LSA Repair-Inspection Course, Airplane

Parties interested in enrolling in workshops should contact Mark Forss or Joe Norris at EAA (1-800-236-4800) as soon as possible. You can find course information on the workshop schedule at <http://www.sportair.com/schedule.html>. To volunteer and help out with setup and observe the course, contact Doug Kelly, 301-963-2217.

### 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/>

Unless otherwise noted, all events occur at the Chapter Hangar.

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## Classifieds

Wing stand (large one - used to hold the wings from a Stearman) is available to anyone wants it.

Thanks!

Mark Pankratz

703-819-1810

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## Chapter Discussion Group

Our Chapter has an e-mail discussion group hosted by Yahoo groups. This is a moderated group so we do not get spam. About a third of the Chapter participates. Chapter members are eligible for membership by joining at: <http://groups.yahoo.com/group/ea524/>

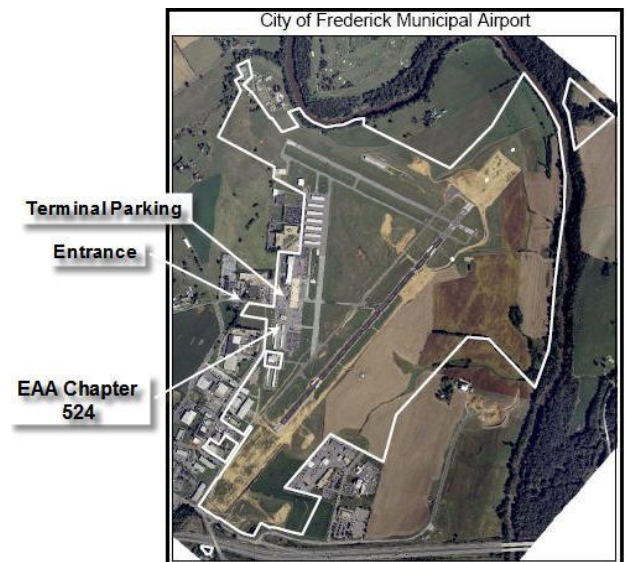
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## Chapter Meeting Location and Time

Chapter 524 meets the first Thursday of each month at 7:30 p.m. at the Aviation Education Center which is located at the Frederick Municipal Airport. As you enter the airport, park in the Terminal Parking lot. Walk south past the flight school (yellow building). There are signs on the end of the second row of hangars for the Chapter.

Additional information can be found at the Chapter website:

<http://www.angelfire.com/space/ea524/>





## EAA Chapter 524 Membership Registration

- For new members, annual dues are \$50 for individual membership or \$75 for 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 [neildickinson@netzero.net](mailto:neildickinson@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 (\$75.00) \_\_\_\_

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 Membership Dues: \$50.00 \_\_\_\_

Renewal - Family Membership Dues: \$75.00 \_\_\_\_

New - Individual Membership Dues: \$50.00 \_\_\_\_

New - Family Membership Dues: \$75

