



President's Message

Greetings, Chapter Members!

During the last snowstorm we had in January, I took a moment to observe a few hundred Canada Geese land on our campus football field.



Tom Grey Photo

There were around fifty birds on the ground, another hundred in the air using right traffic. They were all at the same altitude, honking to each other as they flew around the grass field. I stood there in awe, watching as one small group after another broke off to turn final, honking to each other all the while. They dropped their feet as an air brake, opened and dropped the trailing edge their wings for a better glide rate and used their tails as rudders making the turn. Just before they landed, they flared for a soft landing.

As all this was taking place many more gaggles of geese flew in from the north and entered on what I could swear was a forty-five degree entry to join the rest of the flight on right-hand traffic. What a beautiful sight this was, one I never before took the time to observe. I couldn't help but wonder if someone saw this in the past and we adopted these patterns as our own. Nature – how amazing!

I hope the government never catches on to them, the geese maybe in for user fees also!

Wishing you clear skies,

Mark Gosselin, President

Upcoming Events

Women Fly It Forward. March 10, Frederick Airport, 10:00 A.M.

The interest is so great I hear they may have to place a cap on how many participants they allow. At this point we have eleven Chapter members helping with marshaling ground traffic. We need your help. The Aviation Community needs your help. Come spend the day with us and enjoy the fun and a barbeque with Chapter members.

Contact Mark Gosselin to join in the fun! Cell 703-996-8226.

Other Upcoming Events

Chapter Banquet. Frederick Airport Airways Inn. March 3, 2012.

- 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 or phone 703-996-8226.



Informal Fly-out to Cape May

Neil Dickinson says a group of friends plans a fly-out to WWD on Saturday, February 18. Anyone interested is invited to meet them around 11:30 to 12:00 at the Cape May airport

Frederick Tower Tour

Frederick Airport Manager, Kevin Daugherty, will be leading a tour of the new Frederick control tower on Thursday, March, 8 at 7:00 P.M. Meet at the tower.

The Wright Brothers In 1904 and Their Quest To Develop A Practical Airplane Part 10 – April through May, 1905

In a letter to Octave Chanute dated April 12, 1905, Wilbur closes with the following; “We have not formulated our plans for the coming season, but are at present merely getting materials together. We will use the same engine and machinery that we used last year, but will rebuild the wings.”

By this time some of the Wright Brothers flying experiments of 1904 were becoming known to not only the British experimenters but also the French. M. Archdeacon, a French experimenter and aviation advocate, was openly skeptical of the previous Wrights’ achievements and in a letter to the Wrights, challenged them to allow themselves to be seen in America or “come to give us lessons in France.” In their answer, the brothers complimented Archdeacon on arousing interest in aviation in France but did not indicate any interest in showing their machines and methods at that time.

More bench tests with the 4 $\frac{1}{8}$ ” cylinder bore engine occurred on Tuesday, April 25. Using a 5’ $\frac{3}{4}$ ” diameter fan the engine produced 1,275 RPM for the first minute but slowed to 1,200 RPM after ten minutes running. The second test for the day used a 4’ $6\frac{3}{4}$ ” inch fan and produced 1,495 RPM for the first minute reduced to 1,430 RPM by the fourth minute. At this time the Wright engines were two speed engines. They had a manual spark retard mechanism for starting and low RPM operations and used the manually advanced magneto/engine timing device and a manually controlled fuel shut off valve to vary the fuel flow. There was no carburetor as we know it.

The British War Office wrote the Wrights on May 13, “that they were asking Colonel H. Hoster, their military attaché in Washington, D.C., to call upon the Wrights at their works.” (Kelly, Fred, C., [The Wright Brothers](#)).

From Wilbur Wright’s Diary, Tuesday, May 23, 1905: “Began setting up machine at Simms. [Huffman Prairie] The 1905 machine is very similar to 1904 but the curvature of ribs is 1/20 while that of 1904 is about 1/25 to 1/30 at the end of season. The two surfaces with uprights, wires, skids, &c., weighted 252 lbs. Tail 10 lbs. Front rudder & frame 64 lbs. Water 30 lbs. Gasoline 6 lbs., Man 145 lbs. Total 845 lbs. A few things not weighted.” (Kelly, [The Wright Brothers: The Authorized Biography of Two Americans Whose Inventive Genius Changed the World](#)).

In the flying season of 1905, the control of the machine was much improved by increasing the area of the front rudder from 50 to 76 square feet, and by moving it to nearly twice the distance from the wings. This added distance made response to the movement of the rudder slower and control of the machine much easier. The



lateral control also was improved by enlarging the rear rudder from 20 to 34 square feet and by moving it to a position three feet farther back of the wings. Though the rudder and wing-warp were entirely independent of each other in all of the flights of 1905, the Wrights several years later resumed having the two controls interconnected to operate together, but with an arrangement needed for modifying their relationship when making turns. Another change that improved control of the 1905 machine was in giving the wings considerably less angle at the tips than in the central parts. By this arrangement, the tips stalled later than other parts of the wings and some lateral control remained even after the central part of the wings was in a stalled condition. The most radical change was the addition of two semicircular vanes, called "blinkers", between the two surfaces of the front elevator. This device was later patented by the Wrights. The purpose of the "blinkers" was to assist the rear rudder in overcoming the unequal resistance of the two wings when they were warped while making a turn. Gliding experiments in 1902 had shown that the pressure on a fixed vane in the rear of the wings tended to speed the higher wing when the machine sloped in the direction of the lower wing and caused a tail-spin. The vane had to be made movable to relieve this pressure. It now occurred to the Wrights that if a fixed vane [blinkers] was placed in front of the wings instead of behind them, its effect would be the reverse of that when the vane was in the rear, and that there would be less need of operating the rear rudder to overcome the unbalanced resistance of the two wings. Moreover, when the machine slipped inward while "banking" a turn, the speed of the low wing would be increased and a tail-spin avoided. The operation of the rear rudder could now be made independent of the wing-warp without danger.

In a letter to Octave Chanute dated May 28, 1905, Wilbur expressed the Wrights' willingness and frustrations in their attempts to supply an airplane to the U.S. Government. "We stand ready to furnish a practical machine for use in war at once, that is, a machine capable of carrying two men and fuel for a fifty mile trip. We have felt serious misgivings regarding the advisability of any further experiments prior to reaching an understanding with some government. We greatly regret this attitude of our own country, but seeing no way to remedy it, we have made a formal proposition to the British Government and expect to have a conference with one of its representatives, at Dayton very soon. At present our machine is a complete secret, but it may not remain so if we attempt further experiments, like those of last year. We have the materials ready so that we could be ready to fly in two or three weeks if we wished to do so."

To be continued.

Gerard Blake



Events

Chapter Meetings

March 3, 2012 @ 6:30 p.m. – Annual Chapter Banquet

Frederick Tower Tour

Thursday, March 8, 7:00 P.M. Leader: Kevin Daugherty, Airport Manager.

Women Fly It Forward

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

Essex Skypark Pancake Breakfast Fly-in

Saturday, April 21, 8:00 – 11:00 A.M. Opening of new community hangar.

Lunch Fly-outs

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

Saturday, May 19. Location TBD.

Chapter Program Schedule, 2012

Month	Program	Month	Program
January	Bob Calo - Ups & Downs of 1 st -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

Refreshment Volunteers, 2012

Here is the list of volunteers supplying refreshments for 2012. The Board of Directors thanks you for your support (and munchies).

January	Kris Crone	July	OPEN
February	Jack Fromm	August	OPEN
March	Banquet	September	Mark Gosselin
April	Mark Gosselin	October	Joe Halleman
May	Alex Rossulek	November	Dean Stickell
June	Kris Crone	December	Kris Crone

Chapter Officers

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The Frederick Flyer

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



Workshops

EAA SportAir Workshops

No confirmed dates yet for the upcoming workshops

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.

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

Chapter Discussion Group

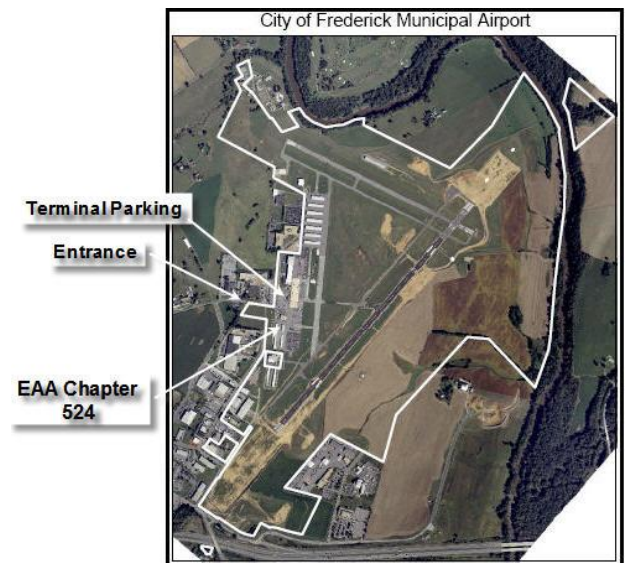
Our Chapter has an e-mail discussion group hosted by Yahoo groups. This is a moderated group so we do not get spam. About a third of the Chapter participates. Chapter members are eligible for membership by joining at: <http://groups.yahoo.com/group/ea524/>

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. 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

