



## President's Message

Greetings to one and all,

Lately these days I find myself thinking more and more about why I am a member of the EAA and, more so, why I am a member of our Chapter.



At our Board meeting May 12, we were talking about our invitation to help AOPA with International Learn to Fly Day, June 2, 2012. One of our board members talked about why he was a member even years after he sold his plane and stopped flying. He said for the love of aviation. He added that, if he doesn't stay active, who will carry on?

I think along the same lines and I think about our future. How do I ensure there will be another person willing to join the Chapter or take an officer's position or

be willing to serve on the Board? What do you think?

It would be greatly appreciated if you could spend a moment of your time telling me what you like about the Chapter, why you are a member and what is your vision for the present and the future of our Chapter. Please e-mail me at [n511jg@gmail.com](mailto:n511jg@gmail.com) and give me your feedback.

On a lighter note, on April 17 I had the honor of being in attendance at Udvar-Hazy to witness the space shuttle Discovery being delivered to Dulles. We arrived at 8:30 a.m., the parking lot was almost full and by 9:00 a.m. the lot was closed. People were all over the place. News media trucks were lined up all along the drive. There were two choppers in the air. The roof of the museum was loaded with people and cameras. There was a gentleman from PA by the name of Dennis Miller with a camera and lens that would knock your socks off, people dressed in NASA jump suits, people tailgating, some sitting in back of their pickups, some on top of vans, kids all over the place. What a scene to take in! A young girl in front of me exclaimed, "Oh My Heck, I see it! I see it!" And indeed we did. What a sight it was to take in! I was very happy I took a day off from work to spend at the airport to see this piece of history taking place in our own backyard.

Wishing you clear skies,

*Mark Gosselin, President*

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## Camp David TFR May 18-19

Please remember that there will be flight restrictions from 5:30 p.m. local on Friday, May 18 until 8:30 p.m. Saturday, May 19. These are revised times and they may be revised again, so be sure to check to get the latest. There is a [10-mile no-fly zone and a 10- to 30-mile restricted zone](#) around Camp David.

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## Upcoming Events

As Mark mentioned in his letter, AOPA is sponsoring **International Learn to Fly Day** at Frederick on Saturday, June 2. If anyone is interested in volunteering to help, please contact Mark.

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## June Membership Meeting Program

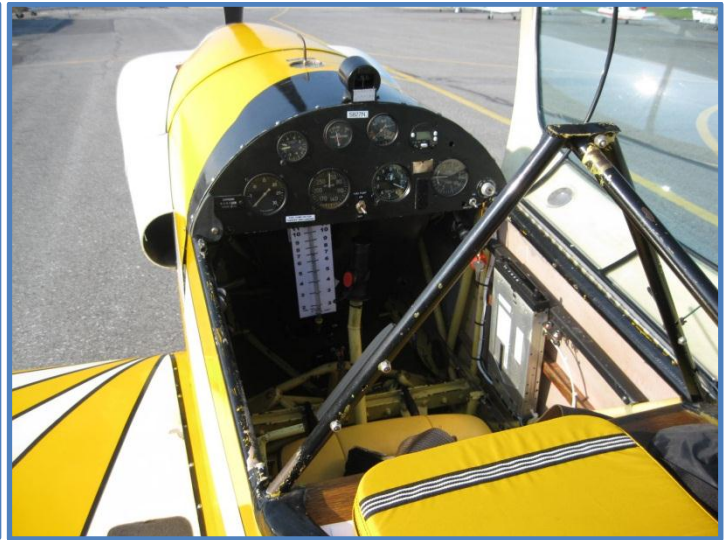
We have another in Doug Kelly's excellent series of programs lined up for the June meeting. Claudius Klimt and his son will present "Air Camping Across the U.S." I can't imagine there is a better aircraft for appreciating the beauty of this country than the AirCam. The pictures below give some hint of that. June 7 at 7:30.



## ***May Program Recap***

As promised, the May membership meeting programs turned out to be very special. The safety panel discussion was well attended and very informative. We were especially fortunate to have Chad Jensen, EAA's new Homebuilders' Community Manager, present. Chad gave the program a [nice write-up](#) in the EAA e-Hotline.

The RV-1 visit was cut a little short due to an approaching thunderstorm and its trip over to Hagerstown got canceled but early arrivers did get to witness its arrival at our hangar and got a chance to look it over and talk to the pilots. The pilot who took it on its next leg was AOPA's Dave Hirschman and Dave hung out with us that evening while enjoying the cookout. Dave posted a [review of the RV-1's flying qualities](#) on his blog. I found it kind of amusing that Dick Van Grunsven appeared to get his feathers a little ruffled by the review and he had to post a rebuttal.



***The Wright Brothers In 1905 and Their Quest To Develop A Practical Airplane  
Part 13 – September 6 through September 23, 1905***

During the first week of September 1905, the Wrights made seven flights on four successive days. On Wednesday, September 6, 1905, Orville made two successful flights that demonstrated that he was becoming more comfortable operating the airplane. The first flight, #20 for the year, was “40  $\frac{1}{5}$  sec. Distance over ground 1,688 [ft.]” Wilbur’s Diary does not make any mention of attempted maneuvers on this flight. The next flight of that day, #21 for the year, was for “4’ 45 sec., 4,730 meters.” “Four rounds of field, and landed at starting point.” This was Orville’s longest and most successful flight to date. The next day, Thursday, September 7, Orville made two flights, numbers 22 and 23 for the year. The first was for “52  $\frac{1}{2}$  sec. [and] 756 meters.” Wilbur notes in his diary, “not shut off promptly. [Did not turn off till after landing.]” Orville’s next flight was for “2’ 48  $\frac{3}{5}$  sec., 2,700 meters. Two complete circles.” Wilbur made the next flight, #24, that day for “4’ 45  $\frac{3}{5}$  sec., 4,751 meters. Four complete circles.” Wilbur also notes in his diary, “Twice passed over fence into Beard’s cornfield. Chased flocks of birds on two rounds and killed one which fell on top of upper surface and after a time fell off when swinging a sharp curve.”

Only one flight was attempted on Friday, September 8, #25. It was a historic maneuvering flight and Orville was the pilot. He flew for 2’ 46  $\frac{1}{5}$  sec. Wilbur’s Diary records the event. “Made one complete circle to the left, and on second round made a figure eight [first attempt] but let the machine run into the ground while attempting the circle to the right. The landing was very rough, but except one screw, [propeller] one rear skid stick, and a few wires, nothing broken. The chain jumped the sprocket while landing.”

The next day, Saturday, September 9, in Wilbur’s diary entry that documents those days’ flights, he notes “Large Screws”. No further explanation or description of these propellers is given but the airplane did not perform better. Flight #26 with Orville as pilot was a short “9 sec. 80 meters. Stalled. Unable to get start.” Wilbur attempted flight #27 and he did not do much better. “10  $\frac{2}{5}$  sec. 105 meters. Stalled.”

Even the catapult could not launch the airplane with the “Large screws.” Rather than replace the “large screws” with their proven, original 1905 propellers, the Wrights’ curiosity and inventive genius investigated this problem and solved it. “The Wright Brothers” by Fred C. Kelly details how this was accomplished. “After the Wright’s had made the blades of their propellers much wider and thinner than the original ones, they discovered that the performance of the propellers in flight did not agree closely with their calculations, as in the earlier propellers. They could see only one reason for this and that was that the propeller blades twisted from their normal shape under pressure in flight. To find out quickly if this was the real reason, they fastened to each blade a small surface, like an elevator, out behind the blades, set at an angle to balance the pressures that were distorting the blades. They called the surfaces “little jokers.” When they found that the “little jokers” cured the trouble, they dispensed with them and began to give the blades a backward sweep, which served the same purpose.”



The diary entry for Tuesday, September 12 begins with, “Little Jokers” mounted on tips of screws to reduce their pitch. Wilbur’s first flight, #28, with the “little jokers” installed was a successful “4’ 19 ¾ sec. 3 ½ rounds of field” His second flight of that day, #29 for the year, was observed and timed by Charles Taylor for “2’ 20 ¼ sec. , 2310 meters.” Wilbur took to the air for the third time that day, #30, for “5’ 31 sec. 4 ½ rounds of field.” His diary entry ends with, “Stalled from turning too short circles.” The Wrights still had not figured out how to solve this flying problem that persists to this day.

Orville flew the next two flights on Thursday, September 14. Wilbur notes in his diary that on the first flight of the day the “Wind E. 2 miles. 8 in. [wide] 27 [degree] screws” [propellers installed]. Flight #31 was for “475 meters [in] 31 sec. Did not begin to circle in time and landed to avoid going over fence. Landed in west ditch.” Orville’s second flight of the day, #32, went much better. “4146 meters [in] 4’ 23 ⅔ [sec.]. With Charles Taylor assisting and observing, “More than three rounds. A very pretty flight. Error in handling tail caused him to run into N. corner and land.”

On Friday, September 15, Orville completed flights #33 and 34 for the year. The first flight covered 1,161 meters [in] 1’ 10 ¾ [sec.]. Wilbur’s Diary makes no mention of maneuvering flight but does say “Landed at starting point” so some kind of maneuver must have been accomplished. On the second trial of that day, Orville flew “2,270 meters in 2’ 34 sec.” Wilbur notes “Unable to stop turning” and the fact that brother “Lorin and [wife] Netta present.”

In a letter to Octave Chanute dated September 17, 1905, Wilbur writes about his satisfaction with the way the 1905 experiments have been progressing. “Our experiments have been progressing quite satisfactorily, and we are rapidly acquiring skill in the new methods of operating the machine. We may soon attempt trips beyond the confines of the field.” The “new methods of operating the machine” alludes to the fact that the rear rudder and wing warping controls were not interconnected but were manipulated with separate mechanisms.

Apparently the Autumn rains descended on Dayton during the latter part of September and curtailed flying, so the ever industrious Wright Brothers took this opportunity to make some modifications to the airplane that are detailed in Wilbur’s Saturday, September 23 diary entry. “Almost constant rains turned the field into a swamp, so as to make it impossible to experiment for ten days. We took advantage of the delay to require the central part of the machine so as to have slight dihedral angle except at the tips which were left level. We also made a new set of screws [propellers] with the pitch reduced at tip, and put on 10 x 33 sprocket. Three newspapermen came out.” These modifications that were made to the 1905 Flyer and the accumulating experience of flying the airplane would soon be shown during flights that occurred during the last week of September.

Mysterious visitors. From “The Wright Brothers”, Kelly, Fred C.

“The Wrights saw two men wandering about nearby fields during most of one day and thought they must be hunters, though there was not much game thereabouts. Again the next day the two strangers were seen, and finally they came across the field to where the Wrights were adjusting their machine. One of them carried a camera. They asked if visitors were permitted.

‘Yes, only we’d rather you didn’t take any pictures,’ one of the brothers courteously replied.

The man with the camera set it down off to one side, twenty feet away; as if to make it plain that he was not trying to sneak any shots. Then he inquired if it was all right to look into the shed. The brothers told him to make himself right at home. Was he a newspaperman? No, he said, he was not a newspaperman, though he sometimes did writing for publication. That was as near as he came to introducing himself. After the callers had gone, Charlie Taylor, the Wrights’ mechanic said: ‘That fellow’s no writer. At least he’s no ordinary writer. When he looked at the different parts of the machine he called them all by their right names.’”

Later the Wrights learned the identity of the visitor. Orville chanced to see a picture of him in a New York newspaper. His identity was confirmed some time afterward when he and Orville were formally introduced to each other—though neither referred to their previous meeting. The man had been chief engineer for Professor Langley of the Smithsonian Institution.”

His name was Charles Manly. Charles Manly provided the engineering drive and the design and construction expertise for the Langley Aerodrome and its engine. He was also the ill-fated pilot who attempted to fly it twice. To be continued... Gerard Blake



## Events

International Learn to Fly Day – Saturday, June 2

### Chapter Meetings

June 7, 2012 @ 7:30 P.M. – Monthly general meeting

June 14, 2012 @ 7:00 P.M. – Chapter Board meeting

### Chapter Program Schedule, 2012

Month	Program	Month	Program
January	Bob Calo - Ups & Downs of 1 <sup>st</sup> -time Aircraft Homebuilding	July	Engine Management Mark Pankratz
February	Resurrecting the Rare Detroit-Lockheed DL-2A Altair. Tom Haueter & Steve Berkman	August	ADS-B Dan Morris
March	Banquet	September	Velie Monocoupe and Electric Flight Doug Kelly
April	All About Gyrocopters Chris Burgess, CFI	October	TBD
May	RV-1/Homebuilt and Light Sport Safety Panel Discussion	November	TBD
June	AirCam cross-country trip, father and son. Claudius Klimt	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

#### President

Mark Gosselin  
[N511JG@gmail.com](mailto:N511JG@gmail.com)  
703-966-8226

#### Vice President

Tom Proctor  
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301-972-8115

#### Secretary

Kris Crone  
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301-473-5699

#### Treasurer

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443-340-3401

### Contacts

#### Newsletter Editor

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#### SportAir Workshop

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301-963-2217

#### Chapter Historian

Vacant

#### Young Eagles Coordinator

Vacant

#### Program Coordinator

Doug Kelly  
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301-963-2217

#### EAA Flight Advisors

Vacant

#### EAA Technical Counselors

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Doug Kelly  
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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

**June 23-24: Fabric Covering**

**August 18-19: Electrical (picnic to follow)**

**October 20-21: RV Assembly**

**January, 19-20, 2013, 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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## 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/>

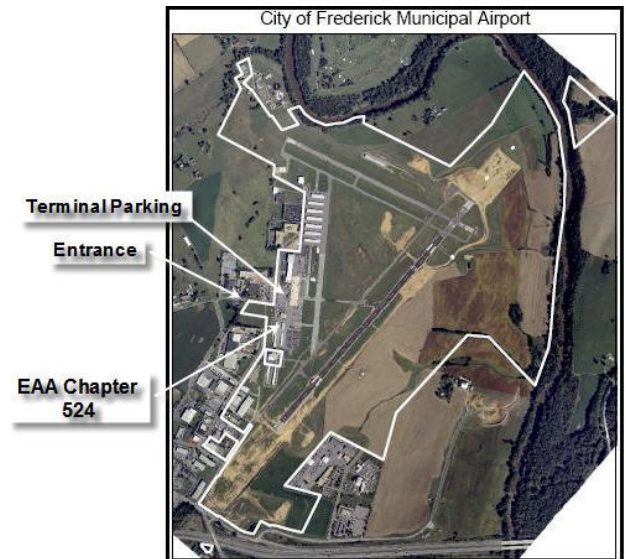
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## Chapter Meeting Location and Time

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 \_\_\_\_/\_\_\_\_/\_\_\_\_

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### 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

