



President's Message

Greetings to one and all,



When I started to build my Zenith 601 in 1996, GPS was expensive and young, so I used the time-proven platform of steam gauges and the old needle, ball and rudder flying.

Call me old fashioned, I still like to hold a paper chart, draw the line on the chart, mark the checkpoints, calculate time, distance and speed. I think it's part of the fun of flying. The time I spend doing this process is the time I use to think of the flight, the ground I am going to cover, the airspace I am going to fly through, what my secondary airports look like, how long are the runways, are there any hazards on approach, what services are provided. In an emergency one needs every resource there is to tap. Any equipment can fail; it sure does help with my peace of mind to have a backup!

With all that said, I just bought a new iPad last week and put Anywhere Map on it for charts and navigation. It truly is a wonderful application and a powerful device. Technology has brought us a great distance over the last few decades and the EAA has had a huge role in the process of getting new hardware certified for the use in General Aviation. It is truly an honor to have lived in this era of development.

Wishing you clear skies,

Mark Gosselin, President

July Membership Meeting Program

Chapter member Mark Pankratz will present the program at the July meeting. The topic will be **Engine Management: Real World Tips & Techniques**. July 5 at 7:30.



Another First Flight!

First flight reports are always exciting to include in the newsletter. Just in the past eight months, it's been my pleasure to report on two of them here. But the latest one is something special. We were able to watch the progress on this one in our own Chapter facility from its conception almost to the final inspection. And it involved not just one, but five Chapter members. So without further ado, I give you Jerry's report on the first flight of their project.

The Frederick Sport Flyers Zodiac 601XL-B has flown.



After four years and ten months of working on our project, EAA Chapter 524 members Bill Barci, Rudy Bartoldus, Pete Sweeney, Robert Johnson and Jerry Blake, who make up the membership of the Frederick Sport Flyers Flying Club, completed the construction of their airplane and saw it through its first flight. We actually started talking about flying the airplane about six months ago when progress indicated that the airplane would be finished sometime this spring and made the collective decision to seek out and complete transition training in a Continental O-200-powered 601LX prior to flying our airplane. Bill Barci contacted EAA headquarters with the question, "Who was offering flight instruction in a 601XL?", and was rewarded with a list of all Sport Pilot Instructors in the United States and types of airplanes being used. We scoured the list for Zodiac instructors and found about a dozen scattered through eight or nine states, the closest one in Georgia, the farthest way out in Carson City, Nevada. Sometime in March, we started making phone calls and much to our dismay, you guessed it, the only one really giving instruction in Zodiacs was the "Buzzair Flight Academy" in Nevada. Transition training was placed on the back burner and we concentrated on the airplane.

Early on in the project we ordered from EAA Headquarters an Experimental Amateur Built Certification Kit. The kit contained a booklet with a certification check list, experimental placards, an aircraft data plate, blank airworthiness application forms and stick-on labels for marking switches, controls, etc. This kit proved to be very valuable in the certification process of our airplane and I would urge all builders to get one.

About the middle of last April, when we were actually beginning to see the light at the end of our building tunnel, we bit our tongues and resolved to go out to Nevada for flight training. I called Buzzair to schedule my training and El Roy "Buzzy" Devoll told me that they were going to start a Zodiac Sport Pilot Training Program in Lawrenceburg, Tennessee in May. Hallelujah. Rudy Bartoldus and I scheduled our training. In fact all of us have completed transition training in Buzzy's Special Light Sport Continental O-200-powered airplane. This was an invaluable experience since all of us had been doing minimal flying during our more than four years of building. We all needed a Biennial Flight Review. Buzzy did it all. He gave us valuable transition training topped off with the Biennial review. For my graduation exercise I took Emilie for a ride.

In mid-May I contacted Bobby Thomas, an FAA DAR who lives in Laurel, MD, to schedule the Airworthiness Inspection for our aircraft. To start the process, he requested copies of our Aircraft Registration Certificate, Application for Airworthiness Certificate, Weight & Balance Report, a photograph of the installed Aircraft Data plate and the Aircraft Equipment List. Using the checklist in the EAA Certification Kit enabled us to anticipate his request with minimal problems. We continued to complete airplane work such as engine runs and adjustments, low speed taxi tests, calibrating our remote and magnetic compasses, attaching the N-numbers, etc. We also developed a Flight Test Program using FAA AC 900-89A and information provided by Chapter member Doug Kelly. With the first five test flights planned and on paper we visited the Frederick Tower to brief them on our flight test plans. They appeared very interested in our project and have been very cooperative. Our inspection was scheduled for May 31st.

Bobby Thomas showed up at our hangar about 10:30 on the 31st and spent a good two hours looking at the airplane and taking many photos. We had the airplane all opened up for him. After his external and internal inspections we put the airplane back together and went to lunch at 1:30. After lunch he wanted to see the engine run and some airplane taxiing. With these items completed the next hour plus was spent on the paperwork and he handed us our Airworthiness Certificate about 3:30. After all of the smiles and hand shaking we went home. We were tired.





On June 7, after waiting for good weather, we flew the airplane. I was the lucky one to make the first flight. Bill Barci and Rudy Bartoldus were the support crew. We did a thorough pre-flight, filled the fuel tanks, called the tower on the phone to alert them of the first flight and did it. Our first flight test plan called for a take-off and climb to 3500 ft. After leveling off and setting cruise power (2400 RPM) the airplane was put through a series of gentle left and right turns while circling over the airport. All of the engine instruments were in the green during this first test sequence and aircraft handling was as expected. The aircraft exhibited very slight left wing heaviness but was easily handled by our roll trim system. With single pilot and full tanks, we are operating toward the forward limit of our CG envelope and that requires some nose up trim to unload the stick but our pitch trim system handles it fine. Our Dynon D-60 EFIS is great. The airplane was then climbed to 4500 ft. and trimmed for level flight. Gentle 90, 180 and 360 degree turns were accomplished. The airplane was slowed to 80 IAS and the flaps were extended and retracted.

With things performing as expected the flaps were extended and the airplane slowed until the first indication of stall appeared, the IAS was noted and the airplane recovered. This was accomplished in order to calculate an acceptable approach speed of 1.3 X observed approach-to-stall speed. This completed the first test card. Descent and Before Landing checklists were completed and a full flap landing was accomplished after one hour of flight time. The landing is where I could have used better judgment. It was accomplished on runway 23 with a 12-to-15 knot, gusting, 70 degree right crosswind. With full right aileron (only 11 degrees on the 601XL) and appropriate left rudder I was still blown left of the runway centerline. The landing wasn't one of my best, but passable.

The findings on the first flight were:

1. The right canopy latch did not completely lock.
2. A small oil leak at the engine pre-oiling plug.
3. We should limit the airplane to a maximum 10 kt. crosswind component until further flight tests prove otherwise.
4. Transition flight training prior to making the first flight in your airplane is important to minimize surprises and contribute to a safe first flight.

Since the first flight on June 7 the initial problems were corrected and the airplane has flown five more times for a total of 4.6 hours. Engine performance in cruise has been explored (5.3 GPH burn) and a total of 16 landings accomplished. In a recent straight and level full power test it was discovered that the prop pitch setting over speeds the engine by 100 RPM. This will be easily corrected by installing a new pitch set plate, from 50 to 52 pitch, in our propeller.

Gerard Blake

International Learn to Fly Day Recap

Saturday morning, June 2nd was cool and clear, if a bit breezy, extending the run of good weather we've had for events over the last year. The turnout was very good and things went very smoothly this year. Tom and Kris's hot dog stand made a tidy profit for the Chapter and the volunteer aircraft marshals, under Doug's direction, did a professional job of making sure the comings and goings of aircraft and people were efficient and safe. AOPA posted a [write-up](#) with some pictures in the ePilot. You have to look closely, but they did give our marshals a tiny credit in the caption of one of the pictures. Doug asked me to pass along his thanks to all the volunteers.

Want Ads

There are a couple of new items in our Classifieds section this month. Please page down or click [here](#) to check them out.



Events

Chapter Meetings

July 5, 2012 @ 7:30 P.M. – Monthly general meeting

July 12, 2012 @ 7:00 P.M. – Chapter Board meeting

Chapter Program Schedule, 2012

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

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The Frederick Flyer

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



Workshops

EAA SportAir Workshops

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.

Classifieds

James Feighny was a Chapter member in '06-'08 and will be moving back to the area (Rockville) at the end of July. He's looking for hangar space for his RV-9. Anyone who has any leads can contact him at jfeighny@satx.rr.com.

Ken Howell, an RV-7 builder based at DMW, has a few items available.

"I have RV-7 wing and fuselage cradles that are available free if the Chapter or any RV builders are interested. I also have some sheet aluminum left over from a friend's RV-6 project that might be of use in the workshop. Please let me know if there is any interest in these items. I will probably recycle them if there are no takers."

cfi1513840@eagleneck.org





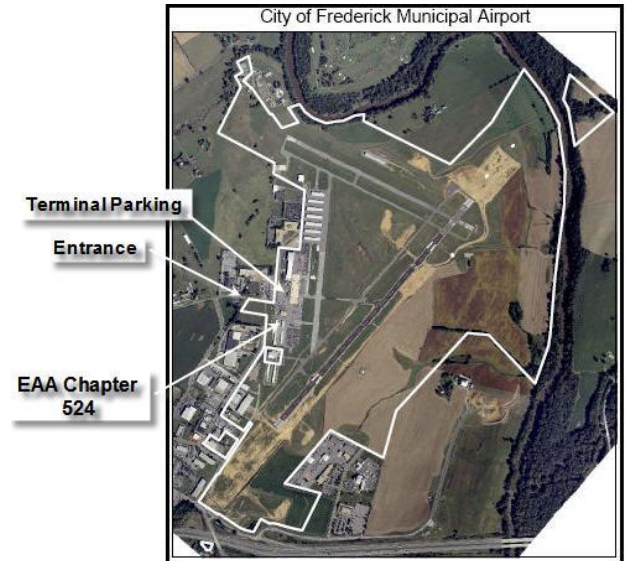
Chapter Discussion Group

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

