

The Frederick Flyer

President's Message

Greetings EAA Chapter 524 Members

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Here we are in April already, the weather is warming up and it's a great time to fly. I enjoy seeing everything turn green especially from a few thousand feet. One of our members was talking about the magic of flight — when you get into the airplane and watch the houses getting smaller — and the flight is your only world for that time you are there. I understand how special that is.

Along that line of thought, when I think of the the work that goes into building and maintaining an airplane, the research one needs to do, I realize that we have a vast pool of resources available from the people in our Chapter who are willing to present a program at monthly meetings or our technical advisors who are willing to visit your project to inspect or troubleshoot problems you may be having on your aircraft. These are all friends you meet on that journey. What a privilege it is to be fortunate enough to be in this group of people and be in this country that affords us the freedom to build and fly airplanes. Whether flying them from coast to coast if we choose or just hanging out around the airport and airplanes, oh how I do enjoy the noise of flying machines, both large and small.

This is an election year for our Chapter so please give some thought to whether you would like to serve on the election committee or take a position as an officer. We need the help from many to have successful events. Believe me when I tell you the time flies by when you do things you enjoy. I'll be looking for your help!

Wishing you clear skies,
Mark Gosselin
President EAA Chapter 524

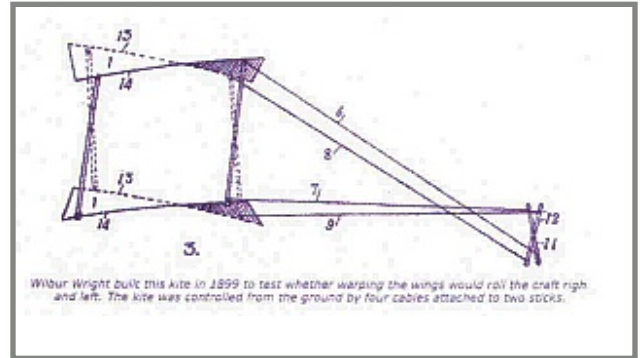


May Membership Meeting Program

Jerry Blake will present the program for May, the topic of which is "The Evolution of the Wright 3-Axis Flight Control System". This long-time scholar of the Wright family will describe the fascinating series of discoveries which led to the



development of the basic control system that is still in use on modern aircraft. Coincidentally, later in this edition of the newsletter, Jerry concludes his long-running series on the brothers' quest to develop their machine into a practical aircraft.



Ford Tri-Motor Tour Update

In his opening letter last month, Mark mentioned the possibility of our hosting the Ford Tri-Motor for a stop on its spring tour during the second week of June. Then, at the Membership meeting earlier this month, Doug Kelly reported that for various reasons, the June timing did not work out but that there was a good possibility for another slot later in the summer. Since then, Doug has been in contact with Cody Welsh, the EAA volunteer who coordinates the Tri-Motor schedule. Cody is willing to commit to including us for a late August or early September visit. Doug has also been in contact with Adam Smith at AOPA. Adam says AOPA is very

enthusiastic about the prospect of getting the Tri-Motor and they would very much like to partner with us. At its meeting earlier this month, the Chapter Board voted to form an exploratory committee to gather all the details of what would be involved so that we could make an informed decision before committing to sponsor the event. The people who have volunteered for the committee so far are Doug Kelly, Mark Gosselin, Joe Halleman, Jerry Blake, Jack Fromm and Adam Smith. If anyone is interested in participating, either on the committee or as a volunteer in some capacity if the event should happen, please contact Doug or Mark.

Farewell, Charlie Becker

As some of you may already have heard, Charlie Becker has accepted a position at EAA National in Oshkosh and is in the process of moving his family back there. We appreciate all that Charlie did for our Chapter in the short time he was with us and we wish him all the best in his new position. Below is the announcement from EAA Communications.

We are pleased to welcome back Charlie Becker to the EAA staff, as he will be rejoining us within the next few weeks as EAA's Communities Director as well as Homebuilt Community Manager. In this role, Charlie will work very closely with the Homebuilt Aircraft Council to promote the innovation of amateur-built aircraft and continue the vision that EAA Founder Paul Poberezny created 60 years ago. Charlie will also continue to further the relationships with other communities within EAA and expand type clubs.

Many of you are familiar with Charlie through his work in various positions at EAA from June 1999 through



June 2012. For the past nine months, he has been working as Director of Corporate Partnerships and Products at AOPA in Frederick, Md.

Charlie has deep roots within EAA as a lifetime member, Technical Counselor, and a chapter officer in EAA Chapter 186 (Manassas, Va.) and EAA Chapter 252 (Oshkosh, Wis.). He is also a member of EAA Chapter 524 (Frederick, Md.). His previous work at EAA included:

- Executive Producer for EAA's TIG Welding Video
- Development of EAA's Hints for Homebuilders Videos series of 240-plus segments, which have seen more than three million views over four years
- Creation of the EAA Webinar series, a weekly series of technical and educational online seminars
- Led the development of EAA's online calendar of events, which has become the largest online aviation calendar in the world
- Part of the teams that re-launched Sport Aviation magazine in 2010, created the Experimenter e-newsletter, led inclusion of the SportAir Workshops into EAA, and revitalized the EAA chapter network.

Charlie's flying background includes 19 years and 600+ hours as a Private Pilot with tailwheel endorsement; co-owner of a clipped wing Piper Cub; primary builder and Repairman Certificate holder for a Sonex Aircraft; and he is currently scratch-building a Piper Super Cub "clone."

The Wright Brothers in 1905 and Their Quest to Develop a Practical Airplane Part 18, December 9 – 31, 1905

From December 9th through the 27th, eleven letters of correspondence passed between Wilbur Wright and Octave Chanute. Chanute's eight letters generally passed on some of the rumors and hearsay flowing through the fledgling American and European aviation community regarding the Wrights' flying experiments and Chanute's inquiring about the heretofore unsuccessful attempts of the Wrights to sell an airplane to the United States Government.

On December 16th, the Wrights received a letter from The Aero Club of America. The Aero Club of America was formed in October 1905 and a committee was tasked with

organizing an Aero Club exhibition to be part of the Automobile Club of America Show being held in New York City in January, 1906. The Aero Club committee met in Washington, D.C. December 15-16 and requested that member Albert F. Zahm "apply to the Wrights for photographs, small models, or whatever they might wish to send." Zahm concluded his letter to the Wright brothers by expressing "the hope that the Wrights would soon consent to act as "champions... to uphold the honor of our country" by making a public flight under Aero Club auspices."

On December 22nd Wilbur responded to Mr. Zahm and I quote his letter in its entirety.

Your letter of the 16 inst. is at hand. It will give us great pleasure to furnish the Aero Club a collection of photographs, for their show next month. We have never made models and consequently can furnish nothing in that line. The machines themselves were not so constructed as to be transported from Kitty Hawk so we did not try to preserve them. Two machines of Mr. Chanute's with which Mr. Herring experimented in 1902 were left in our shed at Kitty Hawk, but it is doubtful whether mice and rust have left much of them now. It would take six weeks or two months to get them away, for the means of transportation and communication in that country are almost wanting.

When my brother and I began experimenting in 1900 it was purely for the pleasure of it. We did not expect to get back a cent of the money we spent. Consequently we agreed with each other that it should under no circumstances be permitted to infringe upon the time and money needed for our business.



The results of the experiments were made public promptly for the encouragement of others. But after several seasons we found ourselves standing at a fork in the road. On the one hand we could continue playing with the problem of flying so long as youth and leisure would permit but carefully avoiding those features which would require continuous effort and the expenditure of considerable sums of money. On the other hand we believed that if we would take the risk of devoting our entire time and financial resources we could conquer the difficulties in the path to success before increasing years impaired our physical activity. We finally decided to make the attempt but as our financial future was at stake were compelled to regard it as a strict business proposition until such time as we had recouped ourselves. From first to last our experiments have been conducted entirely at our own expense, and up to the present not one cent of financial return has been received. We shall endeavor to secure our pay in such a way as will permit the world in general to receive the benefit of the invention within a reasonably short time, with the least possible restriction on progress. It would interfere with our plans if we should make public at once a description of our machine and methods. Consequently our exhibit this time must be confined to the gliding pictures.

Our 1905 improvements have given such results as to justify the assertion that flying has been transferred from the realm of scientific problems to that of useful arts. The closing experiments gave a number of extended flights.

Date	Distance	Time
Sept. 26	17,961 meters	18 min. 9 sec.
“ 29	19,570 “	19 “ 55 “
“ 30	17 “ 15 “
Oct. 3	24,535 “	25 “ 5 “
“ 4	33,456 “	33 “ 17 “
“ 5	38,956 “	38 “ 3 “

The flights were made in circles of a little less than one mile each. The last covers more than 29 rounds.

To me this relatively short concise letter says it all about the Wright brothers. After spending five years of aeronautical invention and tests and two years developing their airplane into a practical flying machine they were now faced with the daunting task of introducing the airplane to the world without someone stealing their invention.

experimenter] covered sales to individuals as well as his government, but they have some strange ways in France and we did not wish to be caught napping. A letter just received from Ferber states that the “friend” is M. Fordyce, the representative of a syndicate which intends to purchase with a view to turning it over to the government.”

On December 27, 1905 Wilbur writes to Octave Chanute, “The idea of selling to a single government as a strict secret has some advantages but we are very much disinclined to assume the moral responsibility of choosing the proper one when we have no means of knowing how it will use the invention. And then it is very repugnant to think of hiding an invention of such intense human interest until it becomes stale and useless. We were fully as much surprised as you were to learn that our offer to Ferber [French Army Artillery Officer and aeronautical

From Bishop Milton Wright’s Diary, Thursday, December 28, 1905. “A Frenchman by the name of Arnold Fordyce came to investigate and drive a trade for a flying machine. They agreed on terms... In the afternoon, [Saturday, December 30] Wilbur and Orville sign up the contract with Mr. Arnold Fordyce, of Paris, to furnish a flyer, &c, for one million francs.”

Gerard Blake



Upcoming Events

Chapter Meetings

May 2, 2013 @ 7:30 p.m. — Monthly General Meeting

May 9, 2013 @ 7:00 p.m. — Board Meeting

Other Events

May 17-19, 2013 — Warbirds over the Beach, Virginia Beach

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	
July	
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	OPEN
April	Peg Jones	October	OPEN
May	Bill Barci	November	OPEN
June	Mark Gosselin	December	OPEN

Chapter Officers

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Doug Kelly
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301-963-2217

Tom Young
301-667-0964



Workshops

EAA SportAir Workshops

March 2-3, 2013 — RV Assembly

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.eeachapter.org.

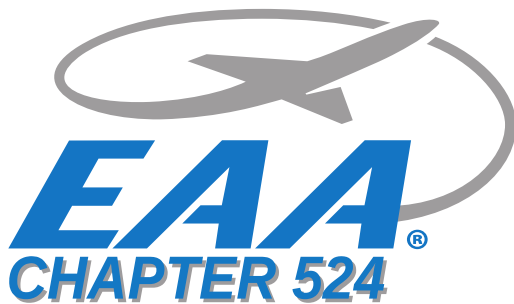
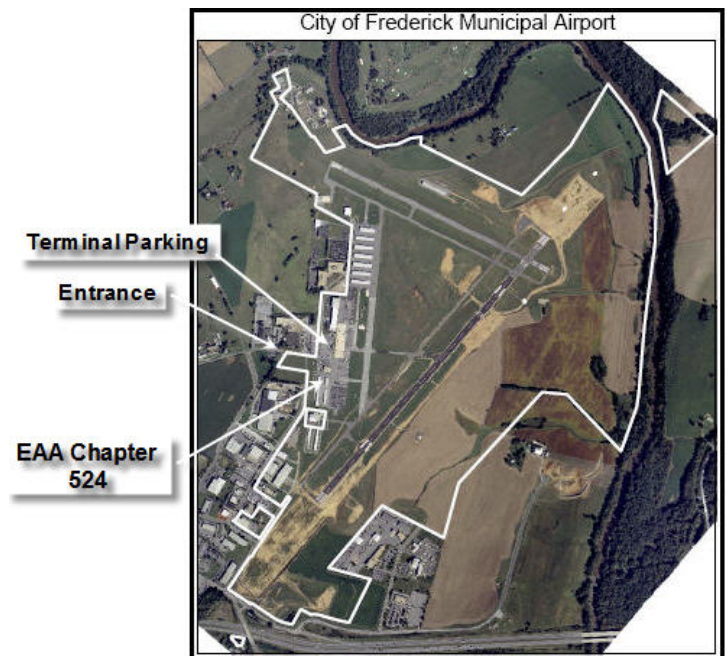
The website has contact information and details about current Chapter events.

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