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Special points of interest:

- Our next gathering will be Monday, April 15 at 7:00 p.m.
IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m.
- Tell Chris St. Germain of any interested groups for Young Eagles. You can fly individuals also.
- We're always looking for good ideas for programs. Please contact Larry Young with your information.



THE POWER OF IDEAS

Recently, member Patrick Hubbard approached the board with an idea to stimulate winter participation. He'd been working with his grandkids to make their paper airplanes fly better, and the thought solidified into inviting chapter members to do the same. The board liked the idea and approved last month's potluck dinner plus paper airplane contest. It was the first of its kind, and we hope to do it again next winter. Great idea, Mr. Hubbard! Thanks! And keep them coming.

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 President Emeritus: **Larry Young**
 Vice President and Young Eagles Coordinator: **Chris St. Germain**
 Secretary: **Dave Thoeni**
 Treasurer: **Phil Ishmael**
 Board: **Mark Burrow (and tech advisor), Jim Brady, Paul Rodriguez**
 Tech counselor & resident DAR: **Dave Jobe**
 Program Chairman: **Larry Young**
 Maintenance: **Mike Nault**
 Newsletter: **Bruce Hood**
 Web Editor: **James Perkins**
 Hospitality: **Larry Rhoads**
 Eagle Flight Coordinator: **Mitch Stafford**

EAA Chapter 91, Lee's Summit Municipal Airport (KLXT)
 Lee's Summit, Missouri

President's Corner

EAA Chapter 91 president, Mike Dooley

Well warmer weather has arrived – finally! I managed to get in a little bit of flying last month, including my first Young Eagle flight of the year. Both flights were really nice, with clear skies and smooth air.

Tom McNerney's demonstration of 3D scanning during our last gathering gave us an exciting look into the high-tech side of aerospace engineering and fabrication. I hope you enjoyed it as much as I did!

As I said in last month's column, Chapter 91 has been selected as a Ray Aviation Scholarship program chapter! This new scholarship provides up to \$10,000 for youth/young adults ages 16-19 to earn pilot certificates. Our chapter scholarship coordinator, Jim Brady and his assistant Griff Pickett, are now accepting applications. Our application cutoff is March 15, so please contact them as soon as possible if you know of a qualified youth.

We're off to a great start as a Platinum donor for EAA's Ford Trimotor wing replacement program. We've received \$1,000 toward our \$10,000 goal. Your donation is tax deductible, so please join us in making a donation toward this worthy aircraft preservation effort!

We have some great programs and events coming up! April events include:

- The VMC Club meeting on April 8 at 7pm. Chris Hope will lead a discussion focused on runway selection under different conditions.
- Our monthly gathering on April 15 will feature Dan Stratman; Dan will speak about his aviation novel "Mayday."
- We will kick off our first hamburger/brat cookout, with your potluck side dishes, on April 19, with the serving line opening at 6 pm.
- Our season-opener pancake breakfast and Young Eagle rally on April 20. We will serve breakfast from 7:30-11 am and fly youth (ages 8-17) from 8:30 until noon.


May and June will also feature the IMC Club/VMC Club meetings, our monthly gatherings, and pancake breakfasts with Young Eagle rallies. June will also feature two Lee's Summit Municipal Airport (KLXT) events involving Chapter 91:

- Participants in the "Air Race Classic" will pass through KLXT June 18-20. Chris Hope is looking for a few good volunteers to serve as timers. See this issue for more details.
- Chapter 91 will provide food and beverage service at the annual Open House on June 22. Look for a volunteer signup sheet beginning at our gathering on April 15.

Airventure is just around the corner and if the rules are the same as they were last year, we'll be able to reserve six spaces in a Chapter 91 camping area in Camp Scholler. If you're interested in joining the group, sign up at one of our next gatherings.

Note: All events are at the Larry Young Eagle Hangar.

See you at the Eagle Hangar!



Chapter 91 Minutes

March 18, 2019

The meeting was called to order by Mike Dooley at 7:00 p.m. A motion to approve February's minutes was made by Susan Calvin and seconded by Dennis Davis. Phil Ishmael's treasurers report was condensed and showed the chapter to be on track for budget. It was announced that we are now using Square for credit card payments. Credit cards can now be used for dues, banquets, pancake breakfasts, chapter apparel, and donations.

Chris St.Germain gave an update on the Young Eagles program and encouraged everyone involved to update their child protection background check. Mitch Stafford provided information on the Eagle Flights. Contact Mitch if you have an empty seat for an Eagle Flight. Jim Brady gave a report on the Ray Scholarship. The chapter is now approved to provide a flight training scholarship to a lucky candidate.

New name badges have been printed. See Dave Thoeni if you haven't received one yet. Tom McNerney gave an amazing demonstration on how 3D scanning works, and how it is applied building airplane parts. The meeting was adjourned at 9:05 pm.



Our next meeting of the VMC Club will be Monday, April 8th at 7:00 p.m.

Spring is finally here, and it is time to venture out and explore the Midwest for good restaurants. So many of them seem to be located near small runways with some challenging takeoff and landing "opportunities". Come share your experiences, and we will discuss some techniques for a great meal and a safe arrival and departure.

We meet at the Chapter 91 EAA hangar at the Lee's Summit Airport. Driving directions - take I-470 to Exit 9, Douglas Drive / Lee's Summit Drive, and turn north. At the bottom of the hill, turn right and follow the road to the end. The Larry Young Eagle hangar is on the west side of the parking lot next to the Cessna on a Post.

There is no cost to sit in on our monthly meetings. And there is no cost to check out the VMC website www.eaa.org/vmcclub. VMC membership is free to EAA members. Not an EAA member? Ask me about a free six-month EAA membership.

Bring a flying friend.

Chris Hope, CFI-I, VMC Club Facilitator
2018 FAA Flight Instructor of the Year, Central Region

More info about VMC Clubs at: www.eaa.org/vmcclub

(This invitation is extended to all pilots who are serious about flying.)

THE GREAT PAPER AIRPLANE CONTEST



By Patrick Hubbard

Photos courtesy of Dave Thoeni

Our Friday night pot luck Italian feast was rounded out by a free-for-all paper airplane contest.

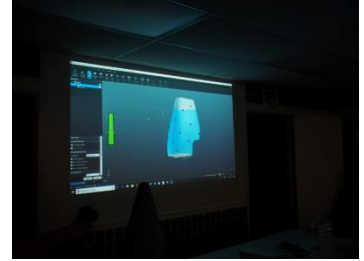
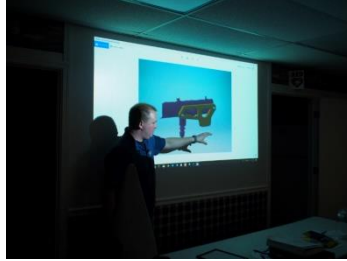
Of the thirty-one diners, twenty stepped forward to vie for the coveted Kelly Johnson Prize and a trophy from the Chapter 91 Skunk Works.

The experimenter-pilots produced fifty aircraft on the spot. Some were more airworthy than others. Larry Young folded his signature NASA lifting body and the crowd was awed. Other notables were flying wings and donuts-on-a-stick. But, it was variations on the familiar Dart and the stub-nosed Stealth that carried the day.

The fly-off was in the hangar bay of Old Blue. The competition proceeded in the format of carefully observed chaos. Pilots were divided into two categories; Geezer and Yute. Gus Schlagel's entry easily captured the Geezer distance prize flying the length of the hangar and then some. Charlie Wayne Moore wowed the crowd with multiple entries until he produced a design that went up and stayed up, taking home the Geezer prize for duration.

The hero of the night was Young Eagle Jordan Ashland who grabbed both time-aloft and distance prizes. Jordan took home both Skunk-on-a-Stump trophies as well as the U.S. Mint coin set. Jordan shared his trophies with his brothers who produced multiple airships with good flying qualities.

MARCH'S PROGRAM – TOM McNERNEY



When Chapter 91 member and Reno air-racer Tom McNerney speaks, the clubhouse fills up. That happened again at our last chapter gathering, March 18. So many of us secretly yearn to round those pylons at almost half the speed of sound and being near Tom is about as close as most of us will ever get.

Tom does live the dream, that's for sure. This former Young Eagle has jumped in with both feet: working with airplanes and their parts, flying his own Lancair Legacy, and preening its feathers for another run at Reno this year. Tom said that with the decline in the Unlimited category, the Sport class, in which he participates, is quickly becoming the main attraction.

But Tom wasn't there to talk about Reno: he came to show us how 3D scanning is contributing significantly to making custom aircraft parts. He explained how the scanning an existing component and dumping the data into a quality Cad-Cam program has accelerated the manufacture of myriad custom parts enormously. Using his high-tech 3-D scanning camera, walked us through how he is able to create magic.

Using an existing portion of a wheel pant as an example, Tom showed how he scans by aiming the camera at it. The wheel pant had small round dots pasted on at various spots around the component which helps the camera determine where everything is in space. With the camera ultimately connected to our video projector, we saw how the image is captured and the data transferred. This data then operates the appropriate router or manufacturing system, and the new part can actually be built. Tom then showed several photos of projects he has worked on. The system can even create jigs which guarantee critical alignment for certain parts. Frankly, the whole concept was very impressive. Since Tom is known on the racing circuit, his services are sought out by other Reno participants.

Tom McNerney has come a long way from being a Young Eagle with Chapter 91 several years ago, to his current vocation and racing career. It's equally a massive leap from his first Cessna 150 to the state-of-the-art Lancair he's preparing to race at Reno.

APRIL'S PROGRAM

April's speaker is a retired airline captain and decorated military aviator. He created an aviation consulting practice and often serves as a media spokesperson. He is also a former NASA astronaut candidate. But his latest endeavor is a thrilling novel about a brand new state-of-the-art airliner on which a struggling airline pins its hopes. Of course, there is an in-flight emergency and the pilot's skill and experience are put to the test. The book is called, "Mayday!" and the author is Dan Stratman. Captain Stratman will speak to us about his extensive flying experiences and introduce us to his book. The program hints at a very interesting and exciting presentation, and we hope you can join us to hear all about it. As always, the gathering begins promptly at 7:00 p.m. on Monday, April 15 (why does that date sound so familiar?) in the chapter clubhouse of the Larry Young Eagle Hangar. Be there early to claim your seat!

CONCERNING EAGLE FLIGHTS

You may recall EAA's Eagle Flights are somewhat similar to our Young Eagle fights, but for people older than seventeen. The idea is to give a free flight to help direct them toward entering flight training and ultimately earning a pilot's license.

Another distinction between the two programs is that Eagle Flight participants will help in the preflight inspection, and help un-hangar and re-hangar it. Our mercenary purpose is to stimulate curious adults into taking the next step.

How do we find Eagle Flight candidates? The initial entry is through our Flying Start program. Attendees are encouraged to sign up for an Eagle Flight. The second portal is to make contact with parents and relatives at Young Eagles rallies. Finally, talking with people who are showing interest in learning to fly. And if you can't take them up, Chapter 91 can. That's where Eagle Flight Coordinator Mitch Stafford comes in. A call or message to Mitch will allow him to locate an available airplane and pilot to help with the next step. You can reach Mitch at 816 739-7011 (his cell) or at mitchellstafford@yahoo.com.

Mitch can also give you more information on the program, or feel free to ask any officer or board member. They'd be more than happy to help you out.

VOLUNTEER TIMERS NEEDED FOR AIR RACE

Chris Hope is looking for volunteers to help with some exciting activities at this summer's Women's Air Race. If you can help, please contact Chris directly.

We are starting to get serious about the Women's Air Race in June. My main part in this is timing the starts and finishes of the individual racers as they come over the airport, and I will be looking for volunteers for that activity. Additionally, John and Dana will be looking for volunteers for a long list of tasks. And John will be looking for volunteers for the following weekend for the airport open house.

I need seven volunteers to serve as the timing team, and they will need to be on station from the earliest time we expect arrivals, until the latest time we expect departures. I will be breaking the day up into shifts, so no one needs to spend all day in the sun.

Soon, there will be a master web-based signup sheet, and that should be available in the next week or so. We will try to let everyone know when that goes live. In the meantime, here is what I am going to be looking for in the timer team world:

7 slots each shift for timers

Tues, June 18	1500 – 1800
	1800 – 2100
Weds, June 19	0500 – 0900
	0900 – 1300
	1300 – 1700
	1700 – 2100
Thurs, June 20	0500 – 0900
	0900 – 1300
	1300 – 1700
	1700 – 2100
Fri, June 21	0500 – 0900

Chris Hope, Master CFI-I

816-763-5205 816-868-7655 (cell)

www.ChrisHopeFAAflightinstructor.com

YOUNG EAGLES AND POTLUCK SEASON STARTS

The weather is getting nicer (thank God!). Daylight Saving time is now in effect. Kids are looking to the sky. Chapter 91 pilots and volunteers are starting to stir. What does it mean? It's Young Eagles season!

April begins the next iteration of Young Eagles rallies and pancake breakfasts, and the next seven months promise more exciting and stimulating activity. The first official event will be our pre-rally cookout and potluck dinner on Friday, April 19. It starts at 6:00 p.m. in the business end of the Larry Young Eagle Hangar. On approach, look for the grill smoke and hordes of famished people. The chapter will furnish the burgers and brats, and the attendees will kick in whatever they want to share with their friends. These evenings have proven to be popular, and we hope you can attend some or all of them. They will occur the Friday evening prior to the Young Eagles Rally and pancake breakfasts, which are on the third Saturday of each month through October – except for July, of course.

And the next day, Saturday, April 20, is our metro-wide-and-beyond, world famous Young Eagles rally! Each of these Saturdays begins with a hearty pancake breakfast served for the benefit of our hungry guest families. In addition, since last summer proved the demand for Col. Dooley's award winning biscuits and gravy, we anticipate adding that to our outstanding menu again this year.

Somethings new for 2019 include allowing breakfast to be purchased with a credit card (cash will still be accepted, though). We believe this will be a help to some of the families who like to come out for these events. Also, the finishing touches are being put on a couple of flight simulators which the kids can operate while waiting for their flights. We'll be beta testing this in the beginning and will most certainly need some volunteers to serve as young-un wranglers and supervisors. We know it will prove interesting.

We would also like to remind you that we would certainly appreciate your donating copies of *Aviore* which you will find in your latest issue of *Sport Aviation* magazine. You may bring them with you to the chapter gathering on Monday, April 15 or drop them off at the Young Eagles Rally and pancake breakfast. Either would be very much appreciated. The kids seem to enjoy this comic book, and we would like to make as many as possible available. Your kind contribution will be very helpful.

Thus begins another busy summer. Since we always need helpers of all stripes, please try to attend as many as you can. You'll be glad you did.

SPECIAL EVENTS COMING TO THE AREA

With the flying season starting to get underway, the Kansas City area finds itself with a number of events of interest to aviation enthusiasts. Chapter 91 will hold its normal Young Eagles events on the third Saturday of each month, April through October – except for July, and there will plenty to do if you're so inclined.

Next, the 43rd Women's Air Race Classic has added KLXT to its list of race stops this year, which will add an element of fun. The event will take place June 8 through June 20, and Chris Hope is looking for volunteers to serve as timers and other important jobs. See Page 8 for more information.

On Saturday, June 22, the Lee's Summit Airport will host its very popular open house, and Chapter 91 has been granted the sole food concession. This will be a wonderful opportunity to earn some much needed funds for the chapter treasury. The airport has asked us to furnish some static displays of our aircraft, and if you can help with that, you would be welcomed with open arms. Learn more at our next chapter gathering, Monday, April 15 (why does that date sound so familiar?).

Finally, rumors that Kansas City will host an airshow this summer sound as if they are true. In the past, the airshow at the Downtown Airport was very popular, but the organizing group retired. Now new blood has been discovered, and Chapter 91 will very likely be involved to the hilt. As plans solidify, we will keep you posted.

Finally, while it's not really an event, Chapter 91 has accepted the challenge to raise \$10,000 to replace the wing for EAA's Ford Tri-Motor. We're already ten percent there, and we hope you will see your way clear to add to the kitty. The Tri-Motor is a tremendous ambassador for aviation and EAA, and keeping the classic old bird flying is important to all of us. If you'd like to make a donation, you can make your check out to EAA Chapter 91 and stipulate "Tri-Motor wing donation," or something similar in the memo line. Phil will see that your donation gets where it's needed. Or you can use your credit card, though only the net amount will actually go to the fund. Finally, cash is always welcome, so take those gallon jars full of pennies to the bank, run them through the counter, convert them to cash or deposit them into your account, and there's your donation! Everyone who helps with this worthy project will receive multiple atta-boys from the chapter. Who could want more?

RAY SCHOLARSHIP NOMINATIONS CLOSE SOON

Now that Chapter 91 is a Ray Scholar chapter, we are trying to narrow down the list of qualified candidates to ensure our selection is successful at earning that coveted pilot's license. The scholarship grants up to \$10,000 for a qualified young person to achieve that goal. While we have names of several, nominations are still open. So if you want to nominate someone, you still have time. But only until our next chapter gathering, Monday, April 15 (why does that date sound so familiar?). The ultimate selection is actually made by EAA headquarters, but we assume our nomination will be selected. But keep that date in mind. If you know of someone, now's the time to speak up. Good luck!

WHAT'S GOING ON WITH THE BOARD?

Chapter 91's board of directors meets on the first Monday of each month at 7:00 p.m. in the meeting room of Larry Young Eagle Hangar. Meetings are not restricted so any member who would like, is invited to attend. You don't need permission or any advanced notification: just show up. You may be bored to tears, but you're welcome to come.

The board is transparent and wants you to know what it is doing. The board is the actual engine and rudder, powering and directing the direction of the chapter. As such, it manages what has become a multi-million dollar organization, and has decided it's time to audit the organization's finances. It's not that we don't trust our treasurer, but the old "trust but verify" is always solid advice. Board member Larry Rhoads was selected to serve as the audit committee and he will move forward with choosing who handles the audit. We are confident our finances are in very solid, but think it's prudent to provide assurances to the membership.

The board is also moving forward on plans for a spring cleaning day for all our hangars. This is a fun event that happens each year, and we are always grateful for the volunteers who pitch in to help. But we have several hangars so all hangar managers will be responsible for handling any cleanup chores necessary for the individual hangars. Mike Dooley will finalize the plans and announce the details at our next chapter gathering, Monday, April 15 (why does that date seem so familiar?).

From time to time, we will report on what actions the board is taking because you deserve to know. So watch for future news. We hope it won't bore you too much.

EDITOR'S NOTE: *I spotted this article recently in a recent AvWeb Flash and thought some of you would be interested in seeing it. Time is drawing near for the ADS-B compliance and we hope a gentle reminder will be appreciated.*

Non-ADS-B Compliant? The FAA's Got A Reg For That

TIM COLE



Operators who fail to have ADS-B out equipment installed by the January 2020 deadline will get a very cool reception from air traffic control according to an FAA policy statement issued yesterday.

The rule, published in the Federal Register, says both scheduled and unscheduled operations with ADS-B equipment missing can receive rarely issued waivers to transit ADS-B airspace. But those exceptions will be few and far between and cannot be relied upon on a routine basis. Operators of unscheduled aircraft—most of GA, in other words—will receive a cold ATC shoulder at so-called “capacity-constrained” airports including Class B metroplex facilities like JFK, ATL, ORD and LAX, among others.

The rule states: “... scheduled operators may request an authorization to deviate from ADS-B Out equipage requirements ... however it is very unlikely to issue an authorization to a scheduled operator on more than an occasional basis, and is most likely to issue an authorization only when a compelling need exists.” The FAA makes it clear ATC may not be able to grant every authorization request.

Operators of unequipped, unscheduled aircraft may request an ATC authorization to transit controlled airspace under 91.225(g), but “operators might not be accommodated for a variety of reasons.”

In summary, the rule states that to operate in ADS-B airspace, an operator who has chosen not to equip with ADS-B Out must obtain a preflight authorization from ATC for all ADS-B Out airspace on the planned flight path. However, the FAA will be unlikely to issue routine and regular authorizations, especially near high-density airports.

EDITOR'S NOTE: *This article appeared in a recent edition of AvWeb Flash and makes a point I thought you'd like to know about. Many organizations and businesses have a stake in the success of the Ray Scholarship program, and here's proof. Chapter 91 has had an AME step up and offer his services as well. We'll tell you more soon.*

Lightspeed Donates Headsets To EAA Scholars

KATE O'CONNOR



The Lightspeed Aviation Foundation announced at Sun 'n Fun 2019 that it will be providing Lightspeed Zulu 3 headsets to the Experimental Aircraft Association's (EAA) Ray Aviation Scholarship recipients. According to EAA, the headsets will be awarded to each scholar upon completion of their first solo flight and ground school requirements.

"The Lightspeed Aviation Foundation, through its 2019 Growth Initiative, wants to empower great programs, such as this one from EAA, to make them even more effective in expanding and promoting a vibrant pilot community," said Lightspeed Aviation founder and president Allan Schrader. "As tools for enhanced flight training, we're thrilled our headsets will help these scholars earn their wings and facilitate clear growth for aviation."

The first two [Ray Aviation Scholarship](#) recipients were announced in February. Scholarships will be available to as many as 100 students funded by \$1 million provided by the Ray Foundation. The scholarship program is administered through EAA's chapter network and EAA reports that more than 200 chapters have applied to participate. As part of the initiative, scholarship students will be tracking their flight training progress on social media.

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
April 7, 2019



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