



**Inside this issue:**

President's Column	Pg. 2
Minutes	Pg. 3
The COP Escape	Pg. 4
Past & Next Programs	Pg. 5
Neat Jackets!	Pg. 6
Y-E and a Closed Airport	Pg. 7
Visit Our Sponsors	Pg. 8

**Special points of interest:**

- Our next gathering will be Monday, April 17 at 7:00 p.m. Pancake breakfast, Saturday April 15 .
- IMC / VMC Clubs meet the 2<sup>nd</sup> Monday of each moth 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.



**COP CAPTURED IN DARING ESCAPE**

**When our COP (Cessna On a Post) recently attempted to flee, Mike Dooley was able to enlist the services of some key Chapter 91 members to help subdue it. Luckily, no one had to use a Tazer, but the errant 150 did need to be restrained. Here our conquering heroes relax after curtailing its further attempt at freedom. President Mike Dooley exposes all the sordid details in this month's issue, so check out his story. The NTSB has declined comment.**

President: **Mike Dooley**  
 President Emeritus: **Larry Young**  
 Vice President and Young Eagles Coordinator: **Chris St. Germain**  
 Secretary: **Pam Ratliff**  
 Treasurer: **Phil Ishmael**  
 Board: **Mark Burrow (also tech advisor), Bob Gurski, Mike Dooley, 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**

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

# President's Corner\*

EAA Chapter 91 president, Mike Dooley

Our Cessna On a Post (COP) has taken a beating over the years during numerous storms, but the wind on Wednesday, April 5 turned out to be too much. The Cessna 150 broke away from the pedestal and hit the lawn and flowerbed with the left wingtip and horizontal stabilizer. Several volunteers immediately strapped it in position to keep it stable and it was relocated to the west ramp on April 7, with help from Lee's Summit Municipal Airport employees and equipment from the runway contractor. See my short article in this issue for more details.

Speaking of contractor activity, work began on runway 18/36 this week and the old concrete is rapidly disappearing. The material removed will be crushed and used to create temporary access/haul roads for later construction activities. The contractor plans to begin work on the intersection of runways 18/36 and 11/29 on April 10. This work will close both runways for a minimum of three weeks. Standby for news and stay alert for Notices to Airmen (NOTAM)!

Our usual April Young Eagle Rally has been cancelled due to the projected airport closure during that time, but we will still have an April pancake breakfast on April 15. Come join us for some of the best pancakes in KC!

Our April chapter gathering features Technical Counselors Mark Burrow and Dave Jobe. They will talk about the role of the Technical Counselor and Dave will also discuss his function as a Designated Airworthiness Representative (DAR). They will have lots of information for homebuilders, so please join us for some great discussion!



P.S. Conversion of Larry Young's pickup into a Welcome Wagon for the homebuilt area at Oshkosh is ongoing. I disassembled the passenger compartment April 4; Larry Young and Pam Ratliff spent a lot of time cleaning it up on April 7. Next steps include removal of the truck rear window and prepping/painting the passenger area components, followed by installation of the windscreen and a trip to an upholstery shop.

*\* Notice the name change? Mike wants your input on a new title for his column. It will be a contest. Let Mike know your thoughts. You could be the winner!*

**EAA CHAPTER 91**  
**MINUTES OF THE MEETING**  
**March 20, 2017**

The meeting of EAA Chapter 91 was called to order at 7 P.M. by President Mike Dooley in the meeting room of the chapter building at Lee's Summit Airport. The Pledge of Allegiance to the flag was led by President Emeritus Larry Young. Mike introduced guests including Bob Godsy and Jack Billington. Mike announced member Charles Gosselin was now at the Kansas Transitional Care Facility at 39th & Rainbow Blvd., room 404 with visitors welcome.

The minutes of the February 11, 2017 meeting were approved as printed in the March newsletter. Mike presented the EAA Certificate for Web Manager to James Perkins as he had not been present at the banquet. The next chapter meeting was scheduled April 17, 2017 with the program to be presented by Mark Burrow and Dave Jobe (DAR), both technical counselors. The next board meeting was scheduled April 3, 2017.

Phil Ishmael, treasurer, presented the annual budget and the current standing of the chapter regarding finances. Chris St. Germain, Young Eagles Coordinator, announced Maddie Taranto would be the chapter-sponsored delegate to EAA Air Academy in 2017. He reminded members the airport would be closed for runway construction for at least 3 weeks during April. There would be a pancake breakfast but no Young Eagles flights on April 15.

Larry Young presented a check for \$3,000 to the chapter donated by member Phil Hedrick to be used toward Young Eagles expenses. Larry had donated his S-10 pickup truck to the chapter for conversion into a Welcome Wagon to in turn be donated to EAA for use at AirVenture. He said work was currently being done on the front windshield. Larry also said he was looking for ideas for programs as he was filling in for Chuck Gosselin.

Mike Dooley said runway 18-36 was scheduled to be closed beginning March 27 with the intersection of 11-29 being closed beginning April 10 for about 21 days, and 11-29 reopening at that time. It was hoped the runways would all reopen in September. He also had information available for anyone interested in a camp site at AirVenture.

For Wants & Needs, Nancy Inderwiesen said she knew of a house for sale at Child's Airpark. She also said if anyone was interested in establishing an air park, to let her know. Larry Young said there was a bed liner and tail gate for an S-10 pick-up for sale.

Following a break, the program was presented by chapter member, Phil Schmidt on painting professional watercolor pictures of airplanes. The meeting adjourned 8:30 P.M. when everyone was invited into the hangar for a demonstration by Phil.

# CESSNA ON A POST



## Becomes A Cessna Off The Post



*By Mike Dooley*

Our March chapter board meeting was interrupted by tornado watches and warnings, and our Cessna On a Post (COP) was being hit by high winds. The COP has withstood extremely high wind gusts since we mounted the Cessna 150 airframe on the pedestal in October of 2010. After the meeting I suggested we should do a thorough inspection and added it to my to-do calendar for May. Well, Mother Nature always gets a vote, and the COP suffered metal fatigue-induced failure from high winds on April 5.

That day I was working at the Wheeler Downtown Airport supporting the French national jet team, Patrouille de France, for the commemoration of the US entry in WWI when my cell phone started buzzing. I ignored it while we marshaled aircraft, but minutes later counted eleven texts saying the COP had blown off the post. I even heard from Jack Gress in Harlingen, Texas.

Pictures showed the impact: left wingtip in the flowerbed, horizontal stabilizer buried in the lawn, fuselage belly resting on one side of the post's stainless skin.

When I got back to KLXT, I chapter members, airport staff, and fellow aviators had gotten tiedown straps on the airframe to further limit movement. Since it was stable, I had the group pose for a photo – special thanks to Tom Owens, Dennis Davis, Keith Schult, and Dave Williams.

John Ohrazda, manager at the Lee's Summit Airport, contacted the construction contractor and arranged their support moving the airframe using a rough-terrain forklift. Everyone rigged, lifted, and moved the airframe to a tiedown position on the west ramp the morning of April 7.

Airframe damage includes the left wingtip and aileron, the left side of the horizontal stabilizer, and a tailcone wrinkle. No damage to the Larry Young Eagle Hangar, the pedestal skins, or any private property. Not a bad landing, all things considered.

Since the ordeal, I've heard several ideas on the future of the COP; to date they include:

1. Rebuild and remount the airframe with stronger components so it can continue to serve as a wind vane.
2. Rebuild and remount but place it in a fixed, level flight position.
3. Rebuild and remount but put it in a fixed, takeoff attitude aimed southeast.
4. Replace the Cessna 150 with a different airframe, preferably a homebuilt.
5. Replace the airframe with a something else, perhaps a statue.
6. Have a contest to get ideas.

So, we have some decisions to make, and a future project for the chapter. Let us know what you think and how you can help.

# MARCH'S PROGRAM



Do you remember those little watercolor paint kits we had in grade school? They were fun, but somehow our creations never really looked that great. So when Phil Schmidt proved that watercolor was, in fact, a valid art tool, we wanted to see exactly how it was done. And did we ever get an education!

Phil's background was always in art and he spent several years as a graphics designer. But after seeing some watercolor paintings at the Plaza Art Fair, he got serious. He spent time with the artist, but apparently, he was a natural as proven by the overwhelming acceptance of his work. While he specializes in flying- and sailing-related themes, Phil teaches watercolor painting at the Kansas City Art Institute where students interpret the medium in many different ways.

Phil exhibits and sells his work at art fairs around the country, but has found private commission work is really his bread and butter. That requires a pretty good head for business, which it's clear he possesses. His abilities were recently recognized by the American Society of Aviation Artists when his membership application was accepted surprisingly quickly. That puts Phil in the elite class, something we already knew.

Phil has donated the chapter several works which have helped raise some much needed funds. While we have always appreciated his work and his support on our behalf, we were unaware of exactly how he created those beautiful paintings. So, at our last meeting, he showed us. There have heard numerous positive comments, and the session was very well attended. We look forward to seeing more great stuff from Phil Schmidt, and thank him for a fantastic program.

# APRIL'S PROGRAM

Are you thinking about building an airplane? Or buying someone's project? Or maybe selling one? Well, that involves the FAA. So what do the feds look for? How do they think? (That's another story!) If any of these scenarios fit you, don't miss Mark Burrow and Dave Jobe's answers at our next gathering, Monday, April 17 at 7:00 p.m. That will be our next program, and worth its weight in gold.



# WHAT'S WITH THOSE JACKETS?



If you attended our annual banquet in February, you may have noticed two guys dressed in snazzy navy blue blazers with matching patches. And if you're a member newer than, say, 1993 or '94, you probably don't know anything about how Mark Burrow and Ron Hayes got those blazers and patches. So here's a brief explanation.

In the late '80s and mid-'90s, an EAA chapter near Dayton, Ohio created an award program to recognize the builders of outstanding aircraft. The awards committee contacted kit manufacturers and builder's groups to solicit appropriate candidates. In 1993, Ron Hayes was nominated by his builder's group for making his outstanding Thorp T18, and Mark Burrow got the nod from Aero Designs, then maker of the Pulsar series for his Pulsar 1-TD. This was the first time two winners came from the same chapter, same airport, and even the same hangar – yes, their airplanes shared space.

In Dayton, they received their awards personally from Wilkerson Wright, great grand nephew of Orville and Wilbur. The actual trophy was a miniature replica of the Wright Flyer in a domed case, and the blazers were provided for extra bragging rights – like the green jackets from the Masters Golf Tournament.

The award program had received financial sponsorship from some very big corporations but around 1996, that support was withdrawn and the program collapsed. So it's safe to say Ron and Mark are truly among the very few ever to receive such an honor.

As you can imagine, when they won, Ron and Mark presented a program at a chapter meeting, but that was long ago. So it seemed time to retell their story, especially since they were seen recently wearing those impressive blazers.

## FREE AIR SAFETY INSTITUTE PROGRAM

AOPA'S Air Safety Institute comes to the KC area twice each year presenting excellent safety-related programs. The spring event will be at OJC's KCAC on Thursday, April 13 from 7 til 9 p.m. Admission is free and you do not have to be an AOPA member to attend.

Our own Jeannè Willerth will present the program featuring case studies of activities at non-towered airports. Chapter 91 members always support these programs and we encourage everyone to join us. It will be time well spent.

## YOUNG EAGLES AND A CLOSED AIRPORT

By now, most everyone knows the airport is under construction. Runway 18-36 was closed last week, and 11-29 is scheduled to shut down April 10 at 8:00 p.m. The closing of the intersection of the north/south and east/west runways will bring everything except helicopter operations to a screeching halt for about twenty-one days. But once that intersection is completed, the east/west (11-29) runway will reopen for fixed wing flights. So how exactly does this affect our Young Eagles program? Glad you asked!

A closed airport will definitely curtail our Young Eagles flights, but we know many families will come out anyway. So we will continue holding our regular pancake breakfasts as usual. We have posted the airport's status on our web site, but we understand there's no way to get the word out universally. That's why the pancake breakfasts will continue. Please don't think your help will not be needed in the interim – it is. Your assistance with our pancake breakfasts is very important, and we truly value your generous contributions.

With any luck, the east/west runway will reopen on or about May first. Our next Young Eagles event will be on May 20, so that gives some wiggle room for weather and the normal hiccups in any construction project. So assuming this all works out, we will plan to host our next Young Eagles flights on the third Saturday of May, the 20th. But remember, until then, we will continue the pancake breakfasts as usual. Stay tuned for any updates which will be sent to you if and when they become known.

## A LONG DISTANCE PROJECT



Jack Billington flies a Bonanza but wanted to build an RV-14. Since he lives down in the Ozarks and there aren't any RVs (the flying kind, that is) in his area, he started searching for someone who could help with his project. He discovered that LXT has Chapter 91, and Chapter 91 has a lot of RVs. So guess what he did? Yeah, he sent himself and his kits to Richard White at the airport. Now, THAT's some help! Jack addressed the membership at our last gathering, and invited us to come see his project. He's going to be with us for a while, so don't hesitate to introduce yourself when you see him. He appreciates our enthusiasm and expertise. Welcome, Jack! We're glad you're here.

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THE MONTHLY NEWSLETTER:  
EAA CHAPTER 91  
April 9, 2017



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