

## IN THE NAME OF SAFETY

Chapter member Ron Penrose is hosting a special training event for other Yak-52 owners. Ron acknowledges his plane as an unforgiving mistress whose quirks must be understood and assuaged. So purely for safety reasons, this clinic has been scheduled. (See the story on Pages 8 & 9.) It's an impressive illustration of how just one very aware pilot identified needed safety measures, and did something about them. In our continuing efforts to remain safe, maybe we should all take a hint from Ron's example. What could you do?

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### **Special points of interest:**

- Our next gathering will be Monday, August 21 at 7:00 p.m. Young Eagles pancake breakfast, Saturday August 19.
- IMC / VMC Clubs meet the 2<sup>nd</sup> 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.

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 President Emeritus: **Larry Young**  
 Vice President and Young Eagles Coordinator: **Chris St. Germain**  
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EAA Chapter 91, Lee's Summit Municipal Airport (KLXT)  
 Lee's Summit, Missouri

# President's Corner

**EAA Chapter 91 president, Mike Dooley**

AirVenture was a great success this year! We registered more than 1,100 homebuilt aircraft for the second year in the row; the numbers for other aircraft are equally impressive. See this edition of our newsletter for overall statistics. Even more impressive was the contribution of more than 5,000 volunteers to make this event possible. Chapter 91 members provided more than 750 volunteer hours in a variety of positions all over the grounds including homebuilt aircraft registration, trams/shuttle services, warbirds, and welcome wagon operations.

Speaking of the welcome wagons, our own Welcome Wagon #4 arrived on July 21 after an epic drive by Larry Young and his son Craig, escorted by Pam Ratliff in her SUV. Customers really appreciated the newest addition to the Welcome Wagon fleet; it was also featured in an article in the "AirVenture Today" daily newspaper. Thanks to all who made this chapter project a success!

We had a dedicated Chapter 91 camping area in Camp Scholler for the first time this year, identified by a new chapter banner donated by Keith Schult. A special thanks to Bob and Joan Gurski for volunteering to be camp hosts! It wasn't all work and no play at Oshkosh: our annual chapter dinner was held at the Roxy Supper Club in downtown Oshkosh on July 26 and was well attended.

The AirVenture grounds also received a facelift: Homebuilt Camping was enhanced by the addition of a beautiful new pavilion, equipped with gas grills, gas pancake griddles, and cell phone charging stations. EAA also created a new Blue Barn facility near the forum buildings that provided a wealth of information regarding chapters, Young Eagles, and other programs. A new Chapters Pavillion in Camp Scholler provided a social gathering area and several chapters took advantage of the facility to host a variety of events.

Chapter 91 activities this month include an IMC Club meeting on August 14, our monthly pancake breakfast and Young Eagle rally on August 19, and the chapter gathering on August 21. Our monthly cookout will be August 25 to coincide with a Red Star aerobatic workshop hosted by Ron Penrose.

Work continues on the extension of runway 18/36. Some minor delays slowed work while we were away at AirVenture and the latest projection calls for a September 22 opening. Stand by for news and stay alert for Notices to Airmen (NOTAM) regarding temporary closures needed to connect the new pavement to taxiways, install lighting, and other matters.

I'd like all members to place a renewed emphasis on safety: please make use of all available resources such as other builders, our technical counselors, and EAA flight advisors if you are building or transitioning to a flying aircraft. Attend our IMC Club and VMC Club meetings, consult local flight instructors and most important of all: don't do anything dumb!



P.S. Our Homebuilt Headquarters at Oshkosh needs some TLC. I'll be leading a work party to install a new epoxy floor coating and kitchen cabinet during the month of September. Contact me if you'd like to volunteer. Lodging will be provided by EAA.

# **EAA CHAPTER 91**

## **MINUTES OF THE MEETING**

### **July 17, 2017**

The meeting of EAA Chapter 91 was called to order at 7:00 P.M. by Vice-president, Chris St. Germain in the chapter meeting room at Lee's Summit Airport. The Pledge of Allegiance was said and Chris asked for guests. Jason Cranston was visiting, with Bud Owens and Kit Lindsay, both new members, present.

The minutes of the June 19, 2017 meeting were approved as printed in the July newsletter. As treasurer, Phil Ishmael was not present, there was no treasurer's report. Pam passed a sign-in sheet to record attendance as well as sheets to sign-up to help at coming breakfasts and Young Eagles rally in August.

The next chapter meeting would be Monday, August 21 and the program would be presented by Griff Pickett on using fiberglass. This would be in conjunction with the KR2 fly-in. The next board meeting was scheduled August 7.

The next pancake breakfast and Young Eagles rally was scheduled August 19. The potluck cookout would be scheduled a week later than usual, August 25, to coincide with a Russian aerobatic instructor sponsored by Ron Penrose, who will be working with a group of Yak pilots.

Young Eagles Coordinator Chris St. Germain said about 64 Young Eagles participated in the event July 15. The delegate sponsored by Chapter 91 to Air Academy, Madi Taranto, had been flown to Oshkosh by chapter member, Gus Schlegel, and would be participating in the first session.

Chris asked for a volunteer to lead the rebuilding of the Cessna-on-a-Post pedestal. Larry Young nominated Mike Nault who agreed to serve. After the Welcome Wagon soon departs for AirVenture, the chapter could turn its attention to the COP. The Welcome Wagon was scheduled to be driven to Oshkosh by Larry Young and his son Friday, July 21.

Regarding wants and needs, Nancy Inderwiesen had requested a volunteer to fill in for her mowing the chapter grass; Dennis volunteered. Also it was pointed out she had cleaned the meeting room carpet. Griff Pickett was seeking help to move airplane wings from Belton to LXT; Larry Rhodes agreed to help out. Rob Schmitt said there would be a KR Gathering September 21 to 24 at LXT. He anticipated about 15 aircraft would come from many different areas. Anyone would be welcome to register if interested in attending the banquet. Tom Owens won the 50/50 drawing and returned his winnings to the chapter.

Phil Liming presented a program on "The TriStar Experience," and is planning to hold a kid's day at MKC September 30. Following his presentation, the meeting adjourned at 8:50 P.M.

# COULD YOU USE A TECH COUNSELOR?

Not long ago, FAA officials reported LXT has the highest accident numbers in the area. We don't like to hear that but we should face the facts positively and work to change it. One way is to utilize Chapter 91's technical counselors. Mark Burrow and Dave Jobe are available at absolutely no cost to help with your technical questions. So what can they do for you? Take a look.

1. Provide another set of trained eyes to inspect the builder's process and technique.
2. Ask questions and make comments in order to facilitate the builder's "safety first" mindset.
3. Advise builder or owners on condition inspections.
4. Provide opinions and guidance with kit or project purchase decisions.
5. Advise potential owners on aircraft purchases or make suggestions on improving your current airplane.
6. Identify and promote builders' participation in the many available skills workshops. Then they can introduce you to others who have built the same aircraft. They can mentor builders to acquire required skills.
7. Assist builders in overcoming unfamiliar obstacles to completion -- weight-and-balance, for example.
8. Make builders aware of any known kit-design issues, or with installed systems.

But here's what they cannot or will not do:

1. Build your aircraft or any part thereof.
2. Sign logbooks.
3. Approve modifications to the plans or manuals.
4. Accept compensation for services



# SOME JULY YOUNG EAGLES



# JULY'S PROGRAM



When you're passionate about aviation, you want to share it. And with a serious pilot shortage and the industry is under pressure, sharing that passion becomes imperative because only the younger generations can keep things going. EAA nationally and Chapter 91 locally have led the way with our Young Eagles program, but others are stepping in as well. One notable example is the TriStar Experience, which approaches aviation and aerospace-related careers using the STEM (Science, Technology, Engineering and Mathematics) approach. STEM is now recognized in educational facilities as a legitimate methodology.

Last month's speaker, Phil Liming, holds multiple degrees in science-related fields and is a practicing engineer whose firm specializes in systems safety engineering and FAA certification. Add a pilot's license and a Zenith CH-801 built with his father several years back, and you have a guy who is well qualified to show how TriStar is making important inroads with kids.

Founded in 2013 as a 501(c)(3) charitable organization, the TriStar Experience has developed significant educational curricula for grade and middle schools, and has trained numerous teachers to present its programs. Completing those courses qualifies students to board the group's Lockheed L-1011 or BAC 1-11 aircraft. These planes have been reconditioned into flyable classrooms, and give additional pizzazz to the learning environment.

The TriStar Experience recently sponsored an egg-drop challenge at the Kansas City Maker's Faire. Using STEM-related concepts, the kids tried to protect eggs from shattering on impact with the ground. The program allowed students to transfer STEM ideas into real world situations. That underscored the viability of TriStar's approach.

Phil proved the organization's value, and extended an invitation to any potential helpers to join the fun. We are delighted to link arms with the TriStar Experience folks to help introduce the next generation to the wonders and enjoyment of flight.

# **AUGUST'S PROGRAM - BUILDING WITH GRIFF**

Some thirty years ago, Chapter 91 member Griff Pickett was finishing a KR-2 when life intervened and the project halted just short of completion. But during the building process, Griff experimented with and even gained particular enviable notoriety using non-standard materials to create some components.

Well, that was then, but now Griff is back building another KR-2, so we've asked him to share some of those original building techniques. He has agreed, and will demonstrate how to layup and build with vinyl ester resin to construct a fuel tank. So, how does this work for RV builders? Well, you don't have to use a metal tank, do you? Maybe thinking outside the box will germinate some new ideas. And even if you're not building, it might still plant a seed you'll find useful later. Either way, Griff's presentation will be helpful and interesting, so join us Monday, August 21 starting at 7:00 p.m. It will be well worth your time.

## **NEED A CESSNA 172 PROP**

Griff Pickett is looking for a good prop for a Cessna 172. He's not particular about the numbers – whether it's a climb or cruise prop – but needs to be sure it's sound and functional. If you can help, please contact Griff at 816 405-3539 or by e-mail, [grpickett@hotmail.com](mailto:grpickett@hotmail.com), or see him at the August gathering.

## **CHAPTER COOKOUT SCHEDULE CHANGE**

As you know, our monthly potluck cookouts have been wildly successful. So much so, that the board voted to incorporate them official, standard, ongoing functions of the chapter. Normally, our cookout is the Friday evening before our Young Eagles rallies, which occur the following Saturday. But this month, there will be no cookout. Why? Well, this month's will actually take place on the first Friday of September to coincide with a special event hosted by chapter member Ron Penrose. You will see Ron's story on the next page, but we wanted to be sure everyone knows of the change. It's only for this month.

After you read Ron's story, grab your calendar, cross out the usual August cookout date, and pencil it in for Friday, September 1. Flames flare at 5:00 p.m. and the serving lines queue up at 5:30. At dinner, you'll be treated to a short talk by a UK-based Russian flight instructor named Gennady Alfamov. "Gena" is instructing Ron's aerobatic clinic and he has graciously agreed to share some of his experiences with us. So please note the change, and do your best to attend the cookout on September 1. Remember to bring something to share with the others. Just follow the cooking smoke to the Larry Young Hangar, and enjoy.

# YAK ATTACK



Chapter 91 member Ron Penrose owns a unique airplane: a Yak-52. Designed in Russia and manufactured in Romania, this WW-II-era military trainer served as Russia's default aerobatic competitor until very recently. The nine-cylinder Vedeneyev M14P delivers 360 horsepower, turning the prop the wrong direction.

As a retired army pilot, Ron wanted a warbird. So in 2013 he entered some parameters on the Barnstormer's site, and up popped a Yak-52 in Crossville, Tennessee. The Yak-52 came from a long line of Russian built Yakovlev (Yak) aircraft whose heritage was purely military, so it showed real potential. Ron traveled south and bought the then unpainted, two place steed. Only the pilot's altimeter adheres to U.S. convention while the other instruments are in metric measurements: Pressures are listed in atmospheres, and speeds are in kilometers per hour. It's licensed in the FAA's Experimental Exhibition category.

Transition training helped Ron master that wrong-way engine torque, and he fell in love with his new Yak. Since it's relatively heavy (empty weight is 2,200 pounds), turbulence is easier to handle than a lighter airplane. An engine-driven air compressor feeds both main and backup air tanks with 750 PSI to work the flaps, gear and brakes. The Yak climbs at 1,400 feet per minute and cruises at 115 knots. It sips 14 to 15 GPH at 75%, but guzzles 24 at full throttle. Parts, both used and new, are readily available for reasonable prices, so maintenance is not unusually difficult or expensive.

Ron reports his Yak is comfortable to fly and handles cross winds very well. Plus, it's quite aerobatic. That lead him to seek expert assistance, since airplanes designed as military trainers can get unsuspecting pilots into trouble quickly. So, from August 26 through September 2, three Yak-52s, including Ron's, will converge on LXT where the pilots will receive special training from Gennady "Gena" Alfamov, a UK-based, Russian flight instructor whose more than 25 years' experience in Yak-52s prepared young people for flight in the Soviet air force.

The training will be intense and extensive, but the pilots will emerge far better prepared to handle the unique characteristics of the aircraft. Watch for a follow-up report in a future newsletter.

*Continued on next page*



# **YAK ATTACK, Continued**

Note also that Chapter 91 members are invited to participate – well, sort of. Our August potluck cookout, which normally precedes our Young Eagles events, will be moved to Friday evening, September 1, with grills firing up at 5:00 p.m. and serving lines forming at 5:30. During that event, Gena will address the group to explain more about what he and his students are doing, so you will definitely want to attend. This is a once-in-a-lifetime opportunity to be with other safety-minded pilots to learn more about how specialized aerobatic training could save your life. Plus, it will show Gena and the other Yak pilots Chapter 91's version of friendship and hospitality. So get up and go mark that calendar now!

## **THE WEEK THAT WAS – 2017 AIRVENTURE METRICS**

The aviation press waxed eloquently about 2017's AirVenture. They said it was the best one ever. Jack Pelton was quoted as saying, "I believe it's the best AirVenture week that I've ever seen." Unfortunately, I was elsewhere when it started, but believe me, I would much rather have been in Oshkosh! While I can only report the information I've received, it sounds like it was great. Here are some of the metrics:

The first visit by the U.S. Navy Blue Angels, and the first Apollo reunion. Two B-29s in attendance and flying in formation. Human attendees approximated 590,000, an increase of five percent over 2016. Five thousand volunteers. More than 10,000 total aircraft. At Wittman Field alone, there were 17,223 aircraft operations, or approximately 123 takeoffs and landings per hour.

There were 2,991 show planes (up 5% from 2016), 1,107 homebuilts (second straight year over 1,100), 1,162 vintage airplanes (up 12%), 351 warbirds, 168 ultralights and light sport aircraft, seventy-nine seaplanes, fifty-four rotorcraft, sixty aerobatic aircraft, and ten hot air balloons.

Commercial exhibits: 861. More than 11,600 camping sites hosted 40,000 visitors. A total of 1,050 forums and workshops were attended by more than 75,000 people. The International Visitor's Tent hosted 2,527 visitors from a record-tying eighty nations: Canada, Australia and South Africa had the most.

Weather was great for six of the seven official days, and media representatives totaled 906. All in all, it sounds like it was a terrific event. Maybe next year I can go. Just think – all those attendance numbers would increase by one!

# ANOTHER YOUNG EAGLES SUCCESS STORY

The Young Eagles program works. Over the years, we've seen many examples, and it's happened again. Chris St. Germain, our Young Eagles coordinator, dropped me a line to report that Elizabeth (Lizzy) Barclay soloed. Who is Lizzy and how'd it happen? Here's what Chris said:

"I've seen her and her mom countless times at Lee's Summit Airport on Saturday mornings for Young Eagles. Having reviewed her forms for years, I finally noted they live in Plattsburg, Missouri, which I knew to be well north. The mapping showed her mom was bringing her more than 50 miles each way.

"I looked in her little Young Eagles logbook one morning and saw it was full! I've never seen one all used. I had won a pink logbook from a raffle at the 99's dinner and gave it to Lizzy, telling her it was time to start using the real thing. A check on the EAA "World's Largest Logbook" lists 20 flights for Lizzy, going back to 2010. She should be checked out on the entire Chapter 91 inventory by now.

"Her family attended the airshow at the Downtown Airport a couple of years ago, and I took her beyond the security line to see some things that the regular attendees can't. She got to talk with a LifeFlight helicopter pilot for 20 minutes, and met Sean Tucker. In a hangar, we crossed paths with Mike Goulian, who stopped and chatted, took a picture, and told Lizzy to stay in touch with him through Facebook to let him know of her progress. (I have a huge regard for Mike after that.)

"When Lizzy had contacted me last year for advice about buying a headset, I knew good things were in the works. Lizzy just texted a couple of weeks ago to advise me that she had soloed at UCM, where she's a student in the professional pilot aviation program. I'm really looking forward to getting that future call about passing a pilot checkride."

Congratulations, Lizzy! We look forward to hearing even more.

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THE MONTHLY NEWSLETTER:  
EAA CHAPTER 91  
August 13, 2017



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