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Special points of interest:

- Our next gathering will be online and in person, Monday, August 16 at 7:00 p.m. IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m.
- Our next limited Young Eagles rally will be Saturday, August 21; **no** pancake breakfast
- We’re always looking for good ideas for programs. Please contact Larry Young with your information.



Image courtesy of Dave Thoeni

WHICH WAY HOME?

Pent-up demand created new records at AirVenture this year. You can’t keep pilots away from their interests very easily, even for that creepy bug that persisted in trying. After a non-existent 2020 show, 2021 proved how much people wanted to get back to some semblance of normal. And that they did! While overall attendance wasn’t the highest ever, it was way more than respectable. Thanks to several chapter members and their cameras, you can relive some of the fun in this issue.

- | |
|---|
| President: Mike Dooley |
| President Emeritus: Larry Young |
| Vice President and Young Eagles Coordinator: Chris St. Germain |
| Secretary: Rob Schmitt |
| Treasurer: Rob Ravencamp |
| Board: Jim Brady, Paul Rodriguez, Larry Rhoads, Phil Ishmael |
| Tech Staff: Dave Jobe, Mark Burrow, & John Rice. |
| Program Chairman: Larry Young |
| Maintenance: Tom Licata |
| Newsletter: Bruce Hood |
| Web Editor: James Perkins |
| 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

AirVenture 2021 was a huge success! Some numbers:

- Total aircraft: more than 10,000.
- Takeoffs and landings at Wittman Regional Airport: 16,378 in the 10-day period from July 22-31
- Total show planes: 3,176
 - 1,420 vintage aircraft (a record)
 - 1,089 homebuilt aircraft
 - 354 warbirds
 - 148 aerobatic aircraft, 112 seaplanes, 33 ultralights, and 27 rotorcraft.
- Campsites: More than 12,000 housing approximately 40,000 visitors.
- Forums, Workshops, and Presentations: 1,055 sessions hosted throughout the week.
- More than 5,000 volunteers contributed more than 250,000 hours.
 - 15 of these volunteers were Chapter 91 members. Collectively we contributed 984 hours -- an average of nearly 66 hours each!
 - Chris St. Germain and Steele Russell each won gift cards/certificates for their roles in Homebuilt Registration and Chapter 91 also won a Lincoln TIG welder in the chapters drawing.
 - Pam Ratliff was recognized as "Volunteer of the Year" during a ceremony at the Volunteer Park on Sunday July 25. Previous Chapter 91 recipients included Jack Gress and Larry Young.
 - Chapter members enjoyed a hamburger & hotdog cookout at the Chapters Pavilion in Camp Scholler on Tuesday July 27 -- thanks to all who volunteered to set up and cook!
 - Rob Schmitt showcased his KR2 in the Homebuilts in Review display area on Saturday, July 31.

Jackson County has just announced a thirty-day mask mandate that will begin Monday, August 9 for everyone age 5 and older regardless of vaccination status. Chapter 91 events in August have therefore been modified and or canceled as needed to meet the challenges imposed by these restrictions.

Despite a return to wearing masks, we'll have some great programs and events this month:

- The VMC Club Meeting on Monday August 12 (7 pm; in-person at the Eagle Hangar; masks required). Chris Hope will lead a discussion about "Emergency or Inconvenience?"
- We'll also host a Young Eagle Rally on Saturday, August 21.
 - There will **NOT** be a breakfast with this one!
 - Young Eagle flights will be from 8:30 until noon.
 - We will use EAA's online reservation system to coordinate support, including pilots, ground crew, and Young Eagles registrations. See eaachapter91.org for the registration link. Masks are required inside the Eagle Hangar. Pilots may require masks while in or around their aircraft.
- Our next chapter gathering will be a hybrid event (both online and in-person) on Monday evening, August 16. See the details in this newsletter to get connected! Social time beginning at 6:30 pm; we will start the gathering at 7pm. Our guest speaker will be David Kuehn, Army Aviator, CFI, and Air Traffic Controller. He'll speak with us about interacting with Kansas City Center and the services they can offer. Masks will be required in the meeting room.
- Chapter 91 and KLXT will host the national gathering of KR (Ken Rand) homebuilt aircraft the weekend of September 10-12.

Aviate when you can-see you at the Eagle Hangar!



MIKE'S UPDATES

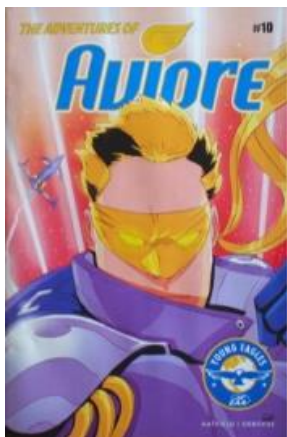
Eagle Hangar Landscaping Planning

Yes, the Eagle Hangar looks a bit naked without the evergreens. Our landscaping plan is progressing so watch the newsletter for updates. Let me -- or another board member know -- if you can help with planting. Phone or text to 816 956-1887 or email to jump88@aol.com.

Hedrick Sale Update

Remaining items from the Phil Hedrick memorabilia collection are on sale at The Olive Branch Antiquities and Oddities shop in Odessa, MO. It's a fun shop to visit and we encourage you to support the shop as it continues to sell items on behalf of the chapter. The Olive Branch is located at 123 S. Second St., Odessa, MO 64076

AVIORE CONTRIBUTIONS REQUESTED



Yes, it's that time again. The last issue of EAA's *Sport Aviation* magazine included the next installation of the kid-popular Aviore graphic novel (you may have known them as comic books) and if you don't mind sharing it, we'd love to have your copy. Yeah, you know how it is. Some of the Young Eagles are on the young side and tend to be bored while waiting for their flights – especially when no breakfast is being served as will be this month's situation again. Consequently, the more we can offer them to help stem the monotony the better. And they seem to enjoy reading the next adventure of Aviore. (Frankly, I would, too, if I were in their shoes.)

The newest adventure finds our hero . . . uh . . . well, I gave mine to a young man recently, so I didn't get the chance to read it. But we all know Aviore is always fighting the forces of evil and encouraging those who dream of flight. That's why the kids love to read these exciting and unique, action packed manuscripts.

As we typically do throughout the year, we would ask that you save your copy and bring it with you to an upcoming Chapter 91 event so we can distribute them to the youngsters who would most enjoy and benefit from them. Normally, we compile them in the clubhouse's office, but check with an officer or board member when you arrive and we'll gladly accept and inventory your contribution. These are just some of the little things we can do to help encourage future pilots and aviation enthusiasts. So if you can help, we'd very much appreciate it.



Our next meeting of the VMC Club will be Monday, August 9th at 7:00 p.m.

UPDATE - MASKS WILL BE REQUIRED OF ALL WHO ATTEND THIS MEETING - FROM THE JACKSON COUNTY ADMINISTRATOR: "I take no joy in making this announcement today, and quite frankly, am saddened that despite our best efforts, this virus is taking a devastating toll on our county, region and nation once again," said **Jackson County Executive Frank White, Jr.** "From the beginning of the pandemic, we have relied upon our public health and medical professionals to provide us with the data and guidance that we need to make informed decisions based on science and not on politics. Wearing a mask may not be fun, but it is our best shot at preventing our hospitals from being overwhelmed, keeping our businesses open and our kids in school."

Emergency or inconvenience? All of us react to the unexpected in different ways, depending on our flying experience and our overall life experiences. This month I am looking for our more seasoned members to talk about some of their unexpected situations. And hopefully some of our less-experienced pilots will see that not every "emergency" really is. And perhaps, some events that don't seem so dangerous really might be. Come join us.

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, CFII, 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.)

JULY'S YOUNG EAGLES



Everyone survived in spite of a no-breakfast morning, so August's event – a repeat – will be just fine.



THIS MONTH'S PROGRAM

You may recall (I had forgotten) we did not have a monthly chapter gathering last month thanks to so many members volunteering at AirVenture in Oshkosh. Consequently, we did not have any minutes or a program to tell you about. But this month we will hold one and we will have a very interesting speaker. Dave Kuehn has a strong aviation background, having flown army helicopters in Vietnam, earning and practicing as a CFI, and working for the FAA as an air traffic controller. Yep, I'd say that qualifies.

John will present a program where he will share some insights into exactly how center controllers can make our flying more pleasant, even when we're not on an IFR flight plan. He's acutely aware of the reluctance for non-instrument rated pilots to communicate with ATC, and he'd like to help alleviate some of those concerns by demonstrating that doing so can actually enhance our flying experiences. The gathering will be both online (via GoToMeeting) and in-person, thanks to the newly reinstated mask mandate.

You may tune in online as early as 6:30 to visit with other like-minded members, but the actual meeting will begin promptly at 7 pm as usual. Please plan to attend whichever way you prefer, but do join us. It promises to be an interesting one.

ONLINE INVITATION

Just when we thought everything might be returning to normal, the delta variant popped up and scared some of our leaders. Say what you will about an overabundance of caution, it is what it is, and we're stuck with it. That means our reliance on the GoToMeeting app for our online access to August's chapter gathering has returned, and you'll want to be aware of how to get and use it – if you never have, that is. Otherwise, it's the same as it has been for the past several months.

You'll need to have the app on your smart phone or digital device (tablet or PC), so if you don't have it, go to <https://global.gotomeeting.com/install/192586029> and download it. Setup is super simple; just follow the instructions. Even I, who spent three years in the fourth grade, could make it work, so you have no excuse. Then, when the date and time roll around and you're ready, go to <https://global.gotomeeting.com/join/192586029> and logon. That's it. You can even gain access without all these digital conveniences by dialing in using a plain old telephone. Just call [1 408 650-3123](tel:14086503123). When asked, enter the access code: 192-586-029. You won't see anything, of course, but you can hear the goings-on just fine.

Well, there you have it: how to attend without actually being in the room. Of course, if you don't mind wearing a mask, you are certainly welcome to join us in person at the clubhouse. That's the Larry Young Eagle Hangar meeting room at Lee's Summit Municipal Airport (KLXT). However you attend, we look forward to having you with us in person or in spirit.

WHAT I DID WITH MY SUMMER

by John Ford



Hey, what did you do this summer? Well, this spring I stumbled on an ad on Facebook for a Multi Engine Seaplane rating on a Beech 18. OK, I can't pass that up. I signed up for it; the training and checkride were scheduled for first week of July. The Multi Engine Seaplane rating is available to anyone already having both Multi Engine Land and Single Engine Sea ratings. The conversion to Multi Engine Seaplane involves a 4.5 hour dual checkout on the Twin Beech, followed by an FAA checkride with a Designated Pilot Examiner.

I didn't have a single engine seaplane rating, so the Beech 18 instructor offered to "do" me in his C-185 a week prior to the Beech training and checkride. So, within 36 hours (including a night's sleep and some potty breaks), I went from no seaplane rating to a completed FAA single engine seaplane rating checkride in the C-185. OK, now we are ready for the heavy metal!

The Beech 18 (D18S), as all bigger planes, was easier to fly than the squirrely C-185. However, if you aren't fiddling, adjusting, tweaking, or changing something 100% of the time, you are falling behind the airplane. So by the time we had done a dozen water landings and visited two or three lakes in the beautiful scenery north of Duluth, I was comfortable with coaxing the beast through its paces. Consequently, the CFI passed me over to the DPE. The checkride was preceded by a 1.5 hour oral exam, a very pleasant experience on a picture-perfect sunny day.

I also have to say that the Beech 18 used for this activity is absolutely mint. There is nothing worn, broken, patched, duct-taped, missing, loose, or even dirty. Absolutely a first class airplane!

Why did I do it? Well, it was an opportunity to stretch my skillset and try something different. I was amazed at how quickly my flying habits changed and how I picked up several tidbits of knowledge and situational awareness that had somehow escaped through the years. WOW is the only appropriate word.

All told, I traveled to Duluth (KDYT) twice: once by car, and once with my Cardinal, and logged 7 hours on the C-185, 4.5 hours on the Twin Beech, including 2 DPE checkrides, and put another 8 hours on my Cardinal in only 7 days. Yes, binge flying at its best, I guess. Also, all this counts as a Flight Review.

As it turns out, I am now a member of a small, shrinking community of float-rated Beech 18 pilots. Clearly, I enjoyed it, and highly recommend it!

AUGUST VERSUS JULY

AUGUST'S CHAPTER GATHERING

We did not expect to have to repeat this notification after last month's newsletter, but it's necessary. Last month, we did not hold a chapter gathering, but we will this month. But with the Covid mask mandate re-implemented, that means any indoor gathering will require a mask. Hey! Don't kill the messenger! I don't like it any more than you do. We just want you to know. So you can attend August's gathering in person or online. But if you come to the clubhouse, you'll need to hide your face. While this mandate is in effect for just thirty days, don't be surprised if it gets extended.

YOUNG EAGLES

This month's Young Eagles event will look just like July's – we'll fly the kids but there will be no pancake breakfast. The Covid mask mandate would make several challenges with preparing and serving breakfast – not to mention eating it. Consequently, the pancake breakfast will once again be deleted this month. In addition, Young Eagles kids will be required to have a completed Covid-related waiver signed by their parents. Actually, we're erring on the side of caution. Following FAA guidance, pilots are not required to mask up in their airplanes, but some may choose to do so. And some parents may feel more comfortable asking for those pilots; others will be okay with the unmasked. Since this presents a mix, the waiver made sense. More about this at the August gathering.

AUGUST'S VMC CLUB

This month's VMC club will be held at the clubhouse with an in-person audience, but thanks to the renewed Covid mask mandate, masks will be required. Chris can always go back to using the online presentation method, but would prefer to keep it in person if at all possible. So if you would like to attend the VMC club this month, just be aware that you will need to mask up.

THE POTLUCK COOKOUT

Unlike July, this month's popular potluck cookout will go on as planned. If that should change, we'll let you know. However, and I'm sure you've already guessed it, if you're in side, you'll need to look like a bank robber. What can we say? Inconvenience seems to be the watchword, but most everyone is used to it by now. We can hope that things will ease up over the month or maybe by the end of September when the Delta variant is predicted to have peaked. But since we really don't know, please watch for the newsletter and any intermediate updates that may go out. We'll do our best to keep you informed.

AIRVENTURE THROUGH THE LENS OF PHIL ISHMAEL



KR CONVENTION COMING TO KLXT



A few years back, the KR owners and pilots' group held its annual convention at KLXT. Apparently it was well received so, thanks for Chapter 91 board member and avid KR builder and pilot Phil Schmitt, it's coming again. The weekend of September 11 and 12, Chapter 91 will again assist with hosting this group, and if you'd like to come see the vast array of KR's, you are cordially invited. A banquet will be held which you may attend if you wish, *but* you must sign up and prepay your check in order to be included. Rob will explain more at August's chapter gathering.

AIRVENTURE ACTIVITIES & AWARDS

From Mike Dooley



PAM RATLIFF WINS VOLUNTEER OF THE YEAR



After many, many years of faithful service at AirVenture in Oshkosh, Chapter 91 former secretary & treasurer Pam Ratliff finally received some well-earned recognition. Pam was finally awarded a coveted brick engraved with her name which is now permanently enshrined in Volunteer Park. Thanks in part to her dedication to volunteerism, Chapter 91 had a significant increase in volunteers at this year's groundbreaking event. Congratulations, Pam! Well done.

Image courtesy of Mike Dooley

BUILD-AND-FLY PROGRAM ON HOLD AGAIN

Susan Calvin's restart was gaining ground and looking good. Then the revised mask mandate hit and brought all that to a screeching halt. Susan explained that experience has proven masks do not mix well with this activity, so until further notice, the Build and Fly program folks will not meet. Stay tuned for updates.

SCHOLARSHIP WINNER STILL NOT OFFICIAL

Chapter 91 was once again complimented by being allowed to host another Ray Scholarship candidate for 2021. The committee met with all the candidates and handled the tough job of selecting the final winner. But the rules of the game stipulate that the final call is with EAA Headquarters, and the timing couldn't have been worse. By that I mean the annual AirVenture convention at Oshkosh saps every staff member because each must juggle many additional chores in addition to those regular jobs in order to facilitate the massive event. Consequently, when we submitted the chapter's choice, the appropriate decision makers were already knee deep in all that extra . . .well . . . juggling. So, while we have done our part, we must continue to wait patiently until EAA is able to confirm (or deny) our nominee. This is not an affront to HQ, just recognition of the facts of life – AirVenture must take priority. So as soon as we receive the final word from Oshkosh, you'll be the first to know. Jim Brady can't wait to breath easier.

TRI-MOTOR WING DONATIONS SOUGHT

As you probably know, a few years ago, Chapter 91 committed to a \$10,000 contribution to the Tri-Motor wing rebuild fund. We were one of only two or three chapters to make that high a guarantee. EAA's fund-raising effort covers a three year period, and we have already sent two years' worth. We are now on our final leg and pretty close to achieving our goal. I, for one, committed to donating \$100 each of the three years so will be writing my final check shortly. If you would be willing to help out with this very worthwhile endeavor, we would certainly appreciate it. Asking the chapters to participate in the \$1,000,000 project was just one funding source, so we aren't bearing the whole load. But our participation is significant to paying off this large charge. If you write a check, please make it out to Chapter 91 and put "Tri-Motor Fund" in the memo portion. That way we'll know to credit that money to the proper budget item. If you can help, great. Many thanks.

Cessna Steam Gauges For Sale!

Get Them While They're Hot!



- All electrics are 28V.
- All were working fine when removed from 1999 Cessna 182 for panel upgrade(s).
- Asking prices shown below.
- May be seen at KLXT by appointment.

Contact:
Jeanné Willerth
www.jeannewillerth.com
 816-679-6084 c

Instruments from 1999 Cessna 182	Part #	Serial #	Price
Cessna 3" DG w/ heading bug for autopilot	Cessna S3330-2	T53012D overhauled 10-16-02	\$700
Cessna Altimeter	5934P-3	396297 certified 9-12-07	\$250
Attitude indicator	Cessna S3326-1	T69465N	\$350
Air Speed indicator with 182 markings	Cessna S3325-5	T38028B	\$250
Vertical speed indicator	S3327-1	284573	\$200
Fuel gauge shows left and right tanks	Cessna S3317-3	2680 mfg 10-1-03	\$250
Vac/Amp gauge	Cessna S3280-1	2127	
Entire Vacuum system			
Oil pressure/Temp Gauge	S3279-1	2051	\$700
Dual EGT and CHT Gauge	Cessna S3305-2	489	\$500
Tachometer	Cessna S3329-4	0837	\$300
Manifold Pressure-Fuel flow Indicator	Cessna S3304-1	C99604	\$400
ADF KR 87	Bendix-King O66-3063-00	46463	\$100

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
August 8, 2021



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