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Chris Hope

AIR LADIES

While the Women's Air Race Classic has passed through Missouri airports before, this is the first time Lee's Summit has been a scheduled stop. Chapter 91 proved to be a pivotal component for that event by furnishing not only one of the race coordinators, but also the dedicated support and backup teams so tremendously necessary to the success of such an event. Chris Hope was a key factor in all that and has written about it for the newsletter. Read Chris' article starting on Page 13. You will enjoy it.

Special points of interest:

- Our next gathering will be Monday, July 15 at 7:00 p.m.
IMC/VMC Clubs meet the 2nd Monday of each moth at 7:00 p.m.
- Our next Young Eagles rally and pancake breakfast will be Saturday, August 17.
Please join us.
- We're always looking for good ideas for programs. Please contact Larry Young with your information.

President: **Mike Dooley**
 President Emeritus: **Larry Young**
 Vice President and Young Eagles Coordinator: **Chris St. Germain**
 Secretary: **Dave Thoeni**
 Treasurer: **Phil Ishmael**
 Board: **Mark Burrow, Jim Brady, Paul Rodriguez, Larry Rhoads**
 Tech Staff: **Dave Jobe, Mark Burrow, & John Rice.**
 Program Chairman: **Larry Young**
 Maintenance: **Mike Nault**
 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

A special thank you to all of the EAA Chapter 91 members who gave so generously of their time during the month of June! We supported a Young Eagle event in Higginsville on June 1, a Celebration of Life for Tom Owens on June 8, our monthly cookout on June 14, a monthly pancake breakfast and Young Eagle Rally on June 15, the Air Race Classic on June 18-20 (including a last-minute request to serve dinner on June 18 and breakfast on June 19 at 5 am!), and the KLXT Open House on June 22. To round things out, John Rice's project RV-7A became an airplane on June 28!

As a side note, KLXT was voted the Best Stop on the Air Race Classic race route, in large measure due to the tremendous support provided by Chapter 91 volunteers!

We received official confirmation of our Ray Scholarship nominee in June. Congratulations to Hayden White! Hayden began his flight training in his grandfather's J3 Cub and is off to a great start. As part of the Ray Scholarship program, Hayden will also receive a free aviation headset from Lightspeed Aviation.

We've got some great programs and events coming up in July, including:

- The Visual Meteorological Club (VMC) meeting on July 8 at 7 pm will feature a discussion about flying to Oshkosh.
- Our monthly gathering July 15 at 7 pm will feature Christopher Grasso, formerly with the Cleveland Air Museum
 - We will host two social events at Oshkosh during AirVenture 2019:
 - A lunchtime cookout at the Chapter Pavilion in Camp Scholler will be held from 12 to 2:30 pm, Tuesday, July 23.
 - We will gather at the Homebuilt Headquarters on Wednesday, July 24 at 6 pm (bring your own dinner and beverages!), followed by the night airshow.

We will have a special Chapter 91 camping area in Camp Scholler for the six paid reservations submitted in June. But please stop by and visit even if you weren't able to get your name on the list this year! EAA will be assigning the chapter camping area sites early in July, and we'll let you know the location at the July 15 chapter gathering.

Chapter 91 volunteers are also assisting at AirVenture; stop by Homebuilt Headquarters, just to name one location, and you'll find many of us hard at work!

As a Platinum donor for EAA's Ford Trimotor wing replacement, we'll be sending three chapter representatives to a special August 9-11 "Golden Age of Aviation Weekend Retreat" at Pioneer Airport in Oshkosh, WI. Mark Burrow his wife are our largest donors to date, so they have two of the three slots.

See you at the Eagle Hangar...or at Oshkosh during AirVenture!

Note: All local events are at the Larry Young Eagle Hangar unless otherwise specified.



CHAPTER 91 MINUTES

JUNE 17, 2019

The meeting was called to order by Mike Dooley at 7:00pm. It was announced that the KCPD helicopter was inbound and members were able to watch a perfect landing by KC's finest. A motion to approve the minutes from last month's meeting was made by Wayne Moore, seconded by Dennis Davis. Treasurer's report by Phil Ishmael shows that the chapter is remaining on track for budget and is fiscally sound. The chapter announced that John Rice was appointed the new Tech Counselor, and Bill Gill was appointed flight counselor. After viewing a video on how the KCPD pilots were able to make a safe emergency landing on a city street, members were invited to go outside to view the helicopter up close, and have their questions answered by the officers. Many thanks to Chris St. Germain for arranging the evening's presentation. The next board meeting will be July 01, 2019.

CHAPTER 944 PUSHES FOR AVIATION LICENSE PLATE



Cliff King, president of Chapter 944 in Chillicothe, explains his group's efforts to create an aviation-themed license plate at last month's chapter gathering. The license plate includes the image of a Zenith, appropriately kitted by a Missouri-based company. The license will recognize Missouri drivers who support general aviation. Cliff discussed the myriad difficulties

involved with scaling the state bureaucracy and explained what's involved to obtain one of these unique license plates. All the pertinent details, including the application and costs, are at Chapter 944's website, [HTTPS://eaa944.org](https://eaa944.org) Click on the image of the license plate right about the middle of the page, and you'll find everything you need to proceed. Several Chapter 91 members have already applied for the tag, and we thank Cliff and Chapter 944 for their impressive efforts.



Our next meeting of the VMC Club will be Monday, July 8th at 7:00 p.m. (I know this should be an IMC month, but by request we are doing two VMC meetings in a row)

If this will be your first time to fly to the big show in Oshkosh WI, you really want to join us. If you have recently joined the line over Ripon, the first-timers would love to hear of your experiences. Or if you would just like to hear about what it takes to fly into and survive a week at the busiest GA airport in the world, we welcome you as well.

And while it isn't necessary to review the NOTAM before we meet, you will find it helpful to Google "Oshkosh NOTAM 2019" and take a quick review.

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 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 (which will get you a discount when you buy your Air Venture tickets.).

Bring a flying friend.

Chris Hope, CFI-I, VMC Club Facilitator.

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

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

LAST MONTH'S PROGRAM – C O P S



The flip of a coin could not have predicted whether our program presenters would have flown in or driven in: only the weather could do that. And for once, the weather was on our side. As the sleek MD-500 helicopter descended to the ramp in front of the Larry Young Eagle Hangar, the oversized crowd of Chapter 91 members and visitors spilled out to watch. Once planted firmly on the tarmac, two Kansas City police officers deplaned to join us for last month's gathering's program. Knowing the cops would be here, I was surprised at the turnout. I guess the chapter doesn't have many lawbreakers in its membership rolls.

Sergeant Jeff Weiler and officer Bob Riley were actually on duty so we had to adjust our normal procedural process to allow them to address the group before the normal business meeting was completed. Both officers had been with the police department for about nineteen years in various capacities before being accepted into the flight training program. That training was handled completely by the KCPD and did not require candidates to have any flight experience at all before volunteering. Officer Riley has some 900 flight hours and Sgt. Weiler is fairly new to rotorcraft.

They explained that the helicopters are available to all jurisdictions in the metro, so they can be visible from any city. They also discussed the capabilities of the FLIR and standard cameras that hang from the helicopter. They also ran a short video showing the helicopter performing an autorotation on Independence Ave. after an in-flight malfunction forced the emergency landing.

After a brief rundown of a few basic issues, they threw the program open for questions, and the audience piled on. The gentlemen handled the questions adroitly and provided some very interesting information about their work and what's involved with flying for police work. After the questions began to wind down, they remounted their fling-winged steed and returned to aerial patrol, protecting the good citizens of our metropolis.

JULY'S PROGRAM – JEANNÉ WILLERTH

The 90th annual Women's Air Race Classic is now over, and there's a real connection for both Chapter 91 and Lee's Summit airport. Not only did the airport serve as an official stop and timing location, but Chapter 91 also stepped up to help with a myriad of duties. Our own Chris Hope orchestrated the whole thing.

Now, those are nice tidbits to know, but we also had a participant in the race who represented both Chapter 91 and Lee's Summit: Jeanné Willerth. As an active pilot, instructor, FAAst Team member, and all around flying genius, Jeanné now qualifies as a bona fide racer. I've always wondered exactly how this race is run, and if you share my curiosity, you'll find out all the details at our next chapter gathering, Monday, July 15 starting at 7:00 p.m. Jeanné will give what should be a very eye-opening presentation on that subject. We hope you can make it because this will be a very strong program. See you then.

IT'S FINALLY OFFICIAL!



For some time, now, you've heard about Chapter 91's efforts to be selected as a Ray Scholarship Chapter. You've also walked with us through our challenge to select an appropriate candidate for this amazingly exceptional opportunity. The Ray Scholarship provides up to \$10,000 for a deserving youth to earn a pilot's license. We ultimately selected Hayden White, and EAA headquarters has finally made that official. Hayden already has a number of hours under his belt, and plans to

fulfill his training thanks to the scholarship. Hayden must complete his license within a specified time period in order for Chapter 91 to be allowed to offer this opportunity again, and we're confident he will accomplish that. Hayden has been flying a J-3 Cub, so he's tailwheel-current. Right now, Hayden needs some cross country and instrument since that Cub was not ideal for those purposes.

You will be seeing Hayden at a number of upcoming chapter activities, since his involvement is an essential and necessary requirement for acceptance of the scholarship money. Congratulations, Hayden. We are delighted to have you participate in this program, and we look forward to having you as our very first Ray Scholarship winner, and soon-to-be pilot!

A FEW OF LAST MONTH'S YOUNG EAGLES



REMEMBER

Chapter 91 has had to adjust its normal schedule of activities somewhat for July. While you're probably aware of it, we prefer to err on the side of caution in order to remind everyone of the changes.

Typically, our monthly Young Eagles' rallies and pancake breakfasts occur on the third Saturday of each month; the potluck cookouts take place the evening before. But July is different. Thanks to the strong Chapter 91 attendance at AirVenture in Oshkosh, our local resources will be drained to the point where it's not logical to hold these events. So please remember that there will be no Young Eagles, pancake breakfast, or potluck cookout in July. Our regular chapter gathering, however, will go on as planned on Monday, July 15, even though some members and officers will be gone.

Our next Young Eagles event will be on Saturday, August 17, and the cookout will be Friday evening, August 16. Please note your calendars accordingly. So take the day off or enjoy your stay in Oshkosh – whichever fits.

OUR AIR ACADEMY ATTENDEE

Ms. Veronica "Tinley" Killingsworth is currently attending the 2019 Air Academy in Oshkosh. Tinley was the chapter's latest choice to participate in this outstanding program, and we look forward to hearing her thoughts when she tells us all about it at an upcoming chapter meeting. Typically, that happens in the fall or early winter, so Tinley has plenty of time to compile her thoughts. We know she'll have a great time at the Academy, and we anxiously await her presentation.

MITCH STAFFORD DONATES A BUNCH

Chapter 91 member and Eagle Flight Coordinator Mitch Stafford has graciously offered to donate soft drink beverages for some of our chapter events. Mitch is the owner of Class Act Vending and recently provided the drinks sold at the latest Lee's Summit airport Open House. Obviously, this donation grants a 100% profit from beverage sales, and said profit goes directly into the chapter's coffers to help support our efforts. We greatly appreciate Mitch's generous donation, and hope you'll express your personal appreciation when you see him. Thank you, Mitch. You are awesome!

A THANK-YOU NOTE

Chapter 91 President Mike Dooley received the following note from the LXT Stop Committee which drove local efforts for the recent Air Race Classic. The note is meant for everyone who participated in this event and the gratitude expressed is genuine. Read on.

Well, the racers have all flown off to Minnesota, and we can catch our breath. From the first scramble with the announcement that the racers would be a day early to the last racer taking off two days later, EAA Chapter 91 members were in. Chapter 91 members were marshalling in the first racers as well as all of the rest. Chapter 91 members were transporting racers to and from their hotels. Chapter 91 members were providing breakfast and lunch and snacks for hungry racers and volunteers. Chapter 91 members were on the timing line, logging the racers in and out. Chapter 91 members were chatting with the racers, listening to their stories, and cheering them on. Everywhere we looked, a Chapter 91 member was involved.

From the Lee's Summit Stop Committee, please pass on to your membership our "THANK YOU ALL" for making the Women's Air Race Classic such a successful endeavor.

LXT Stop Committee:

Emmy Dillon

Chris Hope

John Ohrazada

Dana Cramer

A 5 A.M. CALL

Chapter 91 members are absolutely amazing! When Chris Hope and the Air Race Planning Team discovered the race had been shortened because of bad weather, their plans changed. Mike Dooley received a call from Emmy Dillon asking if we could handle serving breakfast. Serving lines would need to be open at 5:00 a.m. Coordinating with Chris Hope, some of our old reliables were contacted and miraculously agreed to show up before 5 to start the process. Now, we're talking all the really sexy stuff – cracking and frying eggs and bacon: that kind of thing.

This is just one part of why the racers voted Lee's Summit as the best of all ten (well eight, I guess) stops. Our members have a habit of stepping up to help out, and that is just one of the incredible attributes of this chapter.

I hesitate to name names because undoubtedly some, who should be heralded for their selfless actions will be left out. I'm sure I do not know all the players, but those I do know include Jack Gress, Keith Raymer, and Ron Hayes. If you were among those valiant heroes who helped with this last-minute effort, please let me know and I will make sure you receive the recognition to which you are entitled. Your efforts were greatly appreciated.

OUR SECOND AED SOON A REALITY

President Mike Dooley has finally located a second AED that duplicates the one we currently have. Our existing unit is hanging just inside the kitchen door at our LXT clubhouse, and the new one will be outside one of our hangars, doubling the availability of these lifesaving devices. Extra efforts were needed to obtain a clone of the current unit which will greatly simplify training and usage.

Unfortunately, the cost has increased a bit from what we had expected, but the board agreed unanimously to pay the difference. These units have accessories to handle both adult and child emergencies, and those dual capabilities contribute to the price increase. But it makes sense when you consider whom we attract to the airport.

Since the new unit will be outside, the protective case and charging capabilities are ready to go, though nothing will actually be installed until the unit arrives. We do not want anyone to mistakenly believe the unit is available when it is not. Mike anticipates final installation shortly after AirVenture.

We certainly hope we never need either of these lifesaving devices, but if we do, we'll have them.

“THE AIR RACE CLASSIC” by Chris Hope



The Lee's Summit Airport saw a once-in-a-lifetime event this past week, as fifty teams of women pilots passed through on their 90th running of the Women's Air Race Classic. But the race course, in the planning for over a year, was changed at the last minute resulting in even more excitement here.

Originally, the race legs were to begin in Jackson, TN on Tuesday, June 18th; then go southeast to LaGrange, GA; turn back west to Hattiesburg, MS and finally jog north to Bryant, AR before heading to Lee's Summit and points north. The race would finish in Welland, Ontario. Prior to the race, each team established their fastest speed over a straight-line course with no wind. Then, for each of the ten legs, each team attempted to find the most favorable winds and the straightest route to avoid all clouds.

The fifty teams, made up of two or three women each, ranged from young college students through grandmothers. Race experience levels varied from first-timers to those with ten or more races under their belts. And flight experience stretched from newly-minted private pilots to airline captains. The racers were scheduled to take off at 0830 on Tuesday, and were required to finish by 1700 on Friday.

Planning for the Lee's Summit stop began in late January with Chris Hope (a local flight instructor), Emmy Dillon (three-time racer and race winner), airport manager John Ohrazda, and Dana Cramer from John's staff coming together to make the Lee's Summit stop fun and efficient for both racers and spectators.

Since Lee's Summit was to be the fourth stop, no planes were expected to arrive until late the first day. The team anticipated that a few faster ones would show up just before sunset, remain overnight and depart for Fremont, Nebraska early the next morning. The bulk of the racers – forty-five or so – would stay in Arkansas, then takeoff at first light the second day. Those, of course, would then

Continued on next page

AIR RACE CLASSIC, CONTINUED



Both photo courtesy of Chris Hope



stop in Lee's Summit. At least that was the plan. But at every planning session, the team considered reality: "The weather could change things. We need to be prepared for racers to stay overnight. How will we park fifty planes if we need to? How will we find lodging for one hundred women if we need to? How will we feed the racers?" So, the team came up with contingency plans, which proved to be a smart move.

On Tuesday morning, the planning team and a few volunteers were at the airport early. Most workers were scheduled to arrive later in the afternoon to help with the few faster arrivals. But at 10:00, we learned that due to massive thunderstorms over Georgia, Mississippi, and Alabama, the first two stops had been eliminated. The racers would fly directly to Bryant, AR, and then to Lee's Summit. We had moved from Stop 4 to Stop 2! Expected ETA? Possibly as early as noon for the first racers.

The team leaped into Plan B with text messages, emails, and phone calls to all who had volunteered for any time slot over the three-day period. Thankfully, local volunteers came forth. Within two hours, crews were in place to judge the racers crossing the timing line. Others were ready to refuel planes, offer snacks or lunches, and provide any service the racers might need to get them back in the air. And it was good that they were in place, as the first racer arrived shortly after noon, with the others following close behind.

The first three racers departed quickly, but the weather stepped in again. With storms to the north causing possible large deviations to the east, the other racers decided to wait for more favorable conditions. And wait they did. At the end of the first day, three racers had arrived and departed Lee's Summit, another thirty-five or so had landed and decided to spend the night, and the rest waited out the weather in Arkansas.

Day Two, expected to be the busiest, saw only three or four departures as all other racers chose to remain on the ground waiting for more favorable weather to the north. Conditions to the south improved, however, allowing the remaining racers to arrive. And in the meantime, many racers chose to explore the sights of Lee's Summit and the greater Kansas City area.

Thursday, Day Three, dawned clear with very little wind. Just after sunrise, the sounds of aircraft engines filled the air, as the planes taxied out for their departure high-speed timing run and their flight to the north.

Winners? The race winners have not been announced as of this writing, but all the racers agreed Lee's Summit was a perfect haven from the bad weather. And all the volunteers fell in love with this great group of women.

JOHN RICE'S RV-7A FLIES!



On Friday, June 28, FAA inspector Roger Howell passed very favorable judgment on John Rice's RV-7A project and approved the special airworthiness certificate. John spent ten years building this project which is equipped with a Lycoming IO-360 and a Garmin G3X Touch panel. We hope to do a more thorough report in a future issue. As an aside, it was reported that Mr. Howell, who is from the Wichita MIDO, was so impressed with the homebuilt activity at LXT that he plans to come back to see more.

Nice job, John! Not only did you earn the coveted certificate, but you also impressed the inspector well beyond expectations. Way to go!

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
July 7, 2019



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