



## GONE WEST

If I spent a quarter century flying for the airlines, held an ATP, and logged more than 25,000 hours, I doubt I'd be very humble about it. After all, that's quite an achievement. But Tom Owens had that background and rarely talked about it. Unless you asked, that is. He preferred to talk about you, and often opened our conversations with you-centered questions or comments. You have to love a guy like that. See more about Tom Owens on Page 8 of this issue of the newsletter. I will miss him.

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

- Our next gathering will be Monday, June 17 at 7:00 p.m.  
IMC/VMC Clubs meet the 2<sup>nd</sup> Monday of each month at 7:00 p.m.
- Our next Young Eagles rally and pancake breakfast will be Saturday, June 15. 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 (and tech advisor), Jim Brady, Paul Rodriguez**  
 Tech counselor & resident DAR: **Dave Jobe**  
 Program Chairman: **Larry Young**  
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 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

We have lost a valued member. Tom Owens passed away June 1. See more in this newsletter.

We had an excellent Young Eagles rally the morning of June 1 at the Higginsville Industrial Municipal Airport (KHIG) in Higginsville, MO as part of the activities for the airport's 50<sup>th</sup> Anniversary. It was a fun, well organized event, and the Higginsville team were great hosts.

We're still awaiting "official" confirmation of our Ray Scholarship nominee by EAA and will make an announcement as soon as we hear back from Oshkosh. However, we've already received several unofficial confirmation notes that indicate our candidate has been favorably considered.

A framed certificate recognizing Chapter 91 as a Platinum donor for EAA's Ford Trimotor wing replacement program is now hanging in the meeting room at the Eagle Hangar. Please join us in donating to this worthy aircraft preservation effort! As a part of this program, 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.

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

- The Visual Meteorological Club (VMC) meeting on June 10 at 7 pm.
- A potluck social night on June 14 with burgers and brats provided by the chapter and side dishes/desserts provided by members.
- Our pancake breakfast with Young Eagles rally on June 15. Breakfast will be served from 7:30-11 am, and we'll fly Young Eagles from 8:30-noon, weather permitting.
- Our monthly chapter gathering on June 17 will feature the Kansas City Police Department (KCPD) helicopter and a discussion of KCPD air operations.
- Participants in the "Air Race Classic" will pass through KLXT June 18-20. We're still looking for volunteers. See <https://www.airraceclassic.org> for more details about the race.
- Chapter 91 will provide food and beverage service at the annual Open House on June 22. Look for a volunteer signup sheet at our gathering on June 17.

We need nine more volunteers for Saturday, July 6, and 13 more volunteers for Sunday, July 7 for a fund-raiser at the KC Airshow July 6-7. We always have a great time at the show and this year's promises to be spectacular! See elsewhere in this issue of our newsletter for a list of performers. Additional details are at [www.kcairshow.org](http://www.kcairshow.org).

AirVenture is just around the corner! We've reserved six spaces in a Chapter 91 camping area in Camp Scholler and have also reserved the Chapter Pavilion for a cookout on noon on Tuesday, July 23. Our AirVenture dinner event will be a gathering at the Homebuilt Headquarters on Wednesday, July 24, followed by the night airshow.

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

See you at the Eagle Hangar!



# **Chapter 91 Minutes**

**May 20, 2019**

The meeting was called to order at 7:00 pm. A motion to approve last month's minutes was made by Dennis Davis and seconded by Larry Young. Phil Ishmael provided financial information stating the chapter is on track for budget, and we are fiscally sound. Donations for the Ford Trimotor wing are coming in. The board is discussing a progress chart that will be available soon. Chris St. Germain announced the Young Eagles pilots and crew will go to Higginsville, MO for their 50<sup>th</sup> Anniversary celebration. The Ray Scholarship nomination committee announced they have chosen Hayden White. Travis Fields gave us a very informative and impressive program about drones. The meeting adjourned at 9:00 pm.



Our next meeting of the VMC Club will be Monday, June 10th at 7:00 p.m.

Many of us in the Midwest have had an opportunity to meet the local deer, up close and personal in our cars. How do you deal with the situation when you hit the deer with your airplane? I thought about this recently as a couple of situations presented themselves, and I thought it worth a VMC discussion.

We will talk about the options with dealing with the aftermath, and then listen to how one pilot dealt with the situation.

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](http://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](http://www.eaa.org/vmcclub)

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



# LAST MONTH'S PROGRAM – TRAVIS FIELDS



While Travis Fields holds a Ph.D. and a PE designation, he's still one of us. A private pilot, Travis owns and flies a Wittman Tailwind. He's also a Chapter 91 member, and he presented last month's very interesting program.

For his talk, Travis gave an overview of the pros and cons of drones, and how they are used. While the technology is new and to most of us very impressive, in the wrong hands, it can be downright dangerous. Such is the case Islamic State has proved recently in Syria. Some of Travis' work deals with developing counter measures to attacking drones: in essence, how to locate, pursue, and destroy them when necessary. Microwave technology was just one system mentioned. He probably could have told us more, but then he'd have had to kill us.

The FARs now regulate most drone operations and he talked about both the hobby and commercial sides. Camera and stabilizing gimbals make the photographic aspects beyond impressive. He discussed the future of aerial delivery systems, like those proposed by Amazon and its Prime program. And while there may be something there, Travis sees other functions as being more promising. The ability to inspect bridges and other structures is among the more encouraging capabilities for drones.

Travis is an assistant professor of mechanical engineering at UMKC, which recently received a \$7.2 million grant and a \$7.7 contract to develop additional technologies and help reduce national security threats from drones. These are the largest non-health research awards ever received by UMKC.

Travis brought several drone models to compare the various sizes and capabilities. He set up a large one in the hangar, and displayed smaller ones in the meeting room. He also demonstrated how the camera and gimbal system works by linking one drone to our projection system and panned the camera around the room, proving how that worked. All in all, it was a very interesting and informative program. We enjoyed the presentation and are grateful to have Travis as a Chapter 91 member, too!

## JEANNÉ WILLERTH TO FLY IN AIR CLASSIC

One of our chapter members, Jeanné Willerth, is competing this year in a Piper Cherokee with a young lady from Maine. Their team is known as the Mighty Mavericks, and you can follow them on Facebook @MightyMavericks. Good luck, Jeanné!

# JUNE'S PROGRAM – COPS

The KCPD has an upscale aviation department with three new modern choppers equipped with some very state-of-the-art, discreet, and even kinda stealthy equipment to locate and track ground-based targets. The department recently celebrated its 50th anniversary, and at our next chapter gathering, we'll get to meet at least one of the officers who operate this equipment up close and personal. Thanks to chapter VP and Young Eagles Coordinator Chris St. Germain, we will get to hear all about how these aerial steeds operate in today's law enforcement environment. Since Chris is a helicopter guy himself, he gets to rub elbows with these people, and that's to our advantage. If weather permits, Officer Robert Riley will bring one of the birds to KLXT for the presentation; if not, he'll drive in like everyone else. Either way, we believe you'll find this a very interesting program, and we hope you'll plan to join us on Monday, June 17 at 7:00 p.m. at the Larry Young Eagle Hangar.

*"Bad boys, bad boys: whatcha gonna do? Whatcha gonna do when they come fo you? Bad boys, bad boys ...."*

## HIGGINSVILLE 50TH ANNIVERSARY FLY-IN



Photos courtesy of Glen Tebo

On Saturday, June 1, Chapter 91 members flew to the Higginsville Industrial Airport in Higginsville, Missouri to help celebrate the airport's 50th anniversary. While the turnout was not as high as expected, there were a number of Young Eagles who got to fly, many for the first time in a small airplane. Chapter 91 assisted in launching some of those young people, and those who attended said they were glad they went. The Higginsville folks furnished a free breakfast to participating pilots, and a few other amenities were provided as well. While there, it became uncomfortably obvious our portable PA system was not up to the task, so since several officers were in attendance, they voted to purchase a new system on the way home. We need stronger announcing capabilities than we used to. The new system is now at the Larry Young Eagle Hangar and will prove itself worth in the coming months.

# SOME OF LAST MONTH'S YOUNG EAGLES



## WET EAGLES

Weather is king when it comes to flying, and last month the king wasn't very nice. But those young folks who persevered won. We hope the weather gods have stabilized now, and we look forward to being able to fly more Young Eagles each month.





# TOM OWENS MEMORIAL AT KLXT



Chapter 91 has honored to host the celebration of life memorial service for Tom Owens on Saturday, June 8. Tom had passed away unexpectedly only a week earlier. The memorial service was very well attended with members from his church, friends, neighbors, and several chapter members. Tom was a U.S. Navy veteran, so his family was afforded a military flag presentation. The family spoke admirably of Tom's life, and everyone was moved by the tremendous love with which he was revered. There were descriptions of how his deep Christian faith helped guide him as an honorable man. Stories of how he learned to snow ski were told with humor and admiration. Apparently, Tom developed a lifelong affection for skiing in addition to flying. Several flying-related accounts hit home with those of us who shared Tom's love for aviation.

Most of us will remember Tom's smile and his pleasant words and greetings to everyone. He was one of the people you always enjoyed seeing because he was genuine and caring. Tom was a commercial airline pilot who once flew DC-3s. He logged more than 25,000 hours and held an ATP rating. He was building an RV-10 at the time of his passing, and was always involved in chapter activities, especially helping fill out log books at our Young Eagles events. Tom was a very special guy, and we will miss him. The winds are now always at your back, Tom.

## WOMEN'S AIR RACE CLASSIC UPDATE

The week of June 18 through 21 will mark the Women's Air Race Classic which will pass through Lee's Summit. Chris Hope is heading up things on this end, and has posted a want-list online. Chris says he still needs help for the event, so if you can volunteer a few hours on one of more of those days, please consider doing so. You can see the entire list of needs, and you can even sign up just by clicking on this: <https://www.signupgenius.com/go/8050c4ba5aa28a1f85-volunteer> So take a look at your calendar, then dive in! As you can imagine, this will be a fast-paced event, and everyone's help will be very much appreciated.



# A TWA TREASURE



Dear Friends of the TWA Museum,

I am very excited to announce a special acquisition recently made by the TWA Museum. The historic Lockheed Electra "Junior" 12A airplane owned by TWA from 1940 to 1945 will be arriving in Kansas City in late June/early July. It will be flown here from California and will become a permanent exhibit at our museum. I'd like to tell you about the plane and why it's so special.

While with TWA, the airplane's home was right here at TWA's headquarters where our museum stands today. It had quite a presence! Although it did not carry revenue passengers, it served many roles for TWA. Among them, it was an airborne research lab used by TWA pilots and engineers to test the characteristics of high altitude flying. It was also used to carry VIP passengers including movie stars and statesmen. During its time at TWA, it was occasionally piloted by owner Howard Hughes, President Jack Frye, and Vice President Paul Richter. In fact, it's the legacy of Paul Richter that led to our opportunity to purchase the airplane.

In 2005 (60 years after TWA sold it), Ruth Richter-Holden (Paul's daughter) received a request for information from the plane's owners, as they were preparing to sell it. After researching her late father's records and logs, Ruth quickly appreciated the significance of the plane and actually discovered that she had flown in the plane as a child, with her father at the controls. She felt the plane needed to come back to her TWA family, so she purchased it. Ruth named it "Ellie" (from the letters L and E, standing for Lockheed Electra). Since owning it, Ruth had the plane repainted to its original TWA appearance and has kept it operational. Recently, Ruth offered to sell it to us and we jumped at the opportunity. The plane will be permanently housed in the hangar adjacent to our museum to allow easy access to our visitors.

The cost of acquiring the airplane and housing it in the hangar are large expenses for our museum. We feel, however, its acquisition is key to expanding the scope of our museum and to fulfill our mission, which is: "To provide information to the public emphasizing the story, history and importance of the major role TWA played in pioneering commercial aviation." Your donations play a major role in allowing us to acquire important pieces of TWA's history, such as "Ellie." We appreciate your continuing support of our museum and the work we do.

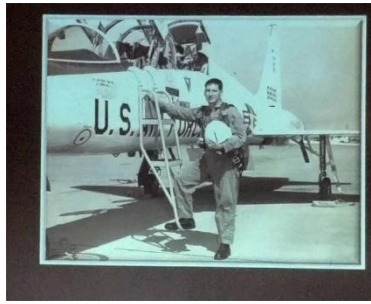
We hope you'll stop by soon and say hello to Ellie!

Sincerely,  
Pam Blaschum  
Director, TWA Museum

# CHRIS HOPE DOES IT AGAIN



Nancy Inderwiesen



Nancy Inderwiesen



Dennis Davis



Dennis Davis

Friday, May 17, after the monthly potluck cookout that precedes our Young Eagles' program, the audience was notified that there was going to be an award presentation. At that time, the FAA's Don Halbert explained just how the Wright Brothers' Master Pilot award was selectively presented to airmen who had flown for fifty consecutive years without an accident. Only a few are honored with the prize, and our own Chris Hope, CFI, was one of those few.

Chris' flying career covers a lot of ground, from attending and graduating from the U.S. Air Force Academy, to flying C-141s on active duty, to being a civilian flight instructor. And over fifty years, that's a lot of flying! Chris holds an FAA Gold Seal Instructor rating, is a fine-time Master CFI, and in 2018 was named the FAA Flight Instructor of the Year for the Midwest region.

Following the presentation, Chris, talked about how he had traveled the world thanks to the military. Since he's a staunch Bluegrass aficionado and musician, he sang a song made famous by Johnny Cash and Hank Snow: "I've Been Everywhere, Man" but reworded it to illustrate the places he'd been. Chris accompanied himself on a ukulele, and the audience loved it! Chapter 91 may have launched a new star!

Chris has been very active in Chapter 91, including heading our IMC and VMC Club programs for several years. He serves as the CFI for the Flying Club of Kansas City located on the airfield, and usually flies Young Eagles during our summer-long campaign. Earning this prestigious award is just another in the long line of well-deserved recognitions Chris has received. Currently, Chris is ramrodding KLXT's ground support for the 43rd Women's Air Race Classic. So he's one busy dude!

Chapter 91 is proud to have Chris as a member, and we heartily congratulate him and his wife, Stephanie, on another honor well earned.

## PHIL SCHMITT'S GIFT



Amazing aviation artist and Chapter 91 member Phil Schmidt has done it again. To help support the chapter, Phil offered copies of one of two new paintings for the chapter to raffle off. At the May gathering, he set up both paintings and asked us to vote for which one we'd like to use. One was of a navy FA-18, and the other was an F-16 in Thunderbird livery. The members voted to accept the F-16 – the one with the sun as a background. Tickets will sell for \$5 each or five for \$20, and the winner will claim the prize at our chili dinner in December. In the past, Phil has very graciously provided paintings we have raffled, and each time, the chapter benefitted greatly. This one is drop dead gorgeous, and we expect you'll want to take a chance or two for yourself. You can observe the picture at various chapter events, so if you haven't seen it yet, be sure to do so. Phil's watercolor paintings are nothing short of mind blowing, and you'll want to try your hand at owning one of these beauties. And Phil, thank you again. Both your work and your generosity are absolutely amazing.

## WIN A SPECIAL WEEKEND AT OSHKOSH



Chapter 91 has been recognized by EAA Headquarters as a Platinum-level contributor in the massive fundraising effort to pay for the Tri-Motor's wing replacement. Above, Mike is holding our official plaque announcing that position. As such, we have been afforded a special event. It's called the Golden Age of Aviation Weekend retreat and it will take place from August 9 through 11 this year. Except for getting there and back, everything is paid for. The retreat includes luxury lodging for three attendees at the lodge and some exciting airplane rides, including actually flying the Tri-Motor. Yes, you get to control the Tin Goose! Mike Dooley will be discussing this special event at future chapter gatherings, so tune in because it could be yours!

# **Kansas City Airshow Performers 2019**

**U.S. Navy Blue Angels  
U.S Army Golden Knights  
A-10 Demo Team  
Aeroshell Flight Demonstration Team  
AFTERSHOCK Jet Fire Truck  
Bob Carlton Vertigo Jet Glider  
Jacquie B. Warda  
Jim Peitz Bonanza  
John Klatt in Jack Link's "Screamin' Sasquatch"  
Julie Clark  
KC Flight Formation Team  
Matt Younkin  
Mike Goulian  
Patty Wagstaff  
Radial Rumble, Rifle Airshows,  
and G&M Airshows  
Red Tails Flight Demo  
Sam Graves with his P-40 Air Show Act  
Tom Larkin – Mini Jet Airshows  
Rob Reider (Announcer)  
Wayne Boggs (Air Boss)**

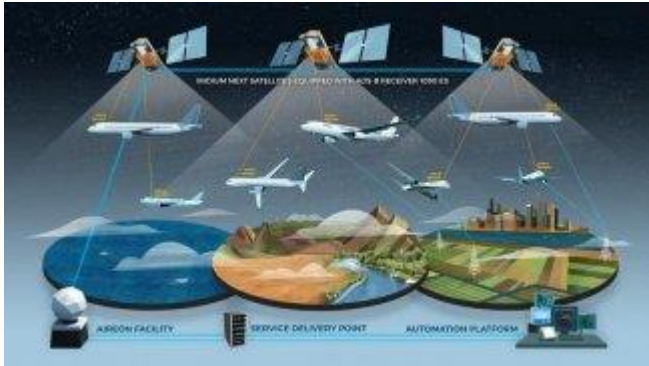
If any of those performers makes your mouth drool, you'll want to be sure you attend this year's Kansas City Airshow. And if you yearn to be in the middle of the action, here's your chance! Chapter 91 is recruiting energetic volunteers to assist with some aspects of the airshow. We need about eighteen people on both Saturday and Sunday, so if you'd be interested, please contact Pam Ratliff, 816 350-2289 or 816 550-3413 to volunteer.

You'll be busy, but you'll get to see the airshow for free, and you'll help contribute some much needed funds to the chapter's always hungry treasury. Access to the airshow property is highly limited, so we'll gather at KLXT, then carpool to a specified location for our final approach into KMKC. So if you'd like to see the airshow from an insider's perspective and help the chapter at the same time, go for it. Contact Pam as soon as possible. This is gonna be fun! For more information on this event, go to [kcairshow.org](http://kcairshow.org).



# U.S. ADS-B Won't Work In Canada

RUSS NILES



Most U.S. general aviation operators will not be able to fly in Canadian controlled airspace and vice versa when Canada mandates ADS-B, according to Nav Canada. The not-for-profit corporation is also majority owner of Aireon, a recently activated space-based ADS-B tracking system that requires ADS-B 1090ES transmitters with antennae on the top of the aircraft to properly track them. The U.S. uses a ground-based system that requires belly-mounted antennae. Aireon has tested belly-mounted antenna with its system and they don't work. Nav Canada is telling Canadian pilots that its system will be exclusively based on the satellite system and they should be making their equipage decisions accordingly. In most cases, it's not as simple as adding a second antenna to be able to fly in controlled airspace in both countries. Only a few GA systems offer the so-called "antenna diversity" ability.

Nav Canada doesn't make the rules in Canada. Transport Canada will have to issue the regulations requiring ADS-B compliance and so far hasn't indicated those rules are imminent. But in a letter to a Canadian pilot who inquired about his ADS-B options, the Nav Canada spokesman who responded told him the Canadian mandate could be in effect as soon as 2023. He also said implementation for airspace outside the busiest major airports in Canada will involve more stakeholder consultation. The Aireon system uses transponders on a constellation of more than 60 low-orbit Iridium satellites and can track any properly equipped aircraft anywhere in the world every second. The company intends to use the system to make air traffic management more efficient and accurate and is already using it in remote areas, like the North Atlantic, to reduce spacing between aircraft.

*AvWeb Flash May 27, 2019*

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THE MONTHLY NEWSLETTER  
EAA CHAPTER 91  
June 9, 2019



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