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**Special points of interest:**

- Our next gathering will be Monday, March 18 at 7:00 p.m.  
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.

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**  
Maintenance: **Mike Nault**  
Newsletter: **Bruce Hood**  
Web Editor: **James Perkins**  
Hospitality: **Larry Rhoads**  
Eagle Flight Coordinator: **Mitch Stafford**



## YEARS OF SERVICE

Chapter 91's success comes from a very dedicated membership and outstanding leadership. Much emanated from the often unheralded efforts of Pam Ratliff, who for years, served the chapter as its secretary and treasurer. When Pam decided to "retire" from chapter duties, it was impossible to replace her with just one individual. That's how valuable her efforts have been. Last month, the chapter awarded Pam a small token of appreciation for all her hard work. Thank you, Pam, for all you have done.

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

# President's Corner

EAA Chapter 91 president, Mike Dooley

What did I say last month about a “short wait for warm weather”?!? Well, we can always hope, can't we?

It was great to see so many of you at our annual banquet on Saturday, February 16! Like many of us, I had heard of the Mercury 13 project, but after watching the documentary and doing Q&A with our own Sarah Ratley, I was left with a much greater appreciation for the program and, of course, Sarah's background and experience. I hope you did too! An exceptional program, good food, and great conversations.

Chapter 91 has been selected as a Ray Aviation Scholarship program chapter! This new scholarship provides up to \$10,000 for youth/young adults ages 16-19 to earn pilot certificates. Jim Brady is our chapter scholarship coordinator and Griff Pickett has volunteered to assist; please contact them as soon as possible if you know of a qualified youth.

We have also committed to be a “Platinum” donor for EAA's Ford Trimotor by raising \$10,000 over the next three years to help with the expense of replacing the wings. This will be accomplished through a variety of fund-raising efforts, including individual contributions. Your donation is tax deductible, so please join me in making a donation toward this worthy aircraft preservation effort!

Chapter 91 recently scored a perfect “10” in EAA's chapter recognition rating program. We are one of only 16 chapters to achieve this status, so you should all be proud of your volunteer support to the chapter.

We've got some great programs coming up! March events include:

- The IMC Club meeting on March 11 at 7pm. Chris Hope will lead a discussion/quiz focused on “Aviation Bits and Pieces.”
- We will also host a new paper airplane contest on March 15. This will be held in conjunction with our first pot-luck dinner of the season with an Italian theme. Eat first, then fly your entry in the Eagle Hangar. Prizes for youth and adults! Patrick Hubbard is leading this effort. Look for contest rules in this edition of our newsletter.
- Our monthly gathering on March 18 will feature Tom McNerney. Tom will demonstrate/discuss 3D laser modeling and parts fabrication. As I said in last month's newsletter, I'm looking forward to this glimpse into the high-tech side of aerospace engineering and fabrication.

April will begin our annual season of pancake breakfasts and Young Eagle rallies, with our season opener on April 20.

*Note: All events are at the Larry Young Eagle Hangar.*

See you at the Eagle Hangar!



## CHAPTER 91 MINUTES

### FEBRUARY 16, 2019

The meeting was called to order by Mike Dooley at 7:00 pm. The minutes from January's meeting were approved by Paul Rodriguez and seconded by Larry Rickard. Next board meeting is scheduled for March 4. Mike extended greetings to 105 members and guests who had just enjoyed a delicious meal prepared by Nadler's Catering. The treasurer's report was condensed to say the chapter is solvent. Chris St.Germain and Mike Dooley presented service recognition pins to chapter volunteers. Mike Dooley presented a plaque to Aaron Barnes for completing the build of his airplane. Pam Ratliff also received a plaque recognizing her years of service. Plans are in place for the chapter participating in the Ray Scholarship program if selected. Fund-raising has begun for the Trimotor wing replacement. Members and guests viewed a very interesting documentary called "Mercury 13," and subsequently interviewed chapter member Sarah Ratley who was a member of that eponymous group. The banquet went very well considering the schedule change due to weather concerns.



Our next meeting of the IMC Club will be Monday, March 11th at 7:00 p.m.

I keep telling myself - these very bleary days will come to an end. February is ending, the days are getting longer, I see a touch more sun. But in the meantime-

This month, let's test our knowledge of aviation bits and pieces. I have pulled a quiz from one of my favorite magazines and offer you a chance to see how you measure up among your peers.

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 IMC website [www.eaa.org/imclub](http://www.eaa.org/imclub). IMC 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, IMC Club Facilitator  
2018 FAA Flight Instructor of the Year, Central Region

More info about IMC Clubs at: [www.eaa.org/imclub](http://www.eaa.org/imclub)

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

# SCENES FROM THE ANNUAL BANQUET



## FEBRUARY'S PROGRAM – SARAH RATLEY



Before Netflix aired its seventy-eight minute documentary, *Mercury 13*, most Americans heard little of the early efforts to launch women into space; only the male astronauts were known. In fairness, the early sixties did not share our current attitudes toward women. So the ultimate outcome of that program, while disappointing, was not surprising. What was surprising was the unheard of capability witnessed in the thirteen extraordinary women chosen for NASA's first Women in Space program. Luckily for us in Chapter 91, Sarah Ratley was one of those women.

Sarah became a private pilot in 1949, then earned a BS degree in math (with minors in chemistry and physics) from the University of Denver in 1955. When she discovered working as an engineer paid more than a CFI, she went to work designing circuits for AT&T. But her participation in the famous Women's Transcontinental Air Race, or Powder Puff Derby, earned her recognition in the aviation community and ultimately led to her selection for the Mercury 13 program.

Some of the testing was painful and even humiliating, but proved that women were better experiencing sensory deprivation, a condition routinely encountered in space travel. The testing progressed well and the day before she was to report for the second phase of training, the program was cancelled by President Johnson. In part, the decision was encouraged by well-known aviatrix Jacqueline Cochran, a move that dumfounded the women. They were betrayed by someone who should have been an advocate.

The story was both inspiring and heartbreaking, but ultimately, women were brought into the space program. Sarah and the surviving Mercury 13 ladies were publically honored with Eileen Collins, the first woman U.S. in space.

When Sarah rose to answer questions from the audience, she received a standing ovation. That outpouring of affection was well earned for a lady whose grace and dignity speak volumes about her character. We are honored to know Sarah Ratley and look forward to her continued involvement with Chapter 91.

# MARCH'S PROGRAM

Technology is everywhere! It's exploding and allowing us to do things we never dreamed possible. When personal computers became more commonplace back in the 80s and early 90s, draftsmen disappeared thanks to computer-aided drafting software. Then that software morphed into being able to draw and create in 3D. Now, that's amazing! But even that wasn't the end. Because now you can take those 3D drawings and let them actually create the objects that were drawn. Three-D printing has now become almost commonplace, and prices for the printers themselves are beginning to drop, making them more available to a wider universe of users. How does that affect us in aviation? Well, remember we do build our own planes, and the rules do permit a certain amount of experimentation. So understanding a bit more about this fascinating technology is certainly within the scope of what we do. To that end, our program for March will be presented by our own Tom McNerney of Reno Air Racing fame. Tom has a great deal of experience in this area, and he's going to share it with us on Monday, March 18 starting at 7 p.m. Join us in the Larry Young Eagle Hangar to learn more about how Tom has been able to make 3D printing work for him, and maybe how it can work for you! See you then.

## AWARDS PRESENTED AT THE BANQUET



# ANOTHER YOUNG EAGLE SUCCESS STORY



Jeff Lawson on back row center, under the elbow on the poster. Thanks to Mark Burrow for the pictures.



We've been flying Young Eagles for quite a while now, and we continue to hear success stories from some who have flown with us. We received another one recently from Chapter 91 board member and technical counselor Mark Burrow. At a recent board meeting, Mark told us about his nephew Jeff Lawson, and we thought you'd like to hear it, too.

Jeff is Mark's sister's son and he took his Young Eagle's flight with us on September 8, 2007. Dan Frank took him up in his RV-8 while Jeff's sister Sydney flew that same day with Fred Hulen in his gorgeous Zenith. Well, something must have clicked, because this put a series of events in play.

Jeff graduated from Kearney High School in May of 2013 and had planned to enter the military for flight training. But he suffered an unfortunate collapsed lung that spring, so he was unable to move forward. Shortly after that, Mark was talking with retired KCI tower manager and Chapter 91 member Les Moore, and the suggestion came up that Jeff should investigate a career with ATC.

Jeff did some research, and decided to enroll at Hesston College in Hesston, Kansas that December. Hesston College is one of a few schools with an approved ATC prep program, so it was a perfect fit. Hesston strongly encourages ATC majors to receive a pilot's license, so what's a guy to do? Jeff complied, and earned his private ticket in May 2013, his instrument rating in June 2015 and his commercial in April 2017. In May 2017, Jeff graduated from Hesston College.

After graduation, while waiting to hear from ATC's application process, Jeff worked at Midwest National Air Center (KGPH) in Excelsior Springs, Missouri. There, Jeff received news that he had been accepted for ATC training, so he headed for Oklahoma City and the ATC Academy in August.

Just as the program was ending, the unfortunate government shutdown forced Jeff on a two month furlough, but in February of this year, Jeff became one of the thirteen graduates from that ATC class. Jeff has been assigned to the Atlanta ARTCC (Atlanta Center) and reports Monday, March 11.

Jeff's story certainly helps underscore the importance of the Young Eagles program and how it impacts the lives of the participants. This is just another reason why our interactions with these kids is far more important than just taking someone up for a flight. It's proof that doing so can change someone's life.

# POTLUCK DINNER AND PAPER AIRPLANE CONTEST

For the past few years, the chapter has sponsored a monthly potluck dinner on the Friday night just prior to the next day's Young Eagles rally and pancake breakfast. These have proven to be quite popular and well attended. Now, our first Young Eagles event will be Saturday, April 20, which means the potluck dinner will be Friday night, April 19. But that's still a little too far away and what the heck, we need a trial run to be sure we're ready for the season. So make a note that on Friday evening, March 15, we will host a potluck dinner inside the Larry Young Eagle Hangar. The theme for this event will be an Italian night and the chapter will furnish garlic bread and salad. You will want to bring anything Italian you think will contribute to serious weight gain for your fellow members.

Following dinner, the show will move into the hangar area where you can demonstrate your skills at folding and flying your very own paper airplane – or airplanes. This event will be conducted under the always watchful eye of Patrick Hubbard, who runs a tight ship. Patrick has developed a set of rules to govern this event, and you can view them below. Be sure to come prepared to enjoy some serious ciao\*, and have some fun.

## **RULES:**

1. All entries are to be made of paper. You may use tape or glue in the construction. No metal components may be used.
2. Twenty pound bond printer paper will be supplied, but you are welcome to bring your own paper. Some designs may call for artist's paper or onion skin. Substitutions for bond are allowed as long as the material is actually paper.
3. Maximum weight for aircraft will be .48 ounces, the weight of three pages of twenty pound bond paper. There is no minimum weight.
4. Contestants are expected to construct their entries during the time of the contest. Feel free to bring airplane plans from home, but not finished airplanes.
5. Two categories of flight will be judged: time aloft and distance.
6. Enter as many categories with as many aircraft as you like.
7. Any ties will be decided by rematch. paper-stone-shears, or fisticuffs: whichever method the judge deems the most fun.

\*Sorry I couldn't help myself.

# CHAPTER 91 SELECTED FOR RAY SCHOLARSHIP

As you saw in Mike's column, Chapter 91 has selected as a sponsoring Jim Ray Scholarship recipient. This is exciting news. As you probably know, the former Jim Ray, a longtime supporter of EAA programs, set up a trust providing an annual sum of \$1,000,000 to help deserving young people earn a pilot's license. That's a broad statement, and can encompass anything from a glider license to a sport pilot rating to a private pilot ticket. Depending on the course of study chosen, the student can receive up to \$10,000 toward achieving that goal.

We submitted our application some time ago and EAA headquarters must have been deluged with requests because it had to slip the notification dates more than once. We had hoped we would be chosen, and now we know we were. But that just gets the ball rolling. Because we have to select the right candidate, then ensure that he or she does, in fact, earn that ticket within one calendar year. Interestingly, there doesn't appear to be recourse against the student for not achieving that status, but the chapter will be held accountable: not attaining the goal will cause the chapter to lose future sponsorships. So this is serious business.

Luckily, Chapter 91 members Jim Brady and Griff Pickett are shouldering that load. They are developing an application form to help get the ball rolling and are coordinating EAA's guidelines and rules with Chapter 91's requirements and capabilities. For example, the successful candidate must participate in a preset number of hours supporting Chapter 91. That might be helping at Young Eagles' rallies, participating in our monthly gatherings, or some other help-related effort. In addition, the chapter is responsible for reporting the applicant's progress at specific times. A report is due at the first solo or three month mark, whichever comes first. Another report must be submitted upon the successful completion of the written test (knowledge exam) or six months, whichever comes first. There is also a significant burden to be shared by the candidate's family, the parents specifically. Clearly, this is going to be a determined effort for a number of people. That's why it's clearly crucial that the chapter select the right candidate.

We've had suggestions, often with comments on how involved a student is: soccer, football, scouts, church leadership, and more. That all sounds good, but we have to make sure our candidate actually has the time to fly and prepare for the appropriate tests. With that as a background, If you know a young person between the ages of fifteen and nineteen, you're welcome to notify the chapter. Candidates must possess a student pilot certificate in order to qualify, so be sure that step has been taken. Then, help us make our final candidate successful.

## IT'S YOUTH PROTECTION PROGRAM RENEWAL TIME

We have mentioned it before, but it's still pertinent – especially now that April and our new Young Eagles season is about to start. Thanks to a rising rate of child endangerment, EAA, along with a myriad of other organizations, has implemented a background check policy for any EAA member who is involved with kids. That, of course, includes all of us who fly Young Eagles or in any way interface with them. The plan, known as the EAA Youth Protection Program, began three years ago and has to be renewed every three years. So if you were in the original group, it's time to do it again. The background check is paid for by EAA itself, and you do not have to provide your Social Security number, though doing so will expedite the process. If you have not yet updated your background check, please jump on it immediately. Once you are notified of successful completion, just email Chris St. Germain the information which he will keep on file. Contact Chris at [youngeagles@eaachapter91.org](mailto:youngeagles@eaachapter91.org). For complete details on the program and how you can initiate and/or renew your current background check, just go to <https://eaa.org/eaa/youth/youth-protection-policy-and-program/ypp-for-young-eagles>

## HOW TO HELP FIX A BROKEN WING

As we have mentioned in earlier articles, the Ford Tri-Motor owned by EAA has had to have its wings rebuilt. The cost of this project is a cool \$1,000,000 and that expense is being raised in numerous ways. Sixteen percent will be raised by the chapters and individuals. EAA has created five chapter donation levels ranging from “Other” with pledges under \$1,000 to the Platinum level with donations of \$10,000+. As you know, Chapter 91 has elected to be at the Platinum level, and we already have a decent start. We are asking chapter members to commit to a personal donation, and you may make that by writing a check to EAA Chapter 91 and putting the words “Tri-Motor Wing donation” or something similar in the memo line. You may also make your donation by credit card, though only the net amount (minus the mandatory credit-card fees) will actually go to the fund. As of today, Sunday, March 10, Chapter 91 is the only chapter to commit to the Platinum level, but we know others will jump in since we have raised the bar. If you have questions about this program, please ask any officer or board member. Or better yet, bring your questions to the next chapter gathering (Monday, March 18) and have them addressed publically. We hope you will help us reach our goal.

## **MIKE DOOLEY QUOTED**

In case you haven't noticed, El Jefe, Mike Dooley, was quoted in the current issue of *Sport Aviation*. The article, "Getting Off to a Flying Start," started on Page 55, reported on the success of EAA's Flying Start program in which we participated back on November 17 of last year. The Flying Start program is a new communication conduit that allows us to reach out to adults who are interested in finding out more about learning to fly. Mike MC'd the event, with assistance from several chapter members, including brief talks by John Ford and Phil Ishmael. In a sidebar titled, "Making A Flying Start Event Into A Success" on Page 57, Chapter 91's involvement was noted, and Mike was quoted. So if you haven't read that particular article, now you have a very good reason to do so.

## **CHAPTER 91 NOW TAKES CREDIT CARDS**

Recently, Chapter 91's board made the decision to allow various chapter-related costs to be paid via credit cards. The ubiquitous nature of credit cards makes it necessary for us to accept them for such things as Young Eagles' breakfasts, donations to EAA's Tri-Motor wing replacement fund, and more. The convenience of credit cards comes at a cost, which the chapter will have to absorb, but we believe that has become justified. We will discuss this further at our March gathering on Monday, March 18, so join us and find out more.

## **EAGLE FLIGHT COORDINATOR UPDATE**

Our new Eagle Flight Coordinator, Mitch Stafford, has been hard at work organizing and managing several Eagle Flights. These, as you may recall, are flights for people who do not qualify to participate as Young Eagles, but are showing serious interest in flying. Mitch has asked that we publish his email address and cell phone number so more volunteers are able to reach him. Unfortunately, I was unable to obtain the phone number, but will do so and publish in the next newsletter. His email is [mitchellstafford@yahoo.com](mailto:mitchellstafford@yahoo.com). Please contact Mitch if you have an Eagle Flight candidate or need more information about the program.

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**THE MONTHLY NEWSLETTER**  
**EAA CHAPTER 91**  
**March 10, 2019**



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