



A NEW LEGEND

Learning about legends is always fun, but experiencing one in the making is something else entirely. Thanks to Ray Scholarship Coordinator and Chapter 91 board member Jim Brady, we have the proof documented above. It's the fascinating story of one Chapter 91 Ray Scholar teaching another Chapter 91 Ray Scholar, which successfully ended in yet another private pilot license. Above, Katia VanHorn, left, congratulates Veronica Amburn on her success. See Page 10 for the story.

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Special points of interest:

Our next gathering will be in Monday, August 21 at 7:00 p.m. IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m. No Young Eagles Rally or pancake breakfast in August. We're always looking for good ideas for programs. Please contact Larry Young with your information.

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

President's Corner

EAA Chapter 91 president Rob Schmitt

AirVenture sure was a blast! It was great to see all the airplanes, people, and excitement for aviation. Many thanks to all the chapter members and their families who showed up and helped out with the luncheon we had at the Chapters Pavilion. I'm sure we will continue that tradition. I had two of my grandchildren with me this year, and they really enjoyed AirVenture. When we asked them what their favorite part was, they said it was the "Fireball" at the end of the Wednesday night airshow. I believe that Kid Venture over at Pioneer airport was a pretty big highlight for them as well.

Just a reminder, **there will be no Young Eagles flights or pancake breakfast in August this year.** We will need all the help we can get to support the Kansas City Airshow which is happening the weekend of August 19 & 20. If you have not had a chance to sign up to help, please contact me or Phil Ishmael. We will restart our Young Eagles program and pancake breakfasts in September.

We will be opening up the Hedrick Scholarship for applications again in September. So far, our chapter has awarded \$6,000 in scholarship money to members to pursue aviation training! It is a great program, and we are certainly helping young aviators pursue their dreams.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club: Monday, August 14th 7 pm. In-person only. How to deal with Communications Issues while In Flight.
- Kansas City Airshow – New Century Airport, August 19 & 20.
- Chapter gathering: Monday, August 21st at 7 pm.
- Date for next board meeting: Tuesday, September 5th 7 pm.



EAA CHAPTER 91 GATHERING

MINUTES

July 17, 2023

NOTE: Meeting conducted as a hybrid meeting- both online using GoToMeeting and face-to-face.

- I. The meeting was called to order by President Robb Schmitt at 7:00 pm and the pledge of allegiance was led by Bruce Hood.
- II. Announcements: President Rob Schmitt presented a recap of the events from June and July along with upcoming events, including the Young Eagles events, Oshkosh, and the KC Airshow. June's gathering minutes were approved as published in the newsletter with a motion by Jim Brady and a second by Bruce Hood. The motion passed. The treasury report noted that we received \$101 in donations at the Young Eagles event and that the chapter is doing well financially. Speaking of Young Eagles, Chris St. Germain gave a quick recap of the July event and announced that the next event will be September 16th. In July we saw 60 kids sign up and flew 59 with only 4 no-shows. This was the best we have ever had regarding no-shows! The chapter will not be hosting a potluck in August.
- III. Old Business: Tom Licata gave an update on the hangar repairs, and so far we have not experienced any leaks with the roof, even with the storms that came through! The chapter has also acquired two new ceiling fans to install in the Eagle Hanger. Jim Brady gave an update on Veronica and informed us that she has completed all her requirements, is signed off for her check ride, and was currently searching for a DPE. Our other Ray Scholar, Logan Johanson, started flying and currently has 10.6 hours. Grace Reber and Patrick Flannigan have successfully used up their Hendrick Scholarship funds, and more Hendrick Scholarships will be awarded in the Fall of 2023. If anyone is interested in a workshop or class relating to electrical systems, sheet metal, composites, or other topics, please reach out to Mike Dooley or Rob Schmitt. The sun is still so very hot so if you are on the hunt for a brand-new hat, why not get one that represents EAA Chapter 91! Protect yourself from the rays in style and prices vary. At Oshkosh a chapter gathering will be held at the Chapters Pavilion in Camp Scholler on Tuesday, July 25th from noon to 4pm. KC Aviators is having an event at the SOS Tent at 4:30 pm on Wednesday 26 July. Chapter camping will be located at approximately 42nd and Lindbergh. August will have no Young Eagles or potluck due to the KC Airshow, but if you are interested in volunteering for the August 19th-20th airshow, please sign up! Challenge Air for Kids will also be happening again this year at the Downtown Airport on September 9th.
- IV. New Business: A proposition was made to the chapter about taking on a chapter airplane project. It would be a conditional sale and the chapter would need volunteer(s) to help manage the project. This individual would be the future owner of the aircraft. It would be a two place Interplane Sky Boy rebuild project. If you are interested in getting involved with this, please reach out to Rob Schmitt.
- V. Upcoming Calendar Events: Board meeting: Monday August 7th, 7 pm. IMC/VMC Club: Monday, August 14th, at 7 pm. In-person only. August Chapter gathering: Monday August 21st, 7pm. The presentation will be about skydiving by Erin and Patrick Hupp.
- VI. Wants and Needs: Lee has a 1979 Cherokee 6 for sale. Contact him for more information.
- VII. Program: Helicopter Flying/Ratings. Presentation and Demonstration.
- VIII. Adjournment

SOME OF JULY'S YOUNG EAGLES





Our next meeting of the IMC Club will be Monday, August 14 at 7:00 p.m. Join us at the Larry Young Eagle Hangar at Lee's Summit Municipal Airport where we will discuss how to handle lost communications in IMC. Being prepared for anything is part of maintaining the instrument rating, so come join us to help advance your knowledge preparations.

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. IMC/VMC membership is free to EAA members and guests. Not an EAA member? Ask me about a free six-month EAA membership.

**Matthew A Williams –
KCFSDO FAAST Team member
Facilitator**

LAST MONTH'S PROGRAM



When Chapter 91 VP and Young Eagles Coordinator Chris St. Germain was working on his rotary-wing rating, his CFI was a guy named Doug Bourdon. Doug is now involved with Skybound Aviation, a helicopter training operation based at New Century Airport, and was our main speaker for last month's program. Doug brought along a backup team including Kenny Craig and Joel Richardson, plus Lee, Graham, and Doc just in case he needed help. But with three choppers parked on our ramp . . . well, we see the need for a full team.

Doug explained the functions of both the collective and the cyclic controls where the collective adjusts the pitch of the rotor blades and the cyclic provides directional functions. While it's different from fixed-wing operations, we recognize the similarities – collective is the power portion while cyclic replicates the stick or yolk.

Next, Doug talked at length about how a helicopter flies after losing power. Fixed-wing pilots understand gliding an unpowered airplane is standard fare, but some were unaware how this works with a helicopter. The correct term is "autorotation" where lowering the collective reduces the pitch of the blades and the cyclic adjusts the airspeed. This allows the helicopter to glide much like an airplane does. Its rate of descent is in the 1,500 to 1,700 feet per minute range. Then, when close to the ground, the pilot pulls the collective control to increase the pitch of the blades and pulls back on the cyclic to reduce forward speed. Doing so produces the cushioning flare and speed reduction necessary to halt the aircraft's descent and forward movement, so it settles gently to the ground.

They also talked about how to handle autorotations from a hover which obviously involved a greater pucker factor than we fixed-wing pilots have to deal with. But it's all a part of the training, and heli-pilot candidates have to become good at all these facets in order to earn the rating.

After that brief but interesting discussion followed by a number of Q&As, we retired to the flight line to get up-close and personal with the three helicopters. We had a great time.

THIS MONTH'S PROGRAM

If you've ever wanted to know why anyone would jump out of a perfectly good airplane, you may finally get your answer. Chapter 91 members Patrick and Erin Hupp have been actively involved in aviation and skydiving for some time, and they will be explaining all about it at our August chapter gathering. Both are current private pilots and Patrick has his instrument rating and is just about ready for his commercial checkride. On the skydiving side, he is also a tandem instructor, which means he can take you for that initial jump, letting you enjoy the ride down while being securely strapped to him. In fact, you're just along for the ride, and Patrick has to do all the work, but I'm sure he'll explain more about that too. He has greater than 2,800 jumps. Erin has more than 400 jumps to her credit, so her color commentary will have meaning. And since Erin has also worked as an airshow announcer for the past ten years, she can offer some additional points of interest. Between the two, you will learn more than you ever thought you'd want to know about the sport, including some tips on flying near a drop zone. Come prepared to ask questions, because they will be more than up to answering them.

Now, I've been asked why I am not giving this talk. The answer is simple. First, Patrick and Erin have more experience than I do, and second, as the newsletter editor, it wouldn't be kosher for me to report on my own presentation. A conflict of interest I think it's called. They also are raising a couple of courteous, well-adjusted teenagers who can actually carry on meaningful conversations with adults – another qualification I lack. Overall, you win since you will hear from jumpers who are more qualified than I am. But I will be cheering them on and hoping at least one of you might be influenced enough to give it a try.

We hope this topic will intrigue you enough to want to join us on Monday, August 21 starting at 7 p.m. in our clubhouse at the Larry Young Eagle Hangar at KLXT. In-person attendance is encouraged, but online access will be available through our GoToMeeting app which has proven so helpful over the past few years. Look for instructions on how to use that in our follow-up reminder shortly before the meeting date.

Rob has several items to report, including our recent hangar break-in, so please plan to be present to access the latest. And be ready to get thrilled with one of my favorite activities, skydiving. Who knows? Maybe you will decide to take the thirty second mile challenge for yourself. I truly hope you will make a strong effort to attend this meeting to continue supporting the chapter and to learn from this impressive young couple.

HANGAR K BREAK-IN REPORTED

Very recently, Chapter 91 suffered a break-in at one of our hangars at Lee's Summit Municipal Airport. It seems crime is getting worse even in the once quiet suburbs. To provide a brief update, a couple of . . . well, let's just say they were not Ph.D. candidates, broke into Hangar K and made off with some members' personal property including tools. Apparently they were not aviation buffs because they left behind some items that had values greater than some of the items which they stole.

The police and airport management were contacted, and our report was met with swift action. On-airport cameras helped reconstruct some of what happened, and may ultimately prove helpful in revealing the identities of the perpetrators. The event also motivated the chapter to implement some immediate hangar upgrades as well as defining future actions to further strengthen our security. By the time you read this, many of those actions will have been completed, and the hangars will have gained significant improvement. These upgrades are not cheap, but luckily, the chapter has the resources to handle the cost. That says a lot about this chapter, by the way.

However, this also drove home some important points for hangar-renting members. For example, in most cases, your homeowner's insurance will not cover losses that occur at our property. Consequently, if you store tools and/or other valuables with or in your chapter-hangared airplane, you might want to consider taking them home with you when you leave. Inconvenient? Sure. But if it helps defeat future burglaries, it's undoubtedly worth it. Unfortunately, no matter what we do or how strong the airport security becomes, criminals will continue to figure out ways to swipe anything that does not belong to them. So forethought and caution are always advised.

If you were affected directly by this crime, we understand. Even some board members suffered losses, so we certainly feel for you. We have taken a survey of what appears to be missing and submitted it to the police. The total value of the stolen items is significant enough that when the thieves are caught, they will be facing some stiff charges.

Rob will have a better explanation about this event at our August chapter gathering, so we would encourage you to be sure to attend to get the latest updates and information. Some things, of course, are best kept quiet until prosecutors can make a case, but he will tell you as much as he can.

ABOUT THE GARMIN KC AIRSHOW, THIS MONTH'S YOUNG EAGLES, AND OUR POTLUCK COOKOUT

By now you have probably heard, and heard, and heard yet again, that we will not be holding our traditional monthly Young Eagles rally and pancake breakfast for August. The reason is because of the Garmin Kansas City Airshow which will interfere on the weekend of August 19 and 20. Along with that, please also note that we will not be holding our monthly potluck cookout, either. Why? Same reason.

We do need volunteers for both days of the airshow to help man the concession tents. This is a tremendous opportunity to see the airshow in person, and your sweat equity more than covers your free admission. Can't beat free!

Each year Chapter 91's strong complement of helpers has paid off handsomely with much needed financial support for the chapter. Phil Ishmael is once again shouldering the coordinator's duties and would very much appreciate hearing from you. Please let him know which day or days you can work. He has to coordinate parking passes for you so please do not delay. You can contact Phil at 816 591-9582 or phil@ishml.com. Please volunteer. We need really you!

JEANNÉ WILLERTH FINISHES HIGH IN AIR RACE CLASSIC



Chapter 91 member Jeanné Willerth and her co-pilot, Emmy Dillon, placed an amazing 9th in this year's national Air Race Classic. Jeanné has participated in this event for many years and continues to creep up on that coveted Number 1 position. Her story and appropriate illustrations are professionally depicted in the online edition of a recent *Lee's Summit Tribune* article, which can be found here: [Willerth Places 9th In Air Race Classic – Lee's Summit Tribune \(Istribune.net\)](http://Istribune.net)

Please click on this link and go read about this most impressive win for Jeanné and Emmy. Congratulations to both of them from Chapter 91!

LOGAN SOLOS



Ray Scholarship Coordinator Jim Brady proudly reported that Logan Johansson soloed this week. Logan made three solo takeoffs and an equal number of landings to etch his achievement into the annals of flight. Logan is off to a great start on his quest to earn his private pilot's license, and we are delighted the \$11,000 Ray Scholarship money is proving helpful.

At our last chapter gathering in July, Jim presented Logan with a special Ray Scholar baseball cap and a T-shirt. It sure looks like the timing was impeccable. Congrats, Logan.

Our most recent Ray Scholar, Veronica Amburn, is now in North Dakota preparing for the start of her freshman year at the John D. Odegard School of Aerospace Sciences at the University of North Dakota. After earning her private pilot's license a few weeks ago, only a university experience could even hope to top it. We wish Veronica the very best and we know Chris St. Germain and his Young Eagles team will miss her impressive assistance. Good luck, Veronica! (And see below!)

VERONICA AND KATIA – A NEW RAY SCHOLARSHIP LEGEND

Here's a new one for the books: one former Chapter 91 Ray Scholar serves as CFI for another. Recently, Veronica Amburn earned her private pilot's license thanks to DPE Greg Shetterly who graciously filled that all important gap. But the other part of the story is how, after unfortunate circumstances forced Veronica's initial flight school to close, she found former Chapter 91 Ray Scholar Katia VanHorn, CFI, who stepped up to help finalize Veronica's PPL requirements. Obviously it worked beautifully, but it also provided a unique perspective on the incredible impact of the Ray Scholarship program. It may prove to be another example of how Chapter 91 has helped influence young lives in more ways than one. What a fascinating story this is, and one Veronica and Katia's grandkids will love hearing over and over.

YOU'RE INVITED

COME SEE Stephen's Airplane!

**Drop by
Saturday Sept 30th
Anytime between
2:00 pm- 4:00 pm**



**1415 N Millburn Ave
Independence
Mo**

One word on how to become a pilot: focused. That's what Stephen Owens is, and his inspirational story is proof. Having created items for sale at Kansas City's YaYa's Alpaca Farm since he was eleven years old, Stephen's focus was to raise enough money to learn to fly. After buying one of his products, the farm's owner explained to the customer about Stephen's goal. The lady sobbed with relief stating she had now found just the right one to gift her father's unfinished airplane. So at thirteen, Stephen used his own money to transport the Bobcat ultralight from St. Charles to Independence where only the instruments remain to be installed. Stephen would love for Chapter 91 members to stop by to see his airplane, thus the flyer above. Please support this impressive young man with your visit. The chapter sent him to this year's EAA summer camp, so he's one of us!

SPORT PILOT IS CHANGING

by Earl C. Downs

Why would you want to get a sport pilot certificate when you can get a private pilot license and be a real pilot?

This is a comment I have heard too many times from flight instructors. I think some of it comes from the belief that sport pilot certification requirements are too simple. Another common reason for this negative statement is that many flight instructors don't have a clue about how sport pilot rules are applied. It became all too common that when I administered CFI certification check-rides, the applicants didn't even know where to find the sport pilot regulations in FAR part 61.

It is a fact that the sport pilot regulations as they stand today limit the type of aircraft that can be flown which makes it difficult to find an airplane that qualifies for the training requirements. Now, the FAA has finally realized that sport pilot, even with the airplane restrictions and weak training support from flight instructors, has been a major success and that early speculations about pilot under-training simply didn't occur.

A recently issued Notice Of Proposed Rulemaking (NPRM) introduces a new FAA term that is called, Modernization of Special Airworthiness Certification (MOSAIC). If this rule is approved, (implementation of the rule is expected by the end of this year) it means that sport pilot training will be able to be performed in many type-certificated airplanes that we commonly use for private pilot training today. I hope all CFIs see the potential this brings to increase new pilot training at the sport pilot level.

The whole story of MOSAIC goes back a few years and has been heavily supported by EAA and AOPA. There are a lot of details that I won't get into, but it will open up the ability for someone who wants to obtain a sport pilot certificate to be able to do it for about half the price of what it takes to obtain a private pilot certificate. The weight restriction of a light sport airplane will disappear, and the stall speed of the airplane will be used as a qualification criterion instead of limiting the gross weight, number of seats, etc. The definition of "light sport airplane" is going to be revised by MOSAIC.

As far as I know, the rules of sport pilot qualification will not change. Training hours will remain less than those for a private pilot. Sport pilots will still be limited to one passenger (the number of seats won't matter anymore) and will be restricted from nighttime flying. They will still not be required to have instrument training or control tower airport training. However, sport pilot rules have always allowed control tower training to be endorsed in the logbook which removes that restriction. Under MOSAIC, it is also proposed that a flight instructor endorsement can remove the nighttime prohibition. Here's my point: someone who wants to fly but can't see themselves spending \$10-\$15,000 for a private pilot license can now get started for half that price to obtain a sport pilot certificate. Better yet, all of that training counts toward a private pilot certificate.

One last thought; I started learning to fly in 1956 and all my training was in a 1946 Aeronca Champion. That means no electrical system, no radio (I flew out of a towered airport and we used light signals) no electronic navigation, no nighttime capability, and short cross-country flights (limited fuel). Yet, I was certified as a private pilot. Today, I would've been certificated as a sport pilot. Sport pilot provides a viable place to start. At least it worked for me!

If you are interested in the history of the sport pilot certificate, go to my website at www.goldenageaviation.com and you will find the sport pilot story link on the home page titled, "Sport Pilot and Man on the Moon."

CHALLENGE AIR EVENT ANNOUNCED

Challenge Air For Kids and Friends Fly Day



Saturday, September 9th, 2023

Signature Flight Support at Charles B Wheeler Airport
10 Richards Rd, Kansas City, MO 64116

Free for all children and youth with special needs!

Challenge Air for Kids and Friends, a national children's nonprofit organization, is recruiting volunteers, pilots and special needs children between the ages of 7-21 for its "Fly Day" event. Highlights of the day include: an educational ground school, a 30-minute flight, face painting, clowns, cool static aircraft, lunch, service animals and much more!

To register as a day-of volunteer, volunteer pilot or as a participant (first come, first served and free to all children with special needs), Log on to www.challengeair.org

Challenge Air builds self esteem and confidence in children and youth with special needs through the gift of flight.

Visit www.challengeair.org to register!

For more information contact Janine Smith-Jaraczewski
(214) 351-3353 janine.smith@challengeair.org



Let's Be Social

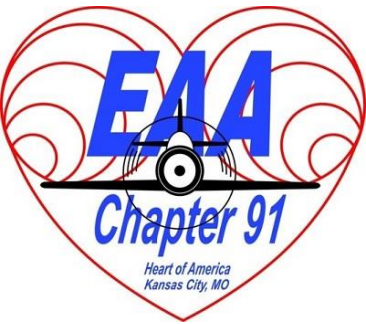


#GiveKidsWings

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
August 13, 2023



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