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Special points of interest:

Our next gathering will be in Monday August 19 at 7:00 p.m. IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m. Next Young Eagles Rally & pancake breakfast is Saturday, August 17, 2024. We’re always looking for good ideas for programs. Please contact Chris St. Germain with your information.



REMEMBERING

One of the factors most endearing to EAA is its recognition of outstanding members who have gone west. Chapter 91 recently participated in memorializing the lifelong achievements of Larry Young. Ceremonies in Larry’s honor was acknowledged with plaques and embossed stone at the Brown Arch and the Memorial Wall close to the Fergus Chapel. Shown here are Chapter 91 President Rob Schmitt. Mike Dooley, and Adrian Moses making a rubbing which was provided to Larry’s family.

- President: **Rob Schmitt**
- Vice President and Young Eagles Coordinator: **Chris St. Germain**
- Secretary: **Becca Danik**
- Treasurer: **Sandy Rice**
- Board: **Jim Brady, Paul Rodriguez, Larry Rhoads, Phil Ishmael**
- Tech Counselors: **Bill Gill, Mark Burrow, & John Rice.**
- Flight Advisor: **Bill Gill**
- Program Chairman: **Chris St. Germain**
- Maintenance: **Tom Licata**
- Newsletter: **Bruce Hood**
- Web Editor: **James Perkins**
- Eagle Flight Coordinator: **Matt Williams**

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

President's Corner

EAA Chapter 91 president Rob Schmitt

AirVenture certainly was an awesome experience! It was great to see so many of our chapter members involved in the various events. Chapter members flew their aircraft in to show off, chaired programs and forums, and volunteered in great numbers. The highest recognition goes to Tom McNerney for winning the AirVenture cup race with a speed of 339 mph, and then later in the week being awarded Grand Champion Kitbuilt – Gold Lindy for his fabulous Lancair Legacy!

A big “Thank You” to all those members who participated in the chapter events that recognized Larry Young at both the Brown Arch and then the unveiling of his memorial plaque at the chapel.

We are back at it with another Young Eagles/Pancake Breakfast event this coming weekend on Saturday, August 17. Hope to see everyone there! We will be opening up the Hedrick Scholarship for the fall selections starting at our August 19 meeting. There is lots going on in the chapter for the remainder of this summer and fall. Please help us out where and when you can.

Upcoming Chapter 91 highlights include:

- The IMC/VMC Club (VMC) meeting on Monday August 12 at 7pm.
- Hangar setup at 1 pm. and potluck social at 6 pm on Friday, August 16.
- Young Eagles Flights/Pancake Breakfast on Saturday, August 17.
- Next gathering is Monday, August 19 at 7 pm.
- Next board meeting is Tuesday, September 3 at 7 pm.



EAA CHAPTER 91 GATHERING

MINUTES

July 15, 2024

- I. The meeting was called to order by President Rob Schmitt at 7:00 pm. To all of our guests and newcomers this month, welcome! The Pledge of Allegiance was led by Earl Downs. This past month we hosted another successful Young Eagles event along with the Tri-Motor event. A poster signed by the EAA Tri-Motor volunteers and pilot was framed and put on display in the meeting room. Joining the poster on display is our chapter's new banner for being a Gold Chapter. There are several up-and-coming things to be looking forward to, most notably AirVenture, but Young Eagles will start back up again as well in August. Last month's gathering notes were approved as published in the newsletter with a motion from Bruce Hood and a second by Paul Rodriguez. The chapter will be purchasing a memorial brick for Don Browett who passed away earlier this year. Chris provided a brief recap of the previous Young Eagles event and reminded us that no event will be held in July and we will start again on August 17. If you are interested in helping with Young Eagles or pancakes, please reach out to Chris St. Germain. Chapter 91 will be providing help on Aug 24 at the Ottawa airport for a Young Eagles event run by the Gardner chapter. Chapter 91 has also agreed to run another Young Eagles event on the first Saturday in October in Columbia, MO.
- II. Old Business: Jim Brady shared the good news that Layla is doing well, but unfortunately is on her third instructor. She has passed her pre-solo flight check and written, so it is expected she will solo soon! Rob informed the chapter that another round of Hedrick Scholarships will be going out this fall and the application window will open in August. Our chapter has many talented members, so if you are interested in classes relating to aircraft electrical systems, sheet metal, composites, or others, reach out to Mike Dooley and/or Rob Schmitt. Chapter members have recently been flying to different breakfast events on a regular basis. Currently there 20 members on the distribution list for these events, so if you want to be added, please let Rob Schmitt or Chris St. Germain know. Any ideas for a fly-out are welcome! The email distribution list for Oshkosh has been setup and preliminary emails had been sent out, if you are interested in being added to the list, please contact Rob Schmitt. Planned Oshkosh events for our chapter are as follows: Tuesday, July 23, 9:00pm, All EAA chapters photo at the Brown Arch; Tuesday, July 23, appx 9:30 am (immediately following All Chapter photo), EAA 91 Photo with Larry Young's Brick at Brown Arch; Wednesday, July 24 12:00 – 3 pm. Chapter 91 Lunch/Social at the Chapters Pavilion in Camp Scholler; Sunday, July 28, 10:00 am, Unveiling of the Larry Young memorial plaque at the Main Chapel. Susan Calvin is coordinating the RC Model Build and Fly program with a local boy Scout Troop from September through November.
- III. New Business: There was no new business.
- IV. Announcements/Wants and Needs: Sara Etherington has a Minimax aircraft tug for sale. Contact her if interested!
- V. Calendar: August board meeting: Monday, August 5, 7 pm. IMC/VMC Club: Monday, August 12, 7 pm. Potluck and hangar setup: Friday, August 16. Young Eagles and pancake breakfast: Saturday, August 17. August chapter gathering: Monday, August 19, 7 pm.
- VI. Presentations: Doug Moskowitz and Paul Moylan presented information regarding the incoming 100LL replacement fuels and Swift fuels.



Our next meeting of the VMC Club will be **Monday, August 12th at 7:00 p.m. Central Daylight Time.**

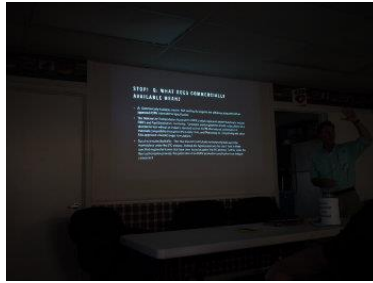
Matt Williams will host this month's gathering, and the topic is "The Impossible Turn – or is it?" Over the past couple of years there have been numerous folks chiming in on the question of whether or not you should return to the runway after losing an engine. Master CFI Debbie Wadham has done a lot of research on the subject, and Matt has asked her to share those facts and her opinions.

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

Chris Hope, CFI-I, IMC Club Facilitator
2018 FAA Flight Instructor of the Year, Central Region

LAST MONTH'S PROGRAM



Last month's program was a wakeup call. Our trusted 100LL gas will become a historical footnote in 2030, so what's going on? They want to get the lead out.

Okay, what's the problem with lead? Back in the 1920s, refiners added tetraethyl (lead) to fuels to reduce knock and improve performance. It seems lead helps cushion the valves seats and dissipates heat. It also encouraged using higher octanes resulting in greater compression ratios giving more power. But along with these benefits, lead was deemed a toxic pollutant with serious health issues. Today's environmental consciousness has intensified the matter.

Paul Moylan is also deeply involved in this issue. He owns an RV-12A, is an A&P, and a Rotax-certified technician. He knows a thing or two about how fuels affect engines and is a Swift Fuels ambassador. Paul gave a great explanation of the current situation and pointed out the unique problems with the supply chain. The mandate to ensure every step of the process, from the refinery through transporting the fuel to the airport and how it affects an aircraft's fuel tanks and hoses, remains wanting. A true "drop-in" replacement is still in the works.

Paul believes in making the move away from leaded fuels and discussed how he travels to the Swift Fuels' Indiana outlet to stock up with multiple gallons for his own use. He talked about GAMI, ASTM, EAGLE, STCs, and more to help us understand what we read in the aviation press. It made things maybe a little less frustrating.

Doug Moskowitz has commercial, MEL/SEL, CFI, CFII, MEI credentials and also is involved in the new fuel issue. He manufactures refuelers for the military, airlines, and fuel marketers. He also specializes in providing training in the Aerostar, an airplane he personally owns and flies. Doug discussed more of the logistics-related problems and underscored the difficulties involved. He described how using the wrong fuels contributes to so many unfortunate incidents.

Unfortunately, both Paul and Doug agree that when the ultimate change occurs, we will be paying a great deal more. While we hate to hear that, it's something we need to make peace with. Because come 2030, that will be our new reality.

THIS MONTH'S PROGRAM

While the basic spirit of EAA revolves around building our own aircraft, let's face it, it's not for everyone. If you are a pilot wanting to own, but there is just something special about the performance specs of some of those experimentals. So, how do you get one if you decide building is not for you? Well, you can buy a nice pre-owned model if you would like. But entering into such a transaction comes with its own set of cautions, so you will certainly want to go in with both eyes wide open.

If that idea appeals to you, you will definitely want to join us at our August chapter gathering on Monday, August 17, because our own Earl Downs will walk us through what's involved in buying someone else's project.

Earl has an extensive background in aviation including owning a flight school, and has been flying for many years. Until recently, Earl was a designated pilot examiner (DPE) and has conducted pilot certifications in experimental aircraft. Consequently, he knows what he is talking about. In addition, he's quite an interesting and entertaining speaker to boot.

We hope you can join us on August 17 starting at seven p.m. sharp.

AVIORE COMICS APPRECIATED BY THE KIDS



Some of the Young Eagles kids are as young as eight, but they frequently are accompanied by brothers and sisters who are even younger. While wait times are far better than they used to be, many still have to while away boredom, and that can be frustrating. We have found they enjoy reading back copies of EAA's *Aviore* comic-style magazine which helps relieve some of the problem.

We've had a great response from the membership donating unused issues to the chapter for just this purpose. And now that a new issue has arrived, Issue #17, we'd appreciate your contribution again. We know that this issue finds Jackson Moore's Young Eagle flight cut short when a mysterious threat emerges in Capital City. Aviore must combat an unruly clown, setting the stage for a thrilling showdown with the menacing Blimpy. If you can tear yourself away from that gripping plot, we'd welcome your donation. Our next Young Eagles flights are Saturday, August 17, and the upcoming chapter gathering is on Monday, August 19. Please bring them if you can. Thanks!

OUR NEXT YOUNG EAGLES

Okay, folks, vacation's over and it's time to fire up the egg-cooking, pancake-making, and bacon-and-sausage sizzling equipment again. Since the great egress from so many Chapter 91 members flocking to AirVenture is over, we are ready to return to our normal Young Eagles rally and pancake breakfast schedule. That will take place on Saturday, August 17. Breakfast will be served starting at 7:30 a.m., and the flights will run from eight till eleven, or until all the kids have been flown. Our dedicated pilots will again take to the air, ushering all those excited young folks through their flights, and that's worth getting up a few hours earlier on a nice Saturday morning.

These events are just one of the real highlights sponsored by Chapter 91, and we hold them April through October, excepting, of course, July which often conflicts with Oshkosh. We always encourage members – especially new ones – to come help out. The rewards are well worth it. Just a reminder that those helping to prepare, cook, and serve the breakfast must hold a current Jackson County food handler's permit. But that's not the only way you can assist. Tech-savvy people are always appreciated working with the kids on the simulators and at the front table checking in the attendees and printing those certificates. Earl Downs could use some help explaining how to fill out the logbook – you don't even have to be a licensed pilot if you understand the basic rudiments.

To get that Jackson County food handler's permit, contact Rob Schmitt (816 309-0099, robert7721@aol.com) or Mike Dooley (1 816 956-1887, jump88@aol.com). They can explain what's involved in taking the online course. (If I can do it, you really have no excuse!) A small fee is required, but the chapter will reimburse you when you earn the document. By the way, you can always find both Rob and Mike in the Larry Young Eagle hangar at every Young Eagles event, so if your phone, text, or email contact is not sufficient, you can speak to them in person. They will be happy to answer your questions.

We have only three more months for our regular season, but will also be working with a couple of extra events at Ottawa, Kansas and Columbia, Missouri if you yearn for more.

If you can come join us, we'd love to see you.

REMEMBERING OSHKOSH '24

A big thank you to everyone who sent pictures of Oshkosh. I really appreciate it. There were too many to display in one publication, so I will try to include more in future issues. Thanks again!



All above courtesy of Barb Dooley



Courtesy of Christina Border

STEPHEN OWENS AT AIRVENTURE 2024



I received a note from Griff Pickett regarding spending a week at AirVenture with Young Eagle Stephen Owens. He also sent along the photos above. Griff and Janet said they got Stephen on the right foot volunteering. Here's what Griff had to say:

We got there to help set up the air show, see it open, and watch all the airshows, then Stephen got to help close the property until next year. Every volunteer position he worked asked to have him back. The cafeteria said his presence saved them almost a day of lunch prep work! He had a great time and earned himself a camping pass for 2025.

He would shadow members as they went to the various areas, and each mentor would explain some of the history of the exhibits. I think he liked the Fun Fly Zone the best (probably for the powered chutes). The few times we went off the airport to dinner with other members, he nearly always got a free meal from someone. Chapter members would suggest he might like to see something and he would vanish for hours only to return to our rendezvous point on time with stories about what he'd seen. He carried his chair to the campfire gatherings, listening and participating in the bull sessions, consuming root beer of course. He met Charlie Becker who was very impressed with him, as was Dennis Hasha, our chairman at Homebuilt HQ.

Here's Stephen's two-sentence synopsis:

"AirVenture 2024 was nothing short of amazing. I appreciate the opportunity to go, and I never dreamed how much there was to see and learn. There were too many things in that two weeks to highlight everything, but one of my favorites was a ride in a Breezy. It was special because my current project is an open cockpit design, so the experience was meaningful. As for volunteering, it's great. No complaints. Although next time I probably won't sign up to make 2,300 sandwiches! Next year I'm hoping to get my aircraft flying and take it to Oshkosh, and thank you all for helping me get there."

Our thanks to Griff not only for the article but also for helping Stephen enjoy 2024's AirVenture.

SCHOLARSHIP UPDATES

Ray Scholarship Coordinator Jim Brady recently reported that current winner Layla Cranston has soloed. She has logged approximately thirty hours but is succeeding splendidly even though she's on her third instructor. She is flying multiple times each week and progressing nicely. We are looking forward to hearing that she has earned her private pilot's license very soon.

Rob Schmitt indicated that our Hedrick Scholarship winners are doing quite well. For example, Ben Caughron is currently training with Summit Flight Academy, and Presleigh Martin is making great progress too.

Former scholars are advancing in various areas too. We were delighted to hear that Patrick Flanigan recently become a CFI. Patrick is moving with a great deal of energy and it seems like we hear about his achievements very rapidly. Congratulations, Patrick! Not to be outdone, the rumor mill has it that Hayden White recently purchased a Cessna 150. I'm sure the Cub still gets a great workout, but having the 150 might indicate more things to come.

Finally, on Friday, July 19, former Hedrick Scholarship winner Grace Reber passed her instrument written test with a score of 97%. She's now entering the final phase of her IFR course and should be taking her checkride very soon. Grace is a fulltime Garmin employee and training fulltime at ATD at Kansas City's Wheeler Downtown airport. How can she be fulltime at two things? Well, that's Grace. If you see her, you might also ask her to tell you about her recent tandem skydive, but that's another story.

POTLUCK COOKOUTS RESUME

Now that our membership has returned from Oshkosh, it's time to prepare for our next Young Eagles event. That means we need help wrangling airplanes from the Larry Young Eagle Hangar and setting up for the event. After that's completed, everyone likes to stick around to enjoy a potluck cookout. All of this happens on Friday, August 16.

But even if you are not able to assist with the physical part of the setup, you're still welcome to join us for the eating portion. The chapter will furnish the pulled pork and pulled chicken, but if you'll contribute a favorite dish to share with others, we'd love to have you. Typically, members and spouses enjoy this one, so do not leave your better half at home. The serving line forms at 6:30. Don't be late.

FROM OUR LIBRARY

By Barbara Dooley, Pre-K-12 librarian, retired



FICTION BOOKS

Who doesn't like a good airplane story? We have some outstanding authors in our fiction section.

The Passenger: A Crime Novel, by Don Goodwin and Walt Gunn, copyright 1998. The airplane was scheduled to fly from Frankfurt, Germany to Dulles airport in Washington, D.C. There was a bomb threat. One hundred seventy-seven people had reservations on the plane; one hundred seventy-six changed or cancelled their flight. Only one man was boarding the plane. What do you think happened to that one passenger?

MAYDAY! By Dan Stratman, copyright 2018 was donated to the chapter by the author. The inscription says: EAA Chapter 91, Fasten your

Continued on next page . . .

FROM OUR LIBRARY, Continued

seatbelt and enjoy the book! Experience the emergency through the eyes of the pilot. Stratman was an Air Force pilot and flew with a major airline for 26 years. He writes well and with experience about the things that are happening.

Good Friday, by Robert Lawrence Holt, copyright 1987. This is a fast moving scenario of conflict in the Middle East. It has a lot of action, suspense, and intrigue.

Night Over Water, by Ken Follett, copyright 1991. The year is 1939, a few days after Great Britain declared war on Germany. Pan American's Flying Clipper is headed from Southampton, England, to New York. Passengers were desperate to escape the war and their haunted past lives. Thirty hours of flight time. Follett has written a first-class ticket to suspense!

Night of the Hawk, by Dale Brown, copyright 1992. David Luger didn't die: He was nursed back to health by his captors in Siberia and then reprogrammed. The doctors were helpful, but not the military interrogating him. The story is "a masterful mix of high technology and human courage."

Check out the other fiction titles in our library. Happy reading!

JEANNÉ AND EMMY FEATURED



Left, Piper’s factory team “The Piper Powderpuffs” got to use a 2024 Piper Archer painted like an M700 Fury, while Team #19, “SHEnanigans” with Jeanné Willerth and Emmy Dillon, shows their historical roots in T-shirts. The teams finished ninth and 20th, respectively.

Our 2024 Air Race Classic racers, Jeanné Willerth and Emmy Dillon, piloting SHEnanigans, Team 19, received special recognition in a photo from AvWeb. The photo and caption are here, but please click the link below to see the entire article.

https://generalaviationnews.com/2024/07/10/big-distance-and-bigger-fun/?utm_source=TPOA&utm_medium=email&utm_campaign=20240711

You can also see Emmy in the August issue of *Sport Aviation* on Page 25.

PHIL'S 601 APPEAR IN *KITPLANES* ARTICLE



Mike Dooley alerted me to an online article in *Kitplanes* magazine that included our own artist extraordinaire Phil Schmidt. Phil made it all the way to Oshkosh for this year's AirVenture and his plane obviously garnered some well-earned recognition. The article is centered on Viking engines, which Phil has in his Zodiac CH 601, but there's some interesting information concerning his plane. Go take a look by clicking on the link below.

<https://www.kitplanes.com/vikings-latest-and-some-zodiac-eye-candy/>

TOM McNERNEY WINS BIG AT OSHKOSH



Every year Oshkosh attracts some of the best and most beautiful aircraft in the world; even at that, very few earn any special recognition. So receiving a Lindy Award is significant. Such was the case for our own Tom McNerney at this year's AirVenture. Tom won the coveted Gold Lindy award in the Kitbuilt category for his Lancair Legacy which he races at Reno. But that's not all. Tom also entered the AirVenture Cup Race and won his division with a speed of 339.95 MPH. Interestingly, that was a full 11.05 MPH faster than the winning Turbine Category entry! Shown above (L) Mike Dooley introducing the Grand Champion award and winner, (C) Rob Reese making the presentation, and (R) Tom with his trophy. Way to go, Tom! Photos by Joy Jeffries, EAA Homebuilt Photographer.

THE FLYING CASHIER

By Earl Downs

“Men do not believe us capable. Because we are women, seldom are we trusted to do an efficient job.” - Amelia Earhart.

Unfortunately, Amelia Earhart is remembered more for what she didn't do than what she achieved. Many women in early aviation made important contributions but few are remembered outside of aviation historical circles.

In the 1920's women simply didn't have the same earning power as men (personal opinion: it's still that way) . Like the men, they sought sponsors to pay for their flying, but because they were women and therefore “inferior,” they had to gain recognition by performing extraordinary feats. Early women aviators pushed the limits which resulted in stunning achievements mixed with tragedy.

Viola Gentry was one of these extraordinary early woman aviators. She was born in Gentry, North Carolina three years after the Wright brothers' first flight. The town was named after her family. In 1910 Viola's mother died and Viola ran away from home to live with a relative in Jacksonville, Florida. It was there that she begged for an airplane ride from a local pilot. Punished by her aunt, she didn't pursue flying at that time.

At age 17, she struck out on her own. Viola moved to San Francisco and got a job at a hotel. A movie company was making a film nearby that involved landing a plane on a building. She watched pilot Orman Locklear perform the stunt and knew the excitement of flying was for her. She took some lessons but moved to New York before getting her license. Viola wanted to be near Roosevelt Field on Long Island because that was where all the famous pilots were.

She soloed in 1925 and became a regular at the field. She worked as a cashier at the Richelieu Restaurant on 5th Avenue and decided to pull a stunt to get attention and money. On March 14, 1926, she flew under the Brooklyn and Manhattan bridges. Dubbed “The Flying Cashier,” her stunt worked.

Gaining sponsors, she started setting endurance records. In 1928 she set a record of eight hours and six minutes, and in 1929 she was up for over twenty-four hours. A few months later, two army pilots used in-flight refueling to stay up for 150 hours in a plane named “the Question Mark.” Viola wanted to beat the record and teamed up with another pilot named Jack Ashcroft. Their airplane, named “The Answer,” attempted its record-breaking flight on June 27, 1929. However, a few hours into the flight fog set in, and “The Answer” could not refuel. After more than nine hours aloft, they ran out of fuel and crashed in the fog. Ashcroft was killed and Viola was seriously injured.

It took several years for Viola to recover, but when she did, she continued flying. Her last flight was at age seventy-two. Viola's determination and spirit can be an inspiration for today's women and men. (Note: flying under bridges is not a good idea.)

Come Take a Ride in a UH-1 Huey

September 5th

Sherman Army Airfield



For more than 50 years, the UH-1 Huey helicopter has held a special place in the hearts of Vietnam Veterans who knew its iconic and unmistakable sound meant help was on the way. Experience those sounds for yourself and feel the wind as we fly with the doors open, and gain a greater appreciation for this warbird and its role on the battlefield



Brought to you by the Friends of Army Aviation

<https://friendsofarmyaviation.org/>

NON DOD PATRONS: Please use this link for access to FT Leavenworth KS.

<https://home.army.mil/leavenworth/my-fort/all-services/gate-information>. Instructions also on ticketing site via QR Code.

Please arrive at least 2 hours prior to the posted end time for the event. The actual end time is subject to change depending on weather, community participation and sunset.

Minors aged *2-15 must be accompanied on the ride by a parent or guardian. Ages 16-17 may ride alone with a parent or guardian's written permission. *must be securely seatbelted in their own seat - NO LAPSITTERS!

Tickets are: \$90 in advance (up to 10pm the day prior)
\$100 if purchased at the Venue

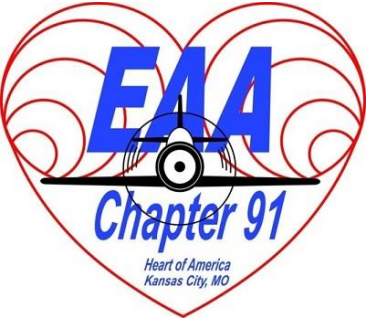


NOTE: You may also access these flights at New Century Airport September 1 through 3 and the American Flight Museum at Forbes Field in Topeka September 6 through 8.

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
August 11, 2024



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