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Special points of interest:

Our next gathering will be on Monday, August 18, at 7:00 pm. IMC/VMC Clubs meet on the 2nd Monday of each month at 7:00 p.m. Next Young Eagles Rally & pancake breakfast is Saturday, August 16, 2025. We're always looking for good ideas for programs. Please contact Chris St. Germain with your information.



RECOGNIZED

Once in a while, outstanding performance receives well-deserved recognition. Our own Mike Dooley did exactly that at the recent AirVenture in Oshkosh by winning the coveted Volunteer of the Year Award. Mike adds another notch to Chapter 91's list of esteemed volunteers who have achieved this outstanding status. Mike's leadership and skills and passion for volunteerism is clearly visible to all who know him. We're proud of you, Mike. Congratulations! (See the story inside on Page 7)

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 was awesome! Many thanks to all our chapter members who participated in our events during the show. It was great to see Mike Dooley awarded the well-deserved Volunteer of the Year award from EAA. He has been the backbone of our Chapter for many years and has participated in many functions with EAA Headquarters in Oshkosh as well.

Our chapter lunch at the Camp Scholler Chapters Pavillion was well attended.

I believe all who attended Adventure got to see something new or different this year. Personal attendance was up for the week (over 700,000), though it seems there were slightly fewer aircraft that flew in due to weather issues right before and during the show. My personal favorite was the replica ME 262 jet fighter from WWII.

If you look at the back of our meeting room, you will see our new Gold Status banner for 2024 posted. It takes a lot of effort by our volunteers to earn that banner, so thank you all!

Next up for our chapter is a return to the Young Eagles/pancake breakfast on 16 August. Hope to see everyone there! Lots of great events remaining for this year.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club, Monday, August 11, 7 pm.
- Hangar Setup/Potluck dinner, Friday, August 15. Burgers and hotdogs.
- Young Eagles/Pancake breakfast, Saturday, August 16.
- Monthly chapter gathering, Monday, August 18, 7 pm.
- Next board meeting, Tuesday, September 2, 7 pm.



**EAA CHAPTER 91 GATHERING
MINUTES**

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LEFT BLANK**

**SINCE WE DID NOT HAVE A
GATHERING IN JULY, THERE
WAS NOTHING TO REPORT.**

**BUT STAY TUNED FOR THE
NEXT EXCITING
INSTALLMENT!**



Our next meeting of the IMC Club will be **Monday, August 11th at 7:00 p.m. Central Daylight Time.**

Are you special? Special enough to receive a Special IFR Clearance? Ever asked for one? Ever received one and then wished you had not? Do you know what a Special IFR Clearance is?

Come share your thoughts or learn something new, (if even you just learn, "that was a dumb idea!")

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 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

THIS MONTH'S PROGRAM

Now that everyone has returned from Oshkosh, we are quickly moving back to our regularly scheduled agenda, which includes our August chapter gathering. This month, our speaker is Jim Cavanagh renowned aviation writer whose work appears in many popular magazines and special interest publications, such as Cessna Owners Association. He is also quite knowledgeable about aviation fuels and initiatives that involve the current low-lead alternatives.

Jim has been in the aviation industry for more than forty years and focuses on grassroots topics, but has ventured into many affiliated areas, including product reviews and similar subjects. He has written more than three thousand articles, three books, built two aircraft, and rebuilt fourteen others. Jim holds a BS in marketing and management from Central Missouri University (now UCM) and has logged some three thousand hours in general aviation airplanes. Clearly his aviation bona fides are not in question, so we look forward to having a great turnout for this session. It should be an interesting one, that's for sure.

Jim's talk promises to be of interest, especially after so many having attended this year's record-setting AirVenture in Oshkosh. It will be a great kick-off to the rest of this summer's highly active flying activities.

We fully expect Rob to have a nice report to give us, as well as some always-interesting information concerning upcoming events such as the national Pulsar gathering scheduled for KLXT.

ONE BIG PICTURE AT AIRVENTURE



This year, EAA's AirVenture set an all-time attendance record. Consequently, the annual all-chapters photograph was another impressive event. Do you see anyone you know?

SCHOLARSHIP UPDATES

Ray Scholarship



Ray Scholarship coordinator Jim Brady sent this picture of current scholar Benjamin Caughron with his new Lightspeed headset. Lightspeed provides this wonderful award to Ray Scholars upon arriving at a particular point in their advancement. Jim noted that he would usually present the headset at a chapter gathering, but since we did not hold one in July, he didn't want Benjamin to have to wait. The presentation, therefore, was made – just with a little less fanfare than usual. Congratulations, Benjamin. We know you enjoy that headset.

Hedrick Scholarship

Rob Schmitt is planning to begin the process to find another worthy candidate for the chapter's own Hedrick Scholarship. Our typical process has been to award both spring and fall scholarships, and we have done so for several years. You may recall that a generous contribution of valuable aviation memorabilia from Phil Hedrick's estate helped fund the initial scholarship grants. This year, the funding pool has been somewhat reduced, so Rob's challenge will be exactly how to continue making these gifts. But he's up to the job and will handle it with professionalism. Stay tuned as this fall's selection process gets underway.

OUR VOLUNTEER OF THE YEAR



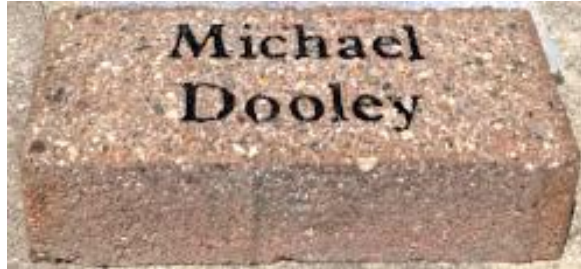
Jenanné Willerth



Jim Brady



Jim Brady



Jim Brady

The success of EAA's annual AirVenture depends almost entirely on the willingness of volunteers from all over the world who jump in to assist with the day-to-day operations of this major event. As an organization, EAA simply does not have the staff or manpower to host the world's biggest airshow at the world's busiest airport. So, the importance and significance of volunteerism are obvious. And while most of the 6,000 volunteers do not seek recognition, each year a few are singled out for their outstanding efforts and dedication.

Chapter 91 has a strong history of members who have won this award, including Jack Gress and Pam Ratliff. But this year, former chapter president Mike Dooley joined that elite group.

Chapter 91 members who have been around a few years know of Mike's outstanding leadership skills and his strong emphasis on volunteering. He has spoken emphatically on that topic, so there is no doubt he walks the walk. During the chaotic Covid-19 fiasco, Mike voluntarily extended his chapter presidency to help shepherd us through that difficult time. During that period, the chapter, unlike many, did not lose membership, but actually gained. While filling the enormous shoes of the late President Emeritus Larry Young was not easy, Mike proved to be up to the job. It was this same strength and dedication that drew the attention of the decision makers in Oshkosh to grant Mike this year's award. Well done, Colonel. Congratulations!

A THANK YOU TO CHAPTER 91's VOLUNTEERS

As I assumed the role of Chairman, Homebuilt Convention Management for AirVenture 2025, I found that many of our regular volunteers were unable to attend this year due to medical or family issues.

Chapter 91 volunteers led the way toward filling these shortfalls, especially in our Homebuilt Store, where Theresa Schmitt took the lead and built a team of volunteers that also included Chris and Margie St. Germain, Doug Tilghman, and others from across the USA, including my sister Susan Stockdell from Phoenix, Arizona. As a result, one of the few volunteer-operated store venues on the grounds was able to operate smoothly during the show, and store sales were strong.

Griff Pickett also helped lead the Homebuilt Patrol for the second year in a row, a team that keeps our homebuilt aircraft safe and educates the crowd about flightline safety during the daily airshows. Together with other volunteers, the team kept incidents to a minimum and gave aircraft owners some much-needed peace of mind.

As always, other Chapter 91 members served in Homebuilt Registration (Nancy Inderwiesen, Larry Rhoads, Rob Schmitt, Theresa Schmitt, and Doug Tilghman). We also recruited my brother-in-law, Brian Stockdell, into the registration team.

Other volunteers served with the Welcome Wagon (Charlie Wayne Moore), and in general support of our facilities and equipment (Stephen Owens, Amy Gregory, John Ziefle, and Cathy Gordon, as well as Bob and Raylan Gurski).

Finally, Janet Pickett did an awesome job as co-chair of our Hospitality Team, planning and executing key events (the "Wind-Up Dinner," "Donut Day," and "Corn Roast") as well as supporting our volunteers with supplements to the regular sandwich menu, including a "Taste of KC" BBQ day.

In summary, a special thanks to all who volunteered with AirVenture 2025, especially those from Chapter 91! We couldn't have done it without you!

RECALLING AIRVENTURE



Griff Pickett



Jim Brady



Larry Rhoads



Rob Schmitt



NEXT POTLUCK COOKOUT

Now that the chickens have returned to the roost following an outstanding week at AirVenture, we are restarting our usual schedule of events. That includes the well-attended potluck cookout on Friday, August 15, starting at six p.m. Our exotic menu will include those ever-popular hotdogs and hamburgers we have become so good at serving. As always, the chapter will provide the meat, buns, and condiments, so all you will need to bring (it's a potluck, right?) is something to share with everyone else. We're sure you will be able to select a favorite from your heirloom list, and we look forward to enjoying it.

Remember that this dinner follows those herculean efforts to move airplanes around and set up the Eagle Hangar for the next day's Young Eagles event. We typically begin those maneuvers around one p.m. However, you are not required to participate in that activity in order to attend. The potluck cookout is open to all members and their spouses, so please join us if you have not done so before. We think you'll have a great time fellowshiping with your fellow Chapter 91 friends.

AVIORE COPIES NEEDED



It's time for another breathtaking adventure of aviation's newest and most important superhero, Aviore! Your latest edition of *Sport Aviation* contains the newest version, Number 19, and when you have completed it, we would love to have your copy to offer to our Young Eagles kids and their families. In this edition, our hero finds himself searching for three colleagues who disappeared (literally!) on an important reconnaissance mission. While searching near the most recent coordinates, he encounters the bad-guy "Wild Dogs" who reappear out of nowhere. But he loses comms and his flight instruments. Will the new high-tech device from Rosie help get him out of this situation? Will he locate the missing associates? Read it and see for yourself. Then, bring your copy to an upcoming Chapter 91 event. Your gift will be most appreciated.

GETTING HOME

by Chris St. Germain



Photo courtesy of Mujahid Abdulrahim

Ray Scholar Veronica Amburn was not able to get into the CFI summer semester at UND, so she came home. Not having attended AirVenture before, we were able to talk her into going. Veronica is currently a commercial, multi-engine rated pilot, so of course, she wished to fly to OSH rather than drive. We explored several plans, and it looked like she was going to fly up with Ray Scholar Hayden White. She checked out in his C-150, but they found it had a flat main tire when pushing into the hangar. Not enough time to resolve that issue, Hayden booked an airline flight because he had a mandatory business appointment at OSH. Veronica had already given her camping gear to Jason Cowley to take in his RV (the road kind), as the 150 wouldn't hold it. The plan then became accessing a seat in a young lady named Michelle's Piper, but bad weather delayed them (and many others) in KC for so long that they drove up. Upon arrival, Michelle dropped Veronica off; her gear was at the Chapter Camping building, waiting for her.

Veronica quickly figured out the show, saw lots of greatness, found her favorite UND professor, and took part in chapter activities, so her first AirVenture visit was a success! Then Jason Cowley, to the rescue once more, appealed to Mujahid Abdulrahim to let Veronica occupy the Sunderland S-18's (a modification to the Thorpe T-18) empty seat coming home. Mujahid reported they logged some actual IFR time through plenty of clouds, and he didn't need to touch the controls even once for three hours. He said the "Veronica Autopilot" did a fine job of tracking headings and holding altitudes, and even carried on a pleasant conversation. I predict the Oshkosh bug has bitten Veronica, and she will now be compelled to attend year after year like so many others. Special thanks to Jason and Mujahid for Veronica's memorable trip!

NEXT YOUNG EAGLES

If you guessed that our Young Eagles candidates experienced a bit of withdrawal last month, you would probably be right. Since so many Chapter 91 members left to attend this year's AirVenture in Oshkosh, a significant number of whom volunteer up there and had to leave early, leaving insufficient manpower remaining to handle the crowd. But now that our calendar has been cleared, it's time to get back our signature event. Consequently, our next Young Eagles rally and pancake breakfast opens on Saturday, August 16. If you have never attended one of these, or if it's been a while, please make plans to join us. We can always find something for you to do.

If you hold a current Jackson County Food Handler's Permit, you will be especially welcomed since our status as a commercial kitchen requires that certificate of anyone who prepares or handles food. But even if you do not qualify for that, there are still multiple activities where your help would be most appreciated – even if you do not hold a pilot's license.

We are expecting a full roster of youngsters and are looking forward to getting back into something we do well. Please remember to bring your latest copy of *Aviore* which came out in last month's *Sport Aviation* magazine. We have found the kids and their families enjoy the adventures of our hero, so encourage all members to share their copies with us if possible. We'll see you on August 16.

CHAPTER LUNCH WELL ATTENDED AT OSH

Even with all that goes on at AirVenture, Chapter 91 members still found time to get together for lunch on Tuesday, July 22. With only a few exceptions for those unable to get away from their volunteer positions, everyone gathered at the Chapters Pavilion in Camp Scholler for a revised menu that included pulled pork and pulled chicken. Reports from the front indicate the new fare was a hit. Past events had featured the old standbys: hotdogs and hamburgers. Of course, hunger rarely stops anyone from enjoying a nice meal, so even the old food list would have been welcome. But it was nice to have something new. Rob reported a great turnout, and it appeared that everyone had a great time.

BUILD AND FLY PROGRAM BEGINS



Photos courtesy of Rob Schmitt

While this year's AirVenture curtailed many of Chapter 91's monthly activities for July, one event did take place. The Build and Fly program launched without a hitch as interested kids and experienced adults came together to begin construction on – and ultimately learn to fly – an R/C airplane. Build and Fly is a joint endeavor between EAA and the Academy of Model Aeronautics (AMA) intended to help younger people develop an interest in aviation using the time-honored process of model airplane building and flying that so many of us experienced back when we were chased by dinosaurs while hiking four miles to school and back – up hill in both directions, in driving snow and blazing heat.

Susan Calvin, former president of the Kansas City Radio Control Association (KCRC), again heads up this program for the chapter with help from several KCRC associates, some of whom are also Chapter 91 members. Building sessions involve teaching the kids how to work with plans, methods of securing parts together in three dimensions, ways to keep from sticking themselves together with modeling pins and cyanoacrylate glue, and special instruction on the proper and safe use of Xacto knives. Susan asks that anyone with modeling experience (that's a lot of us, of course) willing to assist with these classes is more than welcome to come. She is always looking for good help.

The first building session took place Saturday, August 2, in the chapter's clubhouse, and the initial head count appears to be around eight youngsters who jumped on the bandwagon. Susan plans to hold building sessions on most Saturdays this year, with flight training beginning next spring. Once again, our thanks to Susan and KCRC for stepping up to shepherd this program.

PROPELLER DANGERS

by Earl Downs

Newsflash: Propellers Can Be Dangerous.

Every pilot is taught to be careful when within range of an airplane propeller. That's an obvious warning, and that's why our preflight procedure always includes checking that the magneto switch is off before we do the exterior inspection of the airplane. However, sometimes things can go wrong.

I was instructing a student how to fly in his recently purchased Stinson-108. If you're not familiar with the Stinson, it is a classic four-place tail-dragger airplane out of the 1940s and 50s that is still a prized possession of many pilots. On this day's flight, my student had started the walk-around inspection, and I was at the tail of the airplane examining the tension on the tailwheel springs when the engine suddenly came alive and the airplane started moving forward.

As I turned around to see what was going on, the stabilizer hit me in my back, and I suddenly realized my student was on the ground underneath the engine and the spinning propeller. The Stinson has a high stabilizer, and I was able to limit the motion of the airplane by planting both feet firmly on the pavement and pressing as hard as I could against the leading edge of the stabilizer. The airplane had moved a couple of feet forward, which now placed my student flat on the pavement between the main landing gear wheels. I could not let go of my hold because we were in an area of hangars and other airplanes. I guess you could say I was between a rock and a hard place.

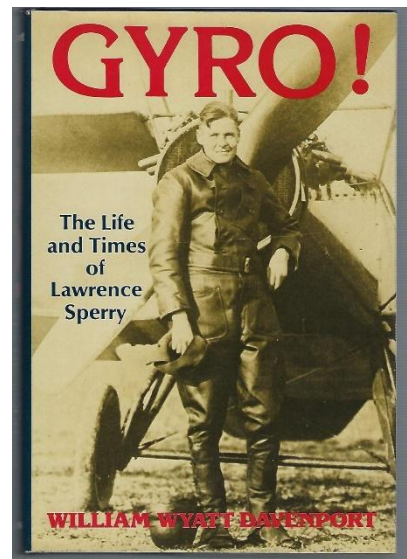
Then, as I looked across the ramp, I saw someone running toward our airplane. This person launched into the cockpit, and the engine stopped. I ran forward as my student was starting to crawl out from underneath the airplane; he appeared to be uninjured. My rescue bystander was one of the regular pilots who kept his airplane nearby, and he happened to be looking in our direction and took quick action to turn off the magnetos' switch. Yep, my student had not finished the cockpit preflight before he pulled the prop through (note: those Franklin engines are easy to start).

I learned a lesson from this scary mishap: always be with my students when it comes to the cockpit preflight check. My student said that when the engine started, he tried to back up so fast that he fell and realized he needed to stay flat to avoid the propeller. Both my student and I were grateful for the help provided by someone else who was paying attention.

(Note: It took a few weeks before I stopped being asked questions about my wrestling match with the Stinson.)

Gyro: Life and Times of Lawrence Sperry
William Wyatt Davenport
A book review by Chris Hope

In the 1920s, America, indeed the world, went nuts over pilots. Fighter pilots were the darlings of WW I, recently ended, and now they were back in the states. And with the war over, and some money in their pockets, everybody was enjoying life again. Fast cars, fast airplanes, fast women – we loved it. Enter into this mix a handsome young pilot, full of adventure, and loaded with tinkering ability – Lawrence Sperry.



I knew that Sperry invented the gyroscopic attitude indicator. That was the instrument that allowed Jimmy Doolittle to fly his aircraft “The Question Mark,” taking off, flying around, and landing without looking outside. But this biography added a whole lot more to the story.

Earlier this year, at our monthly IMC meeting, we were talking about things in aircraft design that made instrument flying safer. We discussed the turn and slip indicator, the attitude indicator, and all of the advances in navigation. Earl Downs challenged me by asking when the autopilot was first used and patented. I assumed that it was a WW II-era invention. Surprise to me – it was 1919.

Lawrence Sperry filed his patent application for a workable autopilot on September 13, 1919. He was twenty-seven years old at the time. He demonstrated its abilities by climbing out on one wing of his biplane, and then out on the other wing. (He also demonstrated it by initiating one of New York’s young women to the mile high club, although he was not actually 5,000 feet high at the time.)

Lawrence did not start with the autopilot, of course. He started down this course as a teenager. The first plane he built was in the attic of his family’s five-story house while they were away for the summer. Although the plane was a success, there were some side effects. If he had measured doors and windows, he might not have had to take large portions of the walls out of the house for the airplane’s removal.

Continued next page

***Gyro: The Life and Times of Lawrence Sperry* Continued**

He served as both an army and a navy test pilot during those early years, and argued strenuously that many army pilots might have lived if they had been allowed to use parachutes. And then he proved their worth by inventing (and demonstrating) a parachute that pilots could wear.

He invented the flying boat and a means to allow a large airplane to launch and recover a smaller plane. He also invented a pilotless plane that could be guided to a specific location. He called it an aerial torpedo. We might call it a drone.

In all of this, he had no time for school, but he did find time for women. They loved him. But at age twenty-six, he found the woman of his dreams: a movie star, Winifred Allen. Society page stuff – “Movie star gives up career for flyer.” But she loved flying as much as he did, so there was no disappointment in her change.

The book is out of print, but there are used copies available. Or contact me and borrow my copy. Take a look at this book. I think you will find it enjoyable, and I know that you will come out with a new appreciation for the planes we fly today.

CHAPTER ACHIEVES GOLD STATUS AGAIN

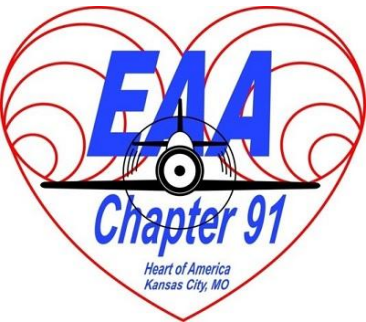


Way to go, Chpater91. You did it again!

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
August 10, 2025



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