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**Special points of interest:**

- Our next gathering will be in person, Monday, January 17 at 6:00 p.m. IMC/VMC Clubs meet the 2<sup>nd</sup> Monday of each month at 7:00 p.m.
- We're always looking for good ideas for programs. Please contact Larry Young with your information.



**EUREKA!**

Back in 1953, who would ever have guessed the fledgling little Experimental Aircraft Association, admittedly a small-niche organization, would ever boast of having a quarter of a million members? And many of those numbers are from countries other than the United States. It seems the desire to build, fly, and maintain your own aircraft has a universal attraction. Congratulations to EAA for creating a growing body of like-minded unconventional renegades who think outside the box. See Page 16.

President: **Mike Dooley**  
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 Eagle Flight Coordinator: **Mitch Stafford**

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

# President's Corner

EAA Chapter 91 president, Mike Dooley

COVID update: There are no current restrictions, so let the pizza party begin! See the calendar note below for contact information and times.

Our first Chili Dinner and Contest since 2019 was a great success! We had a total of nine contestants for the contest and 85 diners. Congratulations to Adrian Moses, our 1<sup>st</sup> Place winner! Members and guests enjoyed some great chili and side dishes. Thanks to all who helped make this a great event!

We also unveiled three new plaques in the corner of the Eagle Hangar meeting room: one for aircraft builders, one for aircraft re-builders, and the Ray Huffman "Hands-On" brass stick grip trophy mounted above these two as our overall theme for the corner. All the plaques are made from solid Missouri walnut and have plenty of room for names to be added in the future.

The Eagle Hangar kitchen renovation project has begun! If you have construction skills (or would like to learn some new ones) you're welcome to join the team. Our goal is to complete the project before our banquet in February. So far we have:

- Removed cabinets from the kitchen and old tile from both kitchen and restroom.
- Removed old wallpaper
- Purchased a new triple sink and tankless hot water heater.

We have also refined our plans in preparation for the necessary permits. Wiring will be done by a contractor, and our chapter team will be tiling, painting, and installing cabinets in the weeks to come.

Mark your calendar! Future programs include:

- Visual Meteorological Conditions (VMC) Club meeting: Monday, January 10 at 7 pm. Hybrid. Chris Hope will lead a discussion about night engine-out procedures.
- Chapter gathering: Monday, January 17. Our annual Pizza Night will be at the Eagle Hangar starting at 6 pm. Cost will be \$10 per person for the pizza buffet, featuring an assortment of takeout pizzas from Tim's Pizza. Please bring a salad or dessert to share! RSVP to me via email: [jump88@aol.com](mailto:jump88@aol.com) or call / text 816 956-1887 no later than Sunday, January 16 so we know how many pies to order!
- Our next board meeting will be February 7, 2022 at 7pm.
- The Instrument Meteorological Conditions (IMC) Club meeting: Monday, February 14 at 7 pm. Hybrid.
- Our Annual Banquet and volunteer recognition ceremony will be held Saturday, February 19 at 6pm. Dinner will be catered and will be \$20/person. See this issue of the newsletter for menu details.

We're planning more TIG welding classes for January and February, using our waiting list of 14 as part of the plan. I will send an email to those on the waiting list to lock in the date, time, and location.

Aviate when you can. See you at the Eagle Hangar!



# **EAA CHAPTER 91 GATHERING**

## **MEETING MINUTES**

**Monday, December 20, 2021**

**Special Event  
Chapter 91 Chili Dinner**

- I. Meeting was called to order by Mike Dooley at 7:00 pm. A chili contest is being conducted and members are asked to vote on the chilis presented for judging. The main dinner serving line was opened at 7 pm. Chapter 91 is providing the chili for members and their guests. Pilot's Prayer was conducted prior to dinner. Approximately 70 members were present.
- II. Announcements: Welcome to new members and guests this evening. EAA Survey – All chapter members are encouraged to respond to the EAA survey sent out via email. Thank you to Tim's Pizza for providing the meat for tonight's dinner. January's gathering will be at Tim's Pizza. Email will be sent out. Please respond to the email to make reservations to attend. The Pilots Plaques are now hung on the wall of the chapter meeting room.
- III. Old Business. Mike Dooley noted several upcoming Chapter 91 events. Kitchen renovations starting soon. Next board meeting January 3, 2022. Next IMC meeting January 10, 2022.
- IV. Winner of the Chili Contest was Adrian Moses, 2<sup>nd</sup> Place Katia Vanhorn, 3<sup>rd</sup> Place Charlie Wayne Moore, 4<sup>th</sup> Place Theresa Schmitt.
- V. Program: The Ray Scholarship winners from past two years provided information on their latest accomplishments. Katia Vanhorn, Patrick Flanigan, Charlie Licata.
- VI. Meeting was adjourned at 8:10 pm.

Robert F. Schmitt  
Secretary  
EAA Chapter 91



Our next meeting of the VMC Club will be [next Monday, January 10th at 7:00 p.m. CST](#)

It's winter - cold weather and long nights. Every night forced landing is unique, but all have some aspects in common. Come join us as we kick off another year of discussions about real-world flying. Let's talk about best practices to survive a nighttime forced landing and other things that go bump in the night..

**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.

*NOTE: This in-person event will be presented in accordance with Jackson County Covid protocols in place at the time of the presentation. At the moment, Jackson County urges but does not mandate, facial masks, immunizations, and social distancing. For changes to that policy, look to local news outlets.*

We are limited to 30 in-person participants. To guarantee a seat, please register here:

[www.faasafety.gov/SPANS/event\\_details.aspx?eid=109481](http://www.faasafety.gov/SPANS/event_details.aspx?eid=109481)

**Joining us on line? Follow this link -**

<https://global.gotomeeting.com/join/397930629>

**Or by phone: [\(408\) 650-3123](tel:4086503123) Access Code: 397-930-629**

There is no cost to sit in on our monthly meetings. And there is no cost to check out the VMC website [www.eaa.org/vmcclub](http://www.eaa.org/vmcclub). VMC membership is free to EAA members. Not an EAA member? Ask me about a free six-month EAA membership.

Bring a flying friend.

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

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

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



# ANNUAL CHILI DINNER . . .



# . . . AND CONTEST



# LAST MONTH'S GATHERING



Our end-of-the-year gathering has become a lot of fun with the annual chili dinner and, of late, its world famous chili contest. Since we're crawling slowly out from under the Covid conundrum, attendance was a little shy of past events, but with some eighty to eighty-five diners enjoying fellowship and food, we're certainly not complaining. And the broad spectrum of chili recipes entered in the contest proved as popular as ever. For the first time (I believe) a couple from the female persuasion made contributions – and even won! First place went to Adrian Moses; second place, Katia Van Horn; third place, Charlie Wayne Moore; and fourth, Theresa Schmitt. Congratulations to you all.



We really need to recognize the efforts of the cooking team headed by Mike Dooley. The main dish was excellent and the preparations, as usual, flawless. So our sincere thanks to the cooks. We also want to thank the preparation platoon who moved the airplanes, cleaned the floor, and set up and decorated the tables. These behind-the-scenes functions are rarely recognized, but your efforts are most appreciated.



The program was a brief update on the status of our Ray Scholarship kids. Charlie Licata, Patrick Flanigan, and Katia Van Horn addressed their progress status for the group. We were pleased to hear that on that very day, Patrick successfully passed his written test, so he now has caught up with Charlie and Katia. Katia, who became a private pilot on March 5, has joined the Mitchell Flying Club, is current for night flight, and is completing her glider rating. Charlie has logged close to forty hours in a 172 and a Cherokee and has just one cross country flight to go. Patrick plans to take his check ride the week he turns 17 which will be in February. He has logged some 75 hours to date. How's that for achieving some goals! Congratulations to Katia, Charlie, and Patrick.



# THIS MONTH'S GATHERING AND PROGRAM

The end of one year and the hinge to the new one both are a lot of fun. And when it comes to chapter business, fun's the name of the game. December hosts our annual chili contest and dinner while February accommodates our annual banquet. But this year, January is getting in on the merriment with our quickly-becoming-annual pizza night with Tim's Pizza. Tim's has been a loyal advertiser in this newsletter for some time, and generously donates the ground beef for our chili dinners. To say thanks, we've begun swarming to Tim's to chow down on some of the metro's best pizza. But this year's plan will be a little different, thanks to the Covid mess.

It seems that Tim's Pizza has had to adjust a great deal in response to the pandemic, so essentially, we can't go there. Instead, Tim's is bringing the pizza to the Eagle Hangar, which works just dandy for us! In fact, we've decided to make it our January gathering, so it's a win-win for everyone – the chapter and Tim's.

So if you have read between the lines, our next chapter gathering will be on Monday, January 17 at the Eagle Hangar. Bring your pizza loving family members and join us for this slightly offbeat event.

Now, this is important, so please take notes. Since Tim's will need to prepare ahead of time, we won't have the luxury of ordering from the menu. But Tim's Pizza knows what people want and has promised to bring the best of the best so that (most) everyone will be satisfied. That means we really do need to know how many will be coming. So it's imperative that you contact Mike Dooley with your head count. You can reach him by voice or text at 816 956-1887 or via email at [jump88@aol.com](mailto:jump88@aol.com). Please understand why this contact is important. We greatly appreciate your cooperation.

In addition to the pizza, we're suggesting you think of this as a pot luck and bring something to share. What goes well with pizza . . . . Well, that's where your experience comes in. Salad and dressings are always great matches, and deserts tend to top off a great feast regardless of the main course. That should get the creative juices flowing, so take it from there. We look forward to seeing what you come up with.

One last thing. The pizza will cost a miserly \$10 per head, so please keep that in mind when you contact Mike. We'll collect at the door. Also note the start time - - 6:00 p.m. which is a little sooner than our normal time. We look forward to seeing you. Oh! And be sure to contact Mike!

## A YOUNG EAGLES UPDATE – GRACE REBER



Recently, I was pleased to hear some interesting information about a former Young Eagle, Grace Reber. Grace is the 18 year old daughter of my barber, so I tend to get those updates with some consistency. Daddy Scott has kept me posted on Grace's flying history which includes some thirty-five hours logged mostly in 172s. Grace began instruction in Lawrence, but fired her instructor when he developed a history of no-shows. How's that for being focused! She then continued her training with ADT at the Charles Wheeler Airport. She recently soloed and has completed her dual cross country. She's studying for the written and should pass that successfully very soon. Most of the chapter members probably never met Grace, but we can proudly claim her as a Young Eagle. She flew with us about four or five years ago, and applied for the Ray Scholarship last year.

Grace plans to attend an aviation college in the near future, where she will go through to her instrument, instructor, and ATP ratings. I can tell you, any airline or flight department will be thrilled to hire Grace who is one of two of the sharpest young ladies I've met in a long time.

But that's not what this report is about. With that as a backdrop, what's really exciting is that Grace was discovered by some of the folks at Garmin, and she was hired immediately as the initial contact person in Garmin's pilot support department. This is a new position but it's obvious she's more than up to the job. After some six weeks of intensive training, she'll be ready to take your call should you need assistance with a Garmin product. Initially, she will hold down the midnight shift, but what an opportunity to gain an astonishing understanding of complex avionics.

It just goes to show us how valuable our Young Eagle involvement really is. Good luck, Grace! We're proud of you.



# KITCHEN REMODEL UPDATE



These 3 images courtesy of Mike Dooley

The kitchen remodel is coming along very nicely. The goal is to complete the project in time for our February banquet. You can glean more details of this extensive project in Mike's "President's Corner" article on Page 2. While we all know that thing about the best laid plans, but this seems quite reachable. If you have been involved as a volunteer, thank you very much. And if you'd like to contribute your labor or expertise to the project, please contact Mike Dooley at 816 956-1887 or by email at [jump88@aol.com](mailto:jump88@aol.com). He's always looking for help.

As a result of the architectural changes, there are some cabinets and a desk looking for good homes. If you could use any of these – or know someone who could – please get a hold of Mike. This could be your lucky day.



The cabinets are not junk. They appear to be very well built and sturdy, so you should have no qualms about using them if you can make them fit. In addition, there doesn't seem to be any cosmetic damage which means they'll look good wherever you put them. The desk was actually used by President Emeritus Larry Young at his office when he was in the insurance business. So if you want to be in the presence of greatness, this might do the trick. Again, please contact Mike Dooley if you would like to have any of these items. Or if you need to measure and inspect them first, he would be happy to accommodate your request.

# MIKE'S MUSINGS

Paul Rodriguez came up with the idea of a perpetual builders plaque in early 2020. I volunteered to make the plaque out of some of my stash of walnut lumber and then the fun began!

- The list of chapter members who had built an aircraft kept growing and growing. I started with 15 names and finished with 40...and if I left someone out, just let me know 😊
- It was suggested that we also recognize members who re-built an aircraft. That turned out to be three names for a second plaque.
- Starting with sawmill-cut lumber, I broke out the planer, jointer, table saw, etc. and turned out three plaques (builders, re-builders, and the Ray Huffman "Hands-On" stick grip shelf).
- A special shout to Mike Black and "Just Frame It" of Lee's Summit for his patience as the list of names kept growing and his nice work on the name plates!

So here's to the builders and re-builders, and to those whose names will be added to the plaques in the futures-enjoy!

## **Workshops!**

Thinking of building an aircraft but don't think you have the necessary skills? I've been teaching aircraft construction skills for several years now, and I've found that skill development workshops are a great way to begin. Workshop topics include riveting, aircraft wiring, and composite construction techniques.

If you're interested in learning a new skill in 2022, please contact Mike Dooley at 816 956-1887 or by email: [jump88@aol.com](mailto:jump88@aol.com).

## **Hedrick Sale Update**

Remaining items from the Phil Hedrick memorabilia collection are on sale at The Olive Branch Antiquities and Oddities shop in Odessa, MO. It's a fun shop to visit and we encourage you to support the shop as it continues to sell items on behalf of the chapter. The Olive Branch is located at 123 S. Second St., Odessa, MO 64076.

## **Under Wants and Needs**

For Sale: Personal Locator Beacon



- One ACR SARLink PLB
- Like new, with lanyard and new (5-year) battery installed in September 2021.
- Must register with NOAA for activation, but no subscription fee.
- Retail Price: over \$325; my price: \$150.
- Contact Mike Dooley 816 956-1887

For Sale: Gently used backup alternator system (B&C 20 Amp) for Lycoming accessory case mounting. Complete with annunciator, wiring, ANL fuse, and wiring diagram. \$500 Contact Mike Dooley 816 956-1887

# NEWSLETTER NAMING CONTEST ANNOUNCED

Did you know that most newsletters have a name? It's true. But, alas, this one does not. For some time I've been wanting to upgrade our house organ and I'm getting close to making that happen, but it needs a name. So here's the deal. I have some thoughts on the subject, but it makes sense to ask the members and readers of this fine publication what they think the name should be. I've cleared it with Mike, and he's agreed the chapter will come with a nice prize for the winning entry. The last contest I won got me three days at the home office, but that was a long time ago. We can do better than that. So if you enter this contest, you'll be doing it primarily on civic pride because you don't know what you'll win. But whatever it is, it will be well worth your time and efforts.

There are no hard and fast rules, but entries that successfully tie aviation with the dissemination of news or information will clearly have the edge. Lacking that, the aviation component really does need to be present. So no, **Miss Teen USA** won't work.

I have developed a short list of my own thoughts but am hoping you can improve it. You may send as many suggestions as you'd like, and you won't have to be present to win. We will announce the triumphant entry and its enterer in the newsletter. Please send your entries to me at [BruceEHood@gmail.com](mailto:BruceEHood@gmail.com). (My email address isn't case sensitive, but it looks funny when printed in all lower case – 2 Es and 2 Os . . . 2 confusing!)

All submissions must be in my hands no later than midnight, January 31. Thanks for your consideration, and best of luck to you.

## BUILDERS' PLAQUES ON DISPLAY



Thanks to the camera work of Mike Dooley, you can now see the builders' plaques he built. They commemorate new builders, rebuilders, and a special "hands-on" trophy which was contributed by member Paul Rodriguez. These plaques are on permanent display in the meeting room so be sure to take a look.

# IT'S CHAPTER 91 RENEWAL TIME

It's January and that means Chapter 91 renewals are due. We have included a copy of the 2022 membership application along with the email that sent you this newsletter, so please download it, fill it out, and return it. You will probably find it easiest to bring it with you to the next chapter gathering on January 17, or just mail it. The address is conveniently located toward the bottom of the application.

You will note that this year, there is a line allowing you to certify no information has changed from last year. If that's the case, please check there, then sign and date at the bottom and you're done. However, if something has changed, please do not check that line and complete the application as usual. Keeping track of all this information may seem like a simple thing, but believe me, it is not! Please take just a few minutes to provide the data requested. Your secretary and newsletter editor will heap kudos on you and sing your praises to the high heavens.

As in the past, annual chapter dues are a ridiculously low \$24. Please make your check out to EAA Chapter 91 and bring it with you or mail it in. We would appreciate receiving all applications by February 7, so please jump on this quickly if you would. Again, you will find the application as an attachment to this newsletter's email. Download, print it out, and attack. You'll be done in a jiffy. We're looking forward to having you as a 2022 member.

## ANNUAL BANQUET SET FOR FEBRUARY 19

Our popular annual banquet has been set as Saturday, February 19 at the Larry Young Eagle Hangar. This replaces our normal gathering so make note of the date and time. This is a catered event and the price per attendee is a very reasonable \$20. Please RSVP so the caterers know how much to prepare. Contact Mike Dooley via voice or text at 816 956-1887 or email him at [jump88@aol.com](mailto:jump88@aol.com).

Here is the menu:

- Tossed salad w/dressings
- Green beans
- Hot potato salad
- White rolls
- BBQ beef brisket
- Pepper roasted pork loin
- BBQ sauce
- Assorted desserts
- Beverages





## Times are Changing

By Clyde Ehrhardt

Many of you have been buying aircraft insurance for many years. And for that, as a broker, I thank you. Like so many things in our lives, this aviation insurance keeps changing. Missouri has had its turn in the barrel. To have four companies decide not to write any new business in Missouri, and to have one of those companies decide to NON RENEW their current insureds at the policy expiration, is a real shot to the gut.

I was proud of the fact that not all companies insured all aircraft, just as not all doctors treat all illnesses. Until our insurance commission and these four insurance companies are ready to make nice with each other, we Missouri aircraft owners will have to make do with what we currently have. We will have four fewer insurance companies than what we have for the other 49 states.

one small item that I have seen spring up from time to time: When rates increase, many aircraft owners start taking a hard look at their insurance costs. Several times I have had insureds tell me, "I am going to be refurbishing my aircraft and it will be in the hangar for the next six months or so and I will not be flying. So I will not renew." This sounds very normal and honestly I have a hard time countering this decision without sounding like I am getting greedy for the commission.

Then comes the time when the aircraft is ready to greet the blue skies and I am called to place coverage. But wait. This thing called aviation insurance has been under a lot of strain. Inflation, aircraft getting older, pilots getting older, and parts prices inflated, or no longer being produced.

I have had more than one company tell me they are no longer insuring old Beech 35 V-Tail Bonanzas. It is the non-availability of parts. Without these repair parts, the aircraft essentially becomes a total loss. Consequently, since the aircraft cannot be rebuilt, the salvage value is lower.

Now, we find underwriters who do not want to insure Bonanzas that have no salvage value and that do not have any available repair parts. This will devalue these aircraft very soon. I do not know of other aircraft that may be effected by such a parts shortage, but this can be something to look into if you have a senior aircraft; probably an air



craft built before 1965 to pick a date of some reason.

One company already will not insure any aircraft build before 1984. And yet another company will not insure aircraft valued less than \$100,000. Their minimum premium will be \$3,000.

Well, that is not all that is happening. I recently had a good account, which in past year, I could request quote through their computers and get the renewal quote. Not now. Because it was a high-performance, single-engine aircraft, the computer referred this to underwriters to personally look at every one of these quotes. Their quote turned out to be less than last year which was good for the client. But wait! I have also had a similar client who, say for medical reasons like a broken leg, would not be flying for the next three to six months while on the mend. And this same pilot was only a private pilot; no instrument rating.

Okay, what happened? Our pilot did not renew his coverage for several months. But when we went back to the same company to get coverage, we found they would not insure him because he did not have an instrument rating. What!?

Yes, this has and will happen. With the state insurance commission requiring underwriters to file their rates for classes of aircraft they insure, these rate filings declared that certain high-performance aircraft will require an in-

strument rating. However, those aircraft already insured with the carrier were exempt.

Well, that sounds like some good news, but wait! If you do not renew your coverage with your current carrier, and you are one of those who does not have an instrument rating, when you reapply to your carrier, they will have to treat you as new business. Thus, you must have the instrument rating. The lesson here is renew your policy unless your will no longer fly or you have sold your aircraft. You can always get liability coverage, exclude passenger and exclude hull, or put ground "hull-not-in-motion" coverage on the aircraft.

Our insurance carriers are being audited every year to see that they are compiling with the rates they have filed with the state. And, when the audits find the rates are being miss-applied? I am of the understanding that fines start erupting. This is the level of control being exacted on companies.

Now you know why underwriters will cancel your coverage when you do not returned signed applications. Such cancellations are due to noncompliance of the terms of the policy.

I am sure your broker is doing his level best to keep up with these requirements, which differ from company to company, and continue to trickle down month after month.

Things like this will happen when we have economic changes in our lives. I can assure you I am doing my best to keep up with these changes and I hope this insurance column will help you do the same. Feel free to call or email if you have questions about aviation insurance. I do not have a crystal ball so the future is just as far away from me as it is from you. Like the weatherman, it is only a forecast.

[The information provided in this column is designed to provide helpful information and is meant for education and discussion only. There is not an offer, or acceptance of coverage unless a formal application has been approved and accepted by a licensed insurance company. The author shall not be liable to any person or entity with respect to any loss or damages caused, or alleged to have been caused, directly or indirectly, by the information contained herein.]

**Editor's note:** Our thanks again to Mr. Ehrhardt for allowing us to reproduce this article from the Missouri Pilots Association newsletter. This represents a major problem for Missouri aircraft owners and we hope you will take his thoughts seriously. He certainly knows what he's talking about.



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# EAA Passes Quarter-Million-Member Milestone

Mark Phelps AvWeb Fkash

December 1, 2021



The Experimental Aircraft Association (EAA), announced Wednesday (December 1) it has “has surpassed 250,000 members for the first time.” EAA membership has spiked 25 percent over the past five years. The association attributes the growth, in part, to people turning to flight training and aircraft building during the Covid 19 pandemic “as the fulfillment of a personal dream.” EAA reports its total of lifetime members has also swelled to new record totals in the same time period.

Jack Pelton, EAA CEO/Chairman, said, “EAA’s founder Paul Poberezny created a culture nearly 70 years ago where anyone who wished to enjoy the freedom of flight was welcome to participate, and our mission of growing participation in aviation has thrived under that vision. The dedication of EAA’s members, chapters, and staff has made it possible to grow the organization to new levels...EAA began as a small group of builders and restorers but quickly grew into an organization that engages everyone who enjoys the world of flight.”

Pelton characterized EAA’s mission as tapping into ordinary citizens’ vision of learning to fly; and facilitating that dream through support for builders, restorers, and pilots and providing resources through its chapter network “as the home of grassroots aviation in hundreds of communities throughout the nation.”

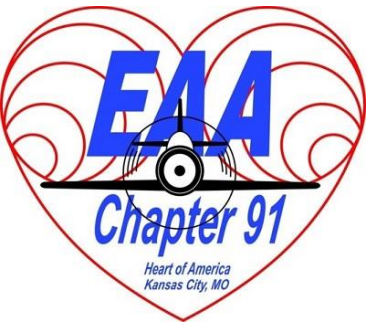
Pelton concluded: “General aviation has grown increasingly complex over the past 70 years, but EAA’s goal has been to find ways to break down the hurdles in as many places possible to nurture that dream that has been always been a part of human imagination – the desire to fly.”



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THE MONTHLY NEWSLETTER  
EAA CHAPTER 91  
January 9, 2022



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