

A \$100 BARGAIN!

For a mere \$100, this brand new RV-12 could be yours! How's that? Recently, Chapter 91 President Mike Dooley received a letter asking if he would share information about an upcoming raffle with our members, and he agreed. It seems the Texas Barnstorming Museum, which raises money to teach kids to fly or otherwise enter aviation-related careers, is raffling off this airplane to help achieve that end. See that letter on Page 9. This RV-12 could be yours. Go take a look.

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Special points of interest:

- Our next gathering will be online, and in person, Monday, January 18 at 7:00 p.m. IMC/VMC Clubs meet online the 2nd Monday of each month at 7:00 p.m.
- Our next Young Eagles rally and pancake breakfast will be announced.
- 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, Mike Dooley

The ice and snow are almost gone, so hope we can all get back to aviating!

Hayden White, our 2019 Ray Scholarship recipient, turned 18 and earned his instrument rating in 2020. So EAA and the Ray Foundation put their resources in the right spot! Hayden decided to add some sheet metal and riveting skills to his resume, so he and I spent a few sessions in December at Hangar M doing some sample rivet projects. He's currently riveting a Van's toolbox kit and his workmanship is progressing at a rapid pace. We'll try to link him up with a builder or two in January and February as part of a school project (part of his Aerospace program at St. Michael the Archangel High School). Working with Hayden sure brightened up my month. It's really rewarding to see a young pilot learn new skills!

A special thanks to everyone who helped move some of Pat Lorie's possessions from his apartment into assisted living in early January. A bit challenging due to COVID restrictions at both locations, but we got it accomplished! Another special thanks to Tom Licata for volunteering to serve as our facility manager in 2021. Thanks, Tom!

We're in the middle of chapter membership renewals, hangar use agreements, etc. See details this newsletter for details on how to "Re-up" as a chapter member or to sign up as a new member.

Items remaining in the Phil Hedrick memorabilia collection continue to sell online or through local shops. Please contact me if you're available to assist. We need help with online sales (eBayTM, Facebook MarketplaceTM, CraigslistTM, etc.), wrapping / packing items sold online and shipping / driving wrapped items to post office / UPS.

Chapter 91 calendar events coming up include:

- The VMC Club Meeting on Monday January 11 (7 pm; online using GoToMeeting). Chris Hope will lead a discussion about night flying. See this edition of the newsletter for login instructions.
- Our next chapter gathering will be a "hybrid" event (both online and in-person) event on Monday evening, January 18. See the details in this newsletter to get connected!
 - Social time beginning at 6:30 pm; we will start the gathering at 7pm.
 - Our guest speaker is Fred Stadler from EAA Chapter 252 in Oshkosh. Fred will tell the amazing story of "Bob Shank, Pioneer Pilot"
 - After the presentation and Q & A we will have online / in person social time available until our scheduled GoToMeeting time expires (at 9 pm).
- Our next board meeting will be Monday, February 1 at 7 pm.
- I'm still hosting one-on-one aircraft construction skill classes (wiring, riveting, and composites), so contact me at 816 956-1887 if you're interested in learning a new skill.

See you online or at the Eagle Hangar!



EAA CHAPTER 91

December 21, 2020

- I. Meeting was called to order by President Mike Dooley at 7:00 pm.
 - a. GoToMeeting procedures/etiquette reviewed: muting microphones during presentation, etc.
 - b. Reminder to local participants regarding chair spacing and masks

- II. Agenda:
 - a. Greetings to members and guests.
 - b. Pledge of Allegiance led by John Ziefle.
 - c. Secretary: Approval of minutes of November gathering as published in the December Newsletter. Motion by Dave Heiman, 2nd by Nancy Inderwiesen. Motion passed.
 - d. Announcements

- III. Old Business:
 - a. COVID status: *Jackson Co. max gathering size limited to ten effective Friday, November 20 and continues.*
 - b. Ray Scholarship update: Tucker Thomas is continuing his training.
 - c. Online sales continue of items remaining in Phil Hedrick's collection of aviation memorabilia; please let me know if you can assist! 3 chapter members are currently conducting sales of items from the collection on eBay, Facebook marketplace, etc.
 - d. EAA 91 Activities:
 - i. Young Eagle Build and Fly (RC) program on hold due to COVID restrictions.
 - ii. Young Eagles Workshops, (new program available to all chapters starting September 17). We need a program chairperson to run/manage this program.
 - iii. Chapter Tool Crib: Contact Mike Dooley or one of the tech counselors to borrow a tool or do a dynamic prop balance.
 - iv. Student Pilot Study Buddy group (based on Sporty's Learn to Fly). First session held online; Chris Hope lead moderator.
 - v. Workshops continue on a one-on-one basis; contact Mike Dooley if you're interested in learning aircraft construction skills. Next session this week with Mike Dooley on Riveting.
 - e. EAA Events:
 - i. Next Board Meeting: Monday, January 4, 7 pm. Hybrid (face-to-face and GoToMeeting)
 - ii. VMC Club meeting: Monday, January 11, 7 pm. GoToMeeting
 - iii. Chapter Gathering Monday, January 18, 7 pm; Hybrid (face to face and GoToMeeting. Presenter: Fred Stadler (EAA 252, Oshkosh on "Bob Shank, Pioneer Aviator."

- IV. New Business:
 - a. Tom Licata has volunteered to be our Facilities Manager for 2021. Thanks Tom!

- V. Wants and Needs:
 - i. Please donate to our Trimotor Wing fundraiser!
 - ii. Les Moore: Mooney M10 Cadet for sale: see newsletter

- VI. Presentation: Mike Dooley and John Ford "Winter Flying"

- VII. Meeting was adjourned at 8:30 pm. Approximately 32+ members were present via online GoToMeeting and 10 were present in the chapter room.



Our next meeting of the VMC Club will be Monday, January 11th at 7:00 p.m. Central Standard Time.

It's a new year, and 2021 has be better than the one we are leaving behind. And although we are in the time of the long night, there is still good flying around us if you know how to find it.

So let's talk about night flight. Come share your techniques and listen to some of my ideas, and some ideas of my friend and fellow master CFI, Larry Bothe.

Join me from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/371216221>

Or dial in using your phone. - (312) 757-3121

Access Code: 371-216-221

New to GoToMeeting? Get the app now and be ready when your first meeting starts: <https://global.gotomeeting.com/install/371216221>

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. 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

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

LAST MONTH'S PROGRAM



Winter Flying – The “Hidden Files”...

Some lessons from the (very) far north...



Since it's now officially winter, a timely discussion of winter flying was in order. Thanks to the experience and presentation skills of Mike Dooley and John Ford, we were reminded of some of the cautions involved in winter flying.

Since we don't live in the tropics (even though that's debatable June through August) it's worthwhile to focus on some of the things we don't usually think about. For example, the reminder that CO₂ detectors are very cheap, and can save lives. Or that when the temperature drops below 32 degrees, preheating becomes highly important. Mike showed a picture of the preheat system he uses on his RV and reminded us that most FBOs have heat carts available when temperatures dip. Since metal props dissipate heat quickly, keeping them covered in the winter makes a lot of sense.

Avionics and autopilots are sensitive to cold and need warmth, too. Mike then discussed the effects of frostbite and how survival gear and clothing could prove invaluable. He suggested everyone should have a survival kit capable of maintaining two people for up to 72 hours and offered to help one at no charge.

Then, John Ford spoke about some of his personal recollections of winter flying. John has a great deal of experience in that area, having come from the Great Frozen North. In fact, he reported his personal chill record was -65 – obviously, not for the faint of heart. One particularly interesting story involved an engine change on an L-19 Birdog which took place outside in below 30 degree temperatures. Once the job was completed and the engine was started, it ran for only ten minutes before destroying itself. The cause? No preheat. The cylinders and pistons expanded at different rates, so preheating proved critical.

John also described ways to handle super cold engines including draining the oil, warming it, and putting it back in prior to start. Another involved an “oil dilute” button which actually injected raw fuel into the engine, effectively thinning the oil viscosity enough to make starting and running easier. That was a new one for me. Live and learn, right?

The presentation proved interesting and stimulated some critical thinking. Thanks, guys.

THIS MONTH'S PROGRAM

This month's program will feature Fred Stadler from Chapter 252. Fred's mini-bio includes:

- Volunteer pilot at EAA's Pioneer Airport in Oshkosh, Wisconsin since 2000, where he flies EAA Museum visitors in vintage, open-cockpit biplanes. (Yeah, it's tough, but somebody has to do it.)
- Young Eagle pilot with over 8,000 Young Eagle flights (yes, you read that right-eight thousand).
- EAA AirVenture Notice to Airmen (NOTAM) Chairman and Flight Line Operations Co-chairman
- CFI, A&P-IA
- Owned a 1956 Cessna 310 for 49 years
- Currently flies a GlaStar

As noted above, Fred's "day job" is flying passengers in vintage planes at EAA's Pioneer Airport. In researching the history of one of the biplanes, Fred discovered it had been owned by pioneer aviator Bob Shank.

Fred has put together a great presentation about Bob and early aviation in the US, complete with photos provided by Bob's family as well as audio recordings of Bob's voice from an interview conducted in the 1950's. Please join us on January 18 for the amazing story of "**Bob Shank, Pioneer Pilot**" and the airplanes he flew!

As usual, our gathering will start promptly at 7:00 p.m., and you may attend in-person (maximum of 10 only) or log in using the GoToMeeting app. Of course, you can dial in and hear the program if you prefer. Regardless, we look forward to Mr. Stadler's presentation. It sounds like it will be a good one. See you then!

SOMETHING YOU MAY FIND INTERESTING

Last month I received a request from Chapter 91 member Gus Schlegel to share a couple of things with the membership. Since this newsletter is for the chapter members' benefit, we're pleased to comply with that request and will let Gus explain things for you.

1. I was fascinated by a video showing Brian Shul giving an inspirational speech about flying the SR-71 <https://youtu.be/6nuAZfKSvvg>
2. For the needs and want section:
After a flywheel failure, I replaced the engine on my Sonex with a later model. However, the crankshaft of my original Jabiru 3300 is now repaired and updated and I'm thinking about reassembling and selling it. The thought crossed my mind that maybe a chapter member would be interested in buying the engine unassembled. In that case I would offer to put it together with the new owner, so that he/she could get intimately familiar with the engine and gain deeper knowledge and understanding of it.

If you're interested in this offer, please contact Gus at kcairgus@gmail.com or by phone at 816 714-8580.

JANUARY'S GATHERING INVITATION

Our monthly chapter gathering is coming up on Monday, January 18 starting at 7 p.m. This one, like most in the recent past, will be a hybrid session, meaning attendance can be either in-person or remote. Most of our members are totally used to all this, but we're delighted to say that we have new members, so for their convenience, we will again talk about how all this works. After all, we want everyone in the chapter to attend if at all possible.

Thanks to the Covid-19 restrictions mandated by Jackson County, we are limited to having just ten humans in attendance at the clubhouse at a time. We could apply for a waiver which would permit more, but frankly, the paperwork is more trouble than it would be worth. So for now, we'll just grit our teeth and put up with it. What that means is if you'd like to attend in-person, you'll need to be one of the first ten to arrive. You'll also need to wear a mask and maintain proper social distancing. No singing is allowed, either.

But if you are number eleven or later, you'll need to revert to what most of us have found to be the best method – logon using the GoToMeeting app. If you don't have it, go to <https://global.gotomeeting.com/install/311463669> and get it. Installation is incredibly simple – even I was able to do it. Once the app is installed on your PC, tablet, or smart phone, you're ready to go. When it's meeting time, just click on <https://global.gotomeeting.com/join/311463669> and you'll be connected with both visual and audio. (That assumes you have a web cam, of course, but they're cheap to buy if you have an older PC; otherwise, it's probably already sitting there looking at you.)

Now, if you don't have a PC, tablet, or smart phone, you may still gain remote access using your regular telephone. In that case, you won't have the video feed, but you will be able to hear just fine. To dial in, call 1 872 240-3212 and when asked, enter the access code of 311-463-669. That's all there is to it.

While we start at 7p.m., Mike is always in-house by 6:30, so you can join up a bit earlier for a virtual visit with anyone else who's there.

We realize all this isn't ideal, and everyone would much prefer to just show up at KLXT to meet with our like-minded cohorts. However, we are doing something that many organizations are not doing – meeting! Period! Lots of other groups have literally folded for lack of innovative problem solving. But Chapter 91 is actually growing! So we hope you'll avail yourself of these temporary fixes and join us for another gathering. We're looking forward to having you.

BARNSTORMING MUSEUM RAFFLE ANNOUNCED

Dear Mr. Dooley,

I'm reaching out to EAA chapter presidents in the hope that you might help us spread the word on our Vans RV-12 raffle with the proceeds benefitting our scholarships drive. We are a small aviation museum in South Central Texas, and a 501(c)(3) non-profit organization, and utilize antique aircraft to teach kids any of the aviation trades, from becoming a pilot, engineer, or A&P mechanic. The museum arose from the realization that kids in our area had little or no exposure to aviation, and a grass roots effort arose to create the museum, which morphed into the non-profit organization. At no expense to them, the kids learn in a J-3 Cub, and after soloing, transition into a Grumman Traveler for their PPL. So far, we've been pleased with our graduates. At present we have 5 kids in various aviation colleges (not too bad for a town of 2600 population) who will hopefully continue on into various aviation fields. In addition to their flight training, most kids here have flown the Stearman, TravelAir, etc. If they are so motivated, we teach them welding, woodworking, and the other skill sets that go into restoration and maintenance.

The RV12 we are raffling was built by a friend and supporter of the museum, Milton Weikel, who was a lifetime member of the EAA and hadn't missed the annual Fly In in Oshkosh, and before, when it first began in Rockford, IL, ever... not one. Milton built the airplane to completion, flew it about 5 hours, and then began building a Legal Eagle when he was stricken with a rare form of cancer and passed. He had a passion for aviation that was just boundless, and was always eager to help the kids. He was a powerful motivating force here, and is missed.

We painted the aircraft and are at present finishing the certification flights. We will send the aircraft to a Vans specialist to have all the Service Letters complied with immediately prior to the drawing. The airplane is essentially brand new, and beautifully constructed (Milton was an engineer by profession, and the craftsmanship is just beautiful) We are going to use the proceeds of the raffle to benefit our ongoing "Kids in Aviation" scholarships and allow us to begin a new crop of young pilots and mechanics, and will be called, "The Weikel Scholarship in ...", and will be offered in engineering, aviation and A&P mechanics. In addition to the airplane, several more prizes are offered and have been sponsored by some great aviation companies like David Clark, Sporty's, Aircraft Tool and Supply, and Garmin. I'm continuing to add prizes.

There is much more information about us on our website www.whereolddogsfly.org, Facebook (Texas Barnstorming Museum) and in past and upcoming articles in *General Aviation News*. If not too much trouble, would it be possible for you to share my letter with the members of your chapter? The link to the raffle is- <https://rafflecreator.com/pages/41866/vans-rv-12>

Thank you so much for your time and consideration, and if you or your members are in South Central Texas, please stop by! We have 2 yearly fly-ins with about 300 in attendance.

Thanks So Much,

Tailwinds, Jim Baker President, Texas Barnstorming Museum [\(361\)772-6434](tel:3617726434)

DO YOU KNOW ANYONE WHO

New Chapter 91 member Gene Hill is looking for anyone who has worked with any W.A.R. Aircraft Replica designs. He's considering buying plans for the Corsair but would like to talk with anyone who has specific, hands-on experience. This is exactly what joining our group is all about, so if you fit the bill, or know someone who does, please contact Gene at 816 588-1527 or via email Gph6vd@gmail.com

MEMBER RENEWALS DUE

It's time to rejoin Chapter 91 for the new year. Attached to this email that delivers the newsletter you'll find a 2021 membership application. Just fill it out (even if nothing has changed) and drop it in the mail with your check for \$24. The mailing address is in the lower part of the application. We look forward to having you rejoin us for another interesting year.

TRI-MOTOR WING DONATIONS

When EAA had to rebuild the wing on its vintage Ford Tri-Motor, the cost was more than major. Finding \$1,000,000 to handle the repair took some digging. A portion of that cost was sought from the chapters, and ours stepped up with a \$10,000 pledge. To my knowledge, we were the only chapter confident enough to make that commitment. Today, we are almost there. We're on schedule and very close to reaching our goal. Please help us get this last push across the finish line. Make your donation check out to EAA Chapter 91 and denote "Tri-Motor Wing fund" in the memo section. It's that easy. Thanks for your help.

LIMITED CALENDARS AVAILABLE



Chapter 91 has ordered a few 2021 calendars for our members. Most have been sold, but there are still a few remaining if you'd like to have one. This new calendar celebrates flight with beautiful aircraft pictures for each month. This is something you can enjoy for the whole year, and we desperately need a new year! If you'd like to have a calendar, you may pick it up at the Larry Young Eagle Hangar for just \$8. Or, if you prefer, we'll mail it for only \$11. Contact an officer or board member to reserve yours. But hurry because they're almost gone.

FACEBOOK PAGE FOR AIRCRAFT PARTNERSHIPS

Chapter 91 member and aircraft partnership guru Bruce Luedeman has developed a new Facebook page for anyone interested in forming or working with aircraft partnerships. This could be most anything from a flying club to joint ownership. As you can imagine, such entities can be fraught with all kinds of bumps and problems, so this concept can have far-ranging ramifications.

Bruce has asked us to inform everyone of his new Facebook page so that information is included below. I am including Bruce's contact information should you want to communicate with him directly.

In a future newsletter please let members know I have started a Facebook Page called Hangar Buddy Bruce. It is a series of 3 to 5 minute videos on how to organize an aircraft partnership. A new video will be placed on the page every Friday. For those interested in forming an aircraft partnership with others please "friend" the page. I will also respond to questions that are posted to the page. Or you can call or text me directly. Thanks!

Bruce Luedeman MA, EMT
NRA Training Counselor
Ph# 816-353-6826 (also text)
2425 S. Crysler #5
Independence, MO 64052
www.SafeShoot.com
Bruce@SafeShoot.com

We hope this proves valuable to Chapter 91 members. Please go participate. Good luck, Bruce.

MORE ADVENTURES WITH HAYDEN WHITE



Hayden White, last year's Chapter 91 Ray Scholarship winner, accomplished some lofty goals. In September, Hayden earned his instrument rating, and in December worked with Mike Dooley to develop some riveting skills. Mike teaches various workshops including this one. Might there be a homebuilt project in Hayden's future? Stay tuned. Only time will tell.

Kansas To Establish Supersonic Transportation Corridor

Kate O'Connor AvWeb *Flash* December 17, 2020

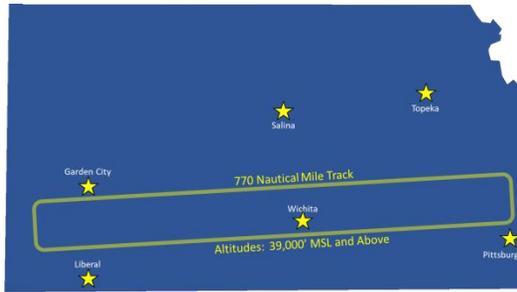


Image: Kansas Office of the Governor

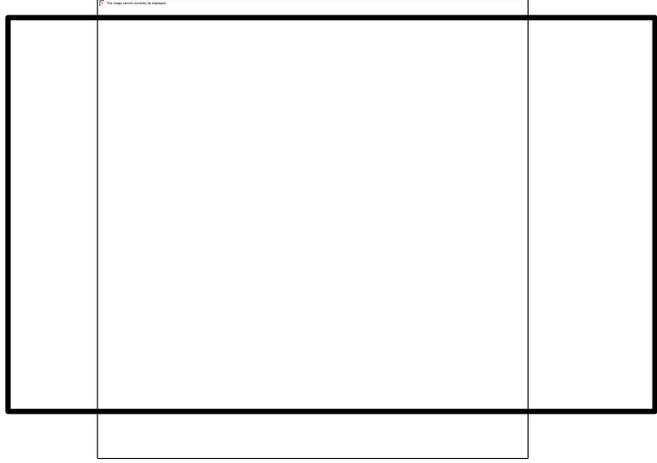
The Kansas Department of Transportation (KDOT) and the FAA have finalized an agreement to establish a supersonic transportation corridor (SSTC) for testing non-military supersonic aircraft. According to the Kansas Office of the Governor, the 770-NM corridor will “support sustained flight up to Mach 3.” Specific points of entry will be designated for aircraft entering the SSTC and operations will take place at or above 39,000 feet.

“The Kansas Supersonic Transportation Corridor will assist in the assessment of sound mitigating structural and engine designs as well as state of the art atmospheric acoustic modeling that eliminates the sonic boom and shapes the noise signature of an aircraft traveling faster than the speed of sound to a very low volume rumble,” said General Aviation Manufacturers Association (GAMA) CEO Pete Bunce. “The validation of these technological breakthroughs through the use of sophisticated ground acoustic and telemetry sensors will provide the necessary data to assist global regulators and policymakers in modernizing supersonic flight policies.”

Procedures for SSTC operations were written by the KDOT Division of Aviation, FAA Central Region, Air Route Traffic Control Center and Lemasters Group Consulting. KDOT has also partnered with Wichita State University’s National Institute of Aviation Research (NIAR) to collect noise data and telemetry from the aircraft. The gathered data is intended for use by the FAA and aircraft manufacturers for evaluating aircraft performance.

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
January 10, 2021



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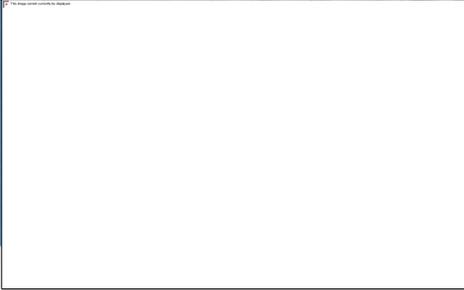
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