



NEW BLOOD

This caption above is a double entendre – it has two meanings. Here we have a Young Eagle taking a flight, but the picture was taken by a new chapter member, Jadon Blackburn. So New Blood refers to two things. Jadon, an area high school student, approached me asking about taking pictures at a recent Young Eagles event. To him, it was a chance to practice photography; to me it was someone who could take and submit great pictures for the newsletter. New blood. We need more.

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Special points of interest:

Our next gathering will be in Monday, July 17 at 7:00 p.m. IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m.

Young Eagles Rally **but no pancake**

breakfast Saturday, July 15. We're always looking for good ideas for programs.

Please contact Larry Young with your information.

President: **Rob Schmitt**

President Emeritus: **Larry Young**

Vice President and Young Eagles Coordinator:

Chris St. Germain

Secretary: **Becca Danik**

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Flight Advisor: **Bill Gill**

Program Chairman: **Larry Young**

Maintenance: **Tom Licata**

Newsletter: **Bruce Hood**

Web Editor: **James Perkins**

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 Rob Schmitt

Are you getting excited for AirVenture? I know I am! Many of our chapter members take the time to journey to Oshkosh every year, and I am certainly one of them. If you have never been there, I highly recommend planning to visit someday.

Our VMC meeting this month will be discussing the NOTAM for Oshkosh arrivals and departures, so if you are planning to fly there, this one is pretty important to attend. The NOTAM seems to change every year and you don't want to get caught up in the "bee-hive" not knowing what to do.

We will have a chapter lunch/social at Oshkosh on Tuesday the 25th of July from 12 to 4 pm at the Chapters Pavilion in Camp Scholler. We hope to see you there!

Many thanks to all who continue to support our highly successful Young Eagles program and pancake breakfasts. Reminder to all that we are only doing Young Eagles flights and no pancake breakfast in July. In August we will be supporting the KC Airshow, so we will not be having Young Eagles or breakfast at all that month.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club: Monday, July 10th 7 pm. In-person only. Oshkosh flying.
- Prep hangar for YE: July 14th 1 pm. No potluck this month.
- Young Eagles: July 15.
- Chapter gathering: Monday, July 17 at 7 pm.
- Oshkosh: July 23 through 30.
 - Chapter gathering at Pavilion: Tuesday, July 25 at 12 noon.
 - KC Aviators gathering at SOS tent: Wednesday, July 26 in the afternoon.
- Date for next board meeting: Monday, August 7, 7 pm.
- KC Airshow 19/20 August and New Century Airport.



EAA CHAPTER 91 GATHERING

MINUTES

June 19, 2023

NOTE: Meeting conducted as hybrid -- both online and face-to-face.

- I. The meeting was called to order by President Rob Schmitt.
- II. Announcements/Officer reports: President Rob Schmitt presented a recap of the events from late May and June which included two potlucks, two Young Eagles', and a successful Flying Start program! Patrick Hubbard, Jack Letts, and Phil Poynter received builders' plaques due to the successful completion of their aircraft. May's gathering minutes were approved as published in the newsletter. The chapter's roster has increased to 146 paid members for this year. Chris St. Germain reported that the signups for this month's Young Eagles event quickly filled again, and the previous months were successful with 65 slots in May and 60 slots in June. July's Young Eagles event will take place on July 15th **but there will not be a pancake breakfast. There will also be no potluck for July or August.**
- III. Old Business: The chapter is still working to get the new security cameras donated by Phil Ishmael installed in order to help deter potential thefts. Tom Licata gave an update on hangar repairs and those are progressing well. Soon Hanger L will be leak free! Jim Brady reported that Veronica was getting very close with her flight training. He also had the pleasure of introducing our new Ray Scholar, Logan Johansson. Big congratulations to Logan! Rob Schmitt gave an update on our Hendrick Scholarships as well. Various workshops and classes are available in aircraft electrical systems, sheet metal, composites, and other topics. Please reach out to Mike Dooley and/or Rob Schmitt if you are interested. Chapter hats are still for sale. All chapter camping slots for Oshkosh are now filled, but we will be hosting a chapter gathering at the Chapters Pavilion in Camp Scholler on Tuesday, July 25 at noon. Information regarding the KC Airshow on August 18-20 was presented and a sign-up sheets for volunteers was passed around. Friendly reminder that the Unnaturally Aspirated organization is hosting a car and aircraft show on the east ramp July 22.
- IV. New Business: None
- V. Upcoming Calendar Events: Board meeting: Wednesday, July 5th 7 pm. IMC/VMC Club: Monday, July 10th at 7 pm. In-person only. Young Eagles (**No pancake breakfast**) July 15, 7:30-12:00 noon. July chapter \gathering: Monday, July 17, 7 pm. Presenter: Skybound Helicopters. AirVenture Oshkosh: July 23-30.
- VI. Presentation: Chris St. Germain, Larry Rhoads, & John Ford. Seaplane Ratings.
- VII. Adjournment

JUNE'S YOUNG EAGLES





Our next meeting of the VMC Club will be **Monday, July 10th at 7:00 p.m. Central Daylight Time.**

At this time of year, the question pilots keep asking pilots is. "Hey, going to Oshkosh this year?" If this is your first year and you need advice, come join us and learn the tricks from those who have been there. Or, if you have been often, come share you knowledge with the newbies. We will cover everything from the dreaded "landings on the circles" to surviving the annual rainstorms.

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

And as a bonus, we will talk about what you should do and whom you should call after the engine fire is extinguish-ed. This topic is timely after a recent event at the Lee's Summit airport.. This could get really interesting!

LAST MONTH'S PROGRAM



Several Chapter 91 pilots have toyed with the idea of earning a seaplane rating, so last month's program by VP Chris St. Germain, board representative Larry Rhoads, and member John Ford was warmly received. All three have acquired that coveted certification and gladly shared their thoughts with us.

Chris pointing out that refueling was more difficult than on land. We can't walk or stand on water, so reaching the tank – especially on a high-wing plane – takes forethought. He also talked about how ever-present leaks had to be handled. He illustrated several types of amphibious aircraft, described his training, and volunteered some thoughts based on his experiences.

Larry Rhoads hitchhiked on Chris's points but went further including how airplanes on the water fall under boating regulations. He described that the plane is always moving, which changes how operating on water compared to land works. He also pointed out how wind affects water operations. The constant weathervaning tendency has its own challenges. Larry also gave us a peek at why glassy-water operations can tease the pilot's mind and perceptions. He mentioned that he and Chris had just returned from volunteering at Oshkosh's Vette Seaplane Base.

Finally, John Ford stepped up to explain how he received his multi-engine seaplane rating. A year or so ago, John wrote an article about his experiences which was published in this newsletter. He achieved his rating in a Beech 18, which has challenges of its own even for a land-based pilot. He went through several scenarios describing some of the Beech 18's peculiarities, including why you need three hands to start it, and how that affected on-water starts. John provided some eye-popping stats on the airplane like how it gulps 50 gallons per hour in cruise. He pointed out that you are always flying the plane and can't let up until the flight is completely over. He also explained that you are expected to have a multi-engine rating before adding on the seaplane portion.

It was a fun, inspiring, and educational presentation by three experienced and capable presenters. I would wager more members will decide to go for the rating.

THIS MONTH'S PROGRAM

Helicopters have always fascinated aviation enthusiasts, but the costs and complexities have proven daunting enough that comparatively few actually learn to fly them. That doesn't mean there isn't interest within the chapter, however. A recent TV news story featured the serious shortage of helicopter pilots needed to serve the emergency medical services, so the topic is certainly pertinent. If you find the subject of helicopters interesting, you will most certainly want to join us for our next chapter gathering on Monday, July 17 since that will be the topic for our program.

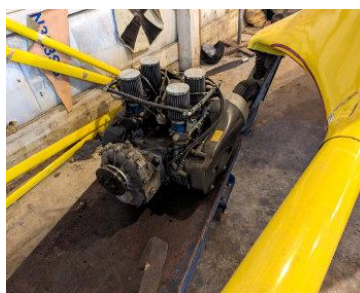
We will host Greg Bourdon and Joel Richardson, both heli CFIs with Skybound, a local helicopter flight school now stationed at Johnson County Executive airport. Greg is the firm's chief pilot and brings us some 12,000 helicopter hours, including military and civilian operations. Both Greg and Joel are more than qualified to cover the subject in depth.

If the weather cooperates, they will arrive by chopper, which we should be able to explore. If not, well we can dream, can't we? Either way, we hope you'll make plans to join us for this captivating talk. As always, we will meet in person starting at 7 p.m. at the Larry Young Eagle Hangar at KLXT, but you may also join us online using our trusty GoToMeeting app. If all you have is a regular old telephone, you can still attend, though you will lack the visual portion. We will send out the GoToMeeting instructions for this particular gathering shortly before the event, so be watching your email. We hope you can be with us.

MODIFIED YOUNG EAGLES FOR JULY

With a major portion of the chapter heading out to Oshkosh this year, we will be curtailing some of the normal activities at our next Young Eagles event on Saturday, July 15. Yes, we will be flying the kids as usual, but we will not be feeding anyone. Well, if you're helping out, you may discover a tasty doughnut or two lurking around the hangar, so don't despair. But do take notice that our normal food prep crew will not be doing its thing. And while we're at it, you might want to make note that we will not be holding a Young Eagles event at all in August. That's because we have committed to working at the Kansas City Airshow at New Century airport, and we have not yet figured out how to be two places at once. So mark your calendars, if you have not already done so, that we will not be flying kids in August. September will bring us back to business as usual, however, so don't despair. We still have more YE flights to make for the year.

CHAPTER OFFERED A PROJECT



Chapter member Bruce Luedeman has an acquaintance with a rebuilding project. The plane is a two place Interplane Sky Boy, a two-seat, side-by-side, high-wing, single-engine pusher in the ultralight category. It uses a Rotax engine and is said to cruise at 128 MPH. The Skyboy was manufactured as a complete airplane by Interplane Aircraft of Zbraslavice, Czech Republic. (If you can pronounce Zbraslavice correctly, you may win a prize!)

The owner would like to sell the aircraft for a very low price to an EAA Chapter if kids would use the plane as a rebuild project. Since that appears to be a conditiona for the sale, the chapter needs to discuss whether we would want to accept this project or not. As you can imagine, there are some legalities involved as well as the need for someone to head up the project. John Rice is currently rebuilding a damaged spar, so we already have at least some semblance of skin in the game. Well, kinda.

Bruce has access to the aircraft and can get anyone in to see the project at Liberty Landing. Bruce's number is 816 353-6826. The owner is Bob Pierce, 660 562-8645.

We will discuss this subject openly at our next chapter gathering, Monday, July 17. Your thoughts and input would be most welcome.

POTLUCKS TEMPORARILY CANCELLED

Both July and August's outside activities have caused us to modify some of our normal events. We already told you about changes to the Young Eagles' rallies (see Page 7 if you missed it), and you should also take notice that our popular potluck cookouts are being affected as well. **For both July and August, we will not be holding this event at all.** July's great Oshkosh migration coupled with our preordained commitment to work at August's Kansas City Airshow have made these changes necessary. While we apologize for all who will remain hungry for those two months, please note that we plan to start back up again in September. Bon appetit!

CHAPTER PLANS AT OSHKOSH

Our main Chapter 91 event will be on Tuesday, July 25 from 12 to 4 p.m. It will be a lunch social at the Chapters Pavilion in Camp Scholler. Food will be served from noon until 2, but we have the spot till 4 pm.

For those in chapter camping, Mike Dooley is picking up the camping credentials in the next couple of days and will be mailing them to Rob in Lee's Summit in the near future. When he receives them, he'll contact you to let up know. Rob plans to be at the Young Eagles event on July 15, and the monthly gathering on July 17. You can pick up your credentials from him, then or contact him and he'll figure out how to get them to you. You will definitely want them before you get to OSH; it will save you time getting in the gates.

LOOKING FOR A HANGAR

Chapter member Dr. Keith Cochran is getting very serious about purchasing an airplane. After a lengthy search, he has zeroed in on a couple of good prospects, but he's becoming concerned about having a hangar should a deal close successfully. Sound familiar? Then you know the feeling. Keith understands that the waiting list for chapter hangars is longer than he would like, and even city hangars are not readily available but thought it would be worthwhile to see if anyone might know of any available hangar space in the interim. Since no decisions have been made as of this writing, we can only suggest that it looks like a 172 might be in the offing. However, that may change. Regardless, if you know of anything Keith should know about, please contact him at 706 718-6161 and leave a message.

SCHOLARSHIPS UPDATE

Jim Brady, Chapter 91's Ray Scholarship Coordinator, announced at our last gathering that Logan Johansson had been selected as our 2023 winner of the \$11,000 prize. Unfortunately, Logan was unable to attend that meeting, but we certainly look forward to seeing him at many chapter events in the future. Logan is very serious about aviation, and we know he'll be doing impressive things now that the scholarship money is available. Congratulations, Logan.

As for our last scholar, Veronica Amburn, Jim reported at our last board meeting that she had successfully completed a dry run for her private oral exam and checkride. Now, as soon as she's able to engage an examiner, an airplane, and harness decent weather, she's ready to finalize her initial training and earn that private pilot's license. Most of us can remember a severe case of frayed nerves anticipating the final tests, so we certainly empathize with Veronica. We're crossing our fingers in hopes that by the time our July gathering comes around, she will have a special announcement to make. Best of luck, Veronica. We're all pulling for you.

As for our Hedrick Scholarship, Chapter 91's in-house program, we've had equally impressive news. Both Grace Reber and Patrick Flannigan have received the money from their awards which means they are both moving forward with their training. I spoke with Grace's father recently who said she has arranged her work hours at Garmin in such a way that she can now fly several days each week. That's the way to do it, and Grace has plans to move through all her ratings within a year. I wouldn't bet against her.

Here's wishing all our scholars all the encouragement we can muster. These folks are the best of the best and will succeed impressively at whatever they attempt. We are just delighted to have been able to help them reach their dreams.

KANSAS CITY AIRSHOW UPDATE

The Garmin Kansas City Airshow is gearing up for another fantastic season at New Century Air Center, August 19 and 20. Again this year, Chapter 91 has agreed to participate and assist with some of the crucial activities. Phil Ishmael will handle the coordinator's duties again, and he has agreed to keep us updated on the detail's as they become available. If you are able to assist, please let Phil know. He's always looking for great help, and Chapter 91 members are unbeatable at that. We'll keep you informed as the show particulars are firmed up.

THE FLIGHT REVIEW: CONTINUED TRAINING FOR YOUR SAFETY

by Earl C. Downs

The origins of the flight review can be traced back to the 1970s when the National Transportation Safety Board performed a study regarding general aviation safety. The first FAA publication of their requirement for a flight review then called a Biennial Flight Review, came about in 1987.

The original Biennial Flight Review requirement was edited a few times and in 1997 the rule we know today for the flight review was rewritten to include the requirement for one hour of flight training and one hour of ground training (gliders have an exception to the one-hour flight requirement). The term, “one hour of flight training,” is the part of the regulation that makes it necessary for a pilot of a single-place aircraft to fly with a flight instructor in a two-place aircraft for the flight review. FAR 61.56 also got a name change at this time when the word, biennial, was dropped. Now, the regulation is just titled, “Flight Review.” Details about the flight review can be found in AC 61-98D.

FAR 61.56 states, in part, “...no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that the person has...accomplished a flight review...”

Notice the rule refers to flying PIC. If you go beyond the 24 calendar months for your flight review, you may not operate your aircraft at all as PIC. This means you may not fly to the location to take the review, even if you fly solo.

Remember, the purpose of the rule was to promote continued training, and the wording of the rule allows you to mix and match any training with a flight review. Anytime you receive training for any purpose, consider combining it with a flight review, even if your flight review is not due.

Some pilots are in continuing training programs involving frequent training and checking. The military is an example of this, and certain commercial operations also fall into this category. These pilots are not required to perform a flight review. Student pilots are also exempted from the flight review because student pilots must receive dual training and an instructor

THE FLIGHT REVIEW – Contued

logbook endorsement every 90 days; therefore, the frequent training required of a student pilot negates the need for a flight review.

Any appropriately rated flight instructor can perform the flight review, and AC61-98D recommends they consider things like the type of aircraft you are most frequently flying, the nature of what type of flying you do, and your recent flying experience.

You and the flight instructor should work together to make the flight review a productive training session. The flight review does not have to be one flight, like your initial checkride. It's important to perform the flight review with a flight instructor who will work with you to determine the training to be performed. If you find an instructor with an, "It's my way or the highway," attitude, I suggest you look for a different instructor.

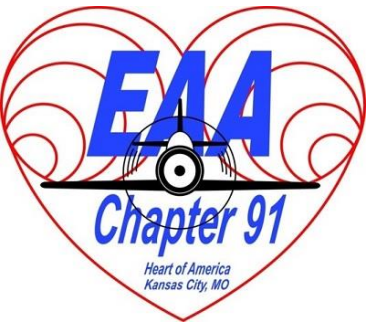
A flight review is not a pass-or-fail test. You either satisfactorily complete the review or you don't complete the review. If the review is completed, the instructor places an appropriate endorsement in your pilot logbook. If more training time is needed to finish the job, a logbook entry is made for the training completed, but no endorsement for the completion of the flight review is made.

The FAA also sponsors the Pilot Proficiency Award program, which encourages continued pilot training by issuing awards for completing program phases. The awards are represented by various levels of "wings" a pilot can earn. Most pilots refer to this program as, the "Wings Program." *When a pilot completes a phase of the Wings Program, it counts as a flight review.* For more information about this program, Visit: www.faasafety.gov, refer to FAA advisory circular AC 61.91J, or check with your flight instructor.

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
July 9, 2023



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