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Special points of interest:

Our next gathering will be in Monday, March 20 at 7:00 p.m. IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m. Young Eagles Rally and pancake breakfast Saturday, March 18. We're always looking for good ideas for programs. Please contact Larry Young with your information.



YUM-YUM!

It's about time dessert got its just desserts! The reason for featuring this yummy shot is to notify those who did not attend our annual banquet just some of what you missed. These scrumptious desserts were just one part of it. We understand everyone has other activities, and sometimes they conflict. But we still wanted to let you know you missed a really great event. Maybe next year, huh? See more on Page 5 of this newsletter. Then start planning for 2024.

President: **Rob Schmitt**
 President Emeritus: **Larry Young**
 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: **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

With March comes the hope for better weather for flying! I am looking forward to it. In April we will restart our Young Eagles program and pancake breakfasts. We not restart the Friday evening potluck socials in April so it will be another month before happen again. We will have volunteer signup sheets at our next Gathering.

As a reminder, if you work on the serving line or in the kitchen you must have a Jackson County Food Handler card on you while working. If you need the training, please contact Mike Dooley or me, and we will get you set up. Our annual banquet was a huge success once again. Thanks to all who joined us, and to Terry Collins for his outstanding presentation on the WW I Airships.

Our next major event is the March gathering on the 20th at 7 pm. We have a great presenter planned, so please join us. It will be on the SR-71 Blackbird long-range reconnaissance aircraft.

Hangar repairs have been in progress. Tom Licata has been doing an awesome job of repairs on hangar-door cables and fixing roof leaks, so give him a big thanks when you get the chance.

If you haven't had a chance to pay your membership dues for 2023, please do so as soon as possible.

Both the Ray Scholarship and the Hedrick Scholarships are open for applications! The Ray Scholarship is worth \$11,000 this year and the chapter plans to award two \$1,500 Hedrick scholarships. Contact me or Jim Brady if you need additional information about an application.

Upcoming Chapter 91 highlights include:

- The IMC/VMC Club meeting on March 13th at 7pm.
- March Gathering March 20th at 7pm.
- Executive Board Meeting April 3rd, 7pm.
- Young Eagles and pancake breakfast April 15th.

How about those Chiefs! Another Superbowl win!



EAA CHAPTER 91 GATHERING

MINUTES

February 18, 2023

- I. The meeting was called to order by President Rob Schmitt at 6 pm to kick off the chapter banquet. Following a prayer, food provided by Nadlers Catering was enjoyed!
- II. Announcements: All new officers were welcomed. For 2023 the Ray Scholarship award amount will increase to \$11,000. We should know in the next couple weeks if the chapter will have a 2023 scholarship. The Hedrick Scholarship is also now open for award in the April time frame. The chapter now supports payment via PayPal for dues and the link can be found on the Chapter 91 website. (<https://eaachapter91.org/>) The cost for using Paypal will be \$26 per year. It is only \$24 if payment by check or cash. Dues will increase to \$36 in 2024. Young Eagles and pancake breakfasts will start again in April. A foodservice class license is required for all those who handle or serve food. We currently have 17 people who are qualified. We are likely to get inspected, so please have your food-handler cards on you while working the breakfasts. Please see Rob Schmitt for information on how to get this class completed if you plan on working at the breakfast. The class can be completed online for \$25. (<https://www.jacksongov.org/Business/Licensesand-Permits/Food-Related/Food-Handler-Permits>)
- III. Chapter awards were presented as follows: Mike Dooley presented “pancake” pins to members who helped out at the pancake breakfasts. Chris St. Germain presented awards to those who volunteered with the ground operations at the Young Eagles events. Rob Schmitt presented certificates to the chapter leadership as provided by EAA headquarters to include; Tech Counselor: John Rice and Mark Burrow, Newsletter Editor: Bruce Hood, Officers: President-Mike Dooley, Vice-President- Chris St. Germain, Secretary-Rob Schmitt, Eagle Flight Coordinator-Griff Pickett
- IV. Upcoming calendar events: Board meeting: Monday March 6th. 7 pm. IMC/VMC Club: Monday, March 13th at 7 pm. In-person only. Next chapter gathering March 20th at 6 pm.
- V. Presentation – Terry Collins. WW I Aviation Airships.
- VI. Meeting was adjourned at 9 pm.



Our next meeting of the IMC Club will be **Monday, March 13th at 7:00 p.m. Central Daylight Time.**

All instrument-rated pilots know the procedures to follow in the event of a loss of two-way communications. But sometimes those procedures don't seem to apply. I thought that this month's situation was worth sharing. Come join us and share your suggestions on how to handle this situation.

Not an experienced instrumented-rated pilot? Come join us and hear how some more-experienced pilots might handle some unexpected situations.

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

BANQUET AND AWARDS



LAST MONTH'S PROGRAM



Our annual banquet speaker, Terry Collins, presented a program about lighter-than-aircraft from the WW-I period. Terry had talked with us a few months back about the airplanes used in the war, and had agreed to come back to give Part 2 of the story. Terry is a retired engineer who volunteers with the WW-I Museum, though he was not representing that entity with his talk. He joked that he usually speaks with WW-I enthusiasts who know nothing about aviation, so it was a bit different talking with aviators who knew little about WW-I.

His program focused exclusively on the airships of that era. He discussed the differences with balloons, kite balloons, blimps, dirigibles, and other airships. He also explained hydrogen and helium as lifting agents, and the pros and cons of each. In addition, he clarified the advantages and disadvantages of lighter-than-air technology of that time.

His discussion about the German and British approaches to aircraft use was enlightening. The British, thanks to living on an island, used airships as scouts to watch the coastlines, while the Germans used them as bombing platforms.

A particularly interesting part was his explanation of why shooting a hole in the big German, hydrogen-filled dirigibles didn't cause explosions. Clearly, the lack of air in the hydrogen bags prevented detonation, so when bullets pierced the skin, there was no fire. But the Brits invented an incendiary bullet that permitted air to combine with the hydrogen, thus successfully igniting the lethal mixture.

Terry used a small collection of WW-I to-scale aircraft comparing the size differences. Contrasting the big L-70 to the almost insignificant B-17 was eye opening.

The Germans expanded the sizes and capabilities of the Zeppelin fleet, which set the standards for lighter-than-air craft even into today. The few commercial U.S. blimps, like the Goodyear series, were actually built in Germany using their technology. While there is still some interest in LTA usage today, the applications remain limited. If nothing else, WW-I helped with that understanding.

THIS MONTH'S PROGRAM

While the incredible SR-71 has now retired to the Smithsonian Institution in Washington, DC, it lives on in the memories of many of us who remain in awe of its capabilities. Who wouldn't have loved to get some stick time in the Blackbird? I would have, that's for sure. And, of course, a few extremely lucky pilots did exactly that. Our new chapter treasurer, Becca Danik, works with a gentleman whose grandfather was one of those lucky ones.

Daniel Cobb is a manager of aircraft certification at Garmin and knows a lot about the SR-71 since it was his grandfather who held that honor. Becca says she's heard many thrilling stories Daniel has told that came directly from his grandfather, and assures us that we will enjoy hearing some of those tales ourselves.

Daniel will be our featured speaker at the March chapter gathering, Monday, March 20 at the Larry Young Eagle Hangar at Lee's Summit Municipal Airport. The meeting starts promptly at 7 p.m. and we hope you'll be able to join us. If you have shared that sense of awe about the SR-71 like many of us have, this will be one of those presentations you may remember for the rest of your life. Let's face it, there isn't a whole lot of accurate information out there about this amazing plane, so it's going to be a fun experience hearing about it. We hope you can join us for this fascinating talk.

SOCIALS TO RESATRT NEXT MONTH

Over the past few years chapter members and their guests have enjoyed monthly potluck gatherings and cookouts at the Larry Young Eagle Hangar. Originally, they took place on the Friday evening prior to the Saturday Young Eagles rallies and pancake breakfasts Chapter 91 is famous for. In the off season, these friendly dinners moved inside and the fellowship continued.

Recently, we've had to curtail them but Rob promises they will start back up once April gets here. Since that's when our next Young Eagles season begins, it will just seem like the good old days. Stay tuned for the official announcement for our next potluck cookout events. They won't be in March, but will start up again in April. It's just one more good thing to anticipate happily.

LARRY YOUNG HEALTH UPDATE

You probably know that Chapter 91's President Emeritus, Larry Young, recently spend several days in the hospital. He's now home and would love to hear from his friends. He's using supplemental oxygen at times, so his throat can get a little dry, making it difficult to carry on extended conversations, but don't let that stop you. Just be aware there might be a few limitations. Larry and Marty are always open to having visitors come by, but they would appreciate a call first to be sure everything's operational. Just consider it another checklist item and proceed accordingly.

So, what happened? Well, Larry lost a debate with his physician concerning changing one of his medications, and the correctly predicted, sharply lowered blood pressure resulted in momentary light-headedness and a fall at exactly the wrong time. (Is there ever a right time?) When he was unable to return himself to vertical, Marty whisked him to the ER where he was admitted and spent some six days in the hospital's hangar. While doing much better, Larry reports everything has yet to return to normal, although he is gaining steadily. And the best sign of all – his sense of humor is still very much intact.

If you'd like to contract Larry, the post office has agreed to take all greeting and get-well cards directly to his door at 2737 S. Breckenridge Dr., Independence, MO 64055. His phone number is 816 863-0215. Larry thoroughly enjoys visiting with his friends, and would love to hear from you. Or, better yet, he'd like to see you face to face.

We're glad to know Larry is on the mend, and we're looking forward to having Larry and Marty back at Chapter 91 events very soon. For all who have made and will make contact, thank you.

DOOLEY AND RICE PUBLISH A TIP

A brief swing through the latest Sport Aviation for March (the one with Burt Rutan's iconic VariViggen on the cover) will reveal a nice surprise on Page 98. Did you miss it? It's a technical tip titled "Matching Holed in Tight Spaces," and it's about making matching holes where it is difficult – or impossible – to reach the right area. The authors were our own Mike Dooley (past president) and Technical Counselor John Rice. It is well done, well documented, and well worth reading if you're a builder, because the situation they address may not be avoidable in every case. Good job, guys. It's great to see Chapter 91 making contributions on a national scale.

NEW AIRPLANES BORN AT KLXT



Images courtesy of John Rice



It looks like Chapter 91 has kept the FAA busy inspecting and granting airworthiness certificates for newly minted airplanes. Above on left, Patrick Hubbard grins his satisfaction upon completion of his RV-6 with a sliding canopy, and Jack Letts (right) explains details on his Rotax powered Rans S-6 Coyote. Roger Howell from the FAA MIDO office did the honors for both.

Patrick said this took place on February 17 at KLXT. The engine is a Lycoming IO-360-B1B which he overhauled himself, and the prop is a Hartzell constant speed. He began building the tail feathers in 1999 without any plans to build the whole airplane. He figured he might just hang the parts on the wall or build a coffee table with a rudder! But somehow, it came to be.

He said the controls are setup for right-seat flying, but can be flown from the left just as easily. He's been spending time putting the inspection plates back on, but you know he's anxious to get it in the air.

Jack's Rans S7 Courier received its certificate one day earlier on February 16. The Courier is a tandem, rag-and-tube airplane covered in a prefinished fabric called ORATEX. It's powered by a Rotax 912iS, and its first flight was on the morning of February 19.

Congratulations to both Patrick and Jack. Welcome to your new world of homebuilt flying.

SCHOLARSHIP UDATES

Ray Scholarship

Coordinator Jim Brady recently announced that Chapter 91 has once again been granted a scholarship slot for the coming year. We must be doing something right since only one hundred chapters are allowed to earn this honored recognition. Jim reminds us that Chapter 91 can only nominate a candidate since EAA itself actually administers the program on behalf of the Ray Foundation.

Jim will provide more details at our March gathering, Monday, March 20 at the Larry Young Eagle Hangar at KLXT. But essentially we're looking for a highly-motivated young person between the ages of 16 and 19 (15 for gliders). They must also have current FAA medical and student pilot certificates. The recipient has one year to complete the licensure and must commit to assisting the chapter in various activities.

The scholarship now provides up to \$11,000 to earn a private pilot's license in either an airplane or glider. This reflects a \$1,000 increase over previous years. Competition for this scholarship are understandably intense, but if you know a young person whom you think would make a good candidate, Jim would be glad to hear from you.

Hedrick Scholarship

Rob Schmitt announced that applications for the chapter's Hedrick Scholarship are now open. This proprietary program awards \$1,500 to help toward nearly any aviation-related rating, regardless of age. As in the past, we are planning to present two scholarships for the spring phase followed by two more in the fall. Again, Rob will tell us more about it at the March gathering, so you'll want to attend to learn the details.

LITTLE LIBRARY REQUESTS CONTRIBUTIONS

Have you visited our Little Library in front of the Larry Yong Eagle Hangar? Chis Hope mentioned that we could sure use some more books to loan out. Any aviation-related book would be appropriate, and I know some of you have a bunch of them. If you would be willing to donate, you can find the Little Library by the flagpole just to the east of the clubhouse entrance. Your donations would be most appreciated.

FOOD-HANDLER VOLUNTEERS NEEDED

When the chapter updated our kitchen, it did so in a manner that would allow us (among other things) to apply for an annual food-serving permit. That saves a lot of hassle and money, but it also imposed a requirement that anyone on the serving line must hold a current Food Handler permit. Getting one is not difficult, but they aren't just handed out, either.

Last year, the city of Lee's Summit conducted a free training class for the chapter at our clubhouse, which made things very convenient. However, getting that free class requires sixteen attendees to be present. Otherwise, it can be taken online but carries a fee of \$25.

When a kitchen is licensed as we are, it can expect to be inspected for compliance. (Yeah, it's the g'munt, you know?) Consequently, anyone helping on the food line needs to have completed that training and received the permit. Unfortunately, the days of volunteers showing up to help serve pancakes, eggs, and bacon are gone. But the inconvenience of licensing is offset by other benefits.

Rob will discuss more about this at the next gathering, but if you'd be willing to earn this permit, the chapter will help. If we are unable to get the requisite number of attendees for a free class, the chapter will reimburse you the \$25 fee. That seems like a fair tradeoff, and we hope it will help solicit a few more volunteers. We currently have enough permits in the chapter, but remember, anyone serving must be authorized to do so. And since anything can happen preventing a qualified permit holder from being present on serving day, we would really appreciate having a number of backup members in the queue.

If you can help out by earning this food handler permit we would very much appreciate it. Feel free to contact Rob (robert7721@aol.com or 816 309-0099) for more details. Better yet, join us on Monday, March 20 at 7 p.m. to hear them all firsthand.

SEARCHING FOR A TOW-PLANE ENGINE

Our gliding club is Midwestern Soaring Association (Richter airport) and could use a replacement engine for our 150-150. An O-320-E2D is the current engine. We would like to get a low-time or fresh replacement. The tow plane is currently at MJ Aviation at Lees Summit Airport for annual. If you can help, please contact Mike Kettelman at 816 550-6057 or m4soez@gmail.com

CHAPTER CAMPING BEING PLANNED

AirVenture will be here before we know it; July 24 through 30 marks the next international event. In the past, chapters have been able to request group camping arrangements on the grounds, and those preparations are being worked on now. However, we understand that how requests will be made and processed may be handled differently this year, but the details are not yet available. However, if you have camped with Chapter 91 in the past, or are considering doing so this year, you might want to be watching for updated information which we will provide as soon as we know it. Mike Dooley has been involved with this activity and remains a valued information channel for us. Mike can provide and clarify the latest information as it comes out. As soon as he knows this year's details, we will let you know. So if you're thinking of joining the chapter camping in 2023, stay alert for the latest updates.

PAYPAL DUES REMINDER

Last month we announced that chapter members may now renew their annual dues online using PayPal. We established the account with eyes toward expanding its use later on, but for now, chapter dues are its sole purpose. Since there is a cost to the chapter to use PayPal, we are charging a bit more for it. However, paying by check or cash in person remains at the current \$24 per year level. Until 2024, that is, when the dues will go to a more reasonable \$36.

You are able to access this convenient online service via our website at eaachapter91.org. Scroll down the page until you see the recognizable payment buttons and proceed as you have become accustomed on other websites. Now, if you have already paid your 2023, dues, none of this will have any significance to you. Until next year, that is. For you, starting in 2024, there will be options. It's always nice to have options.

ST. GEMAIN ARTICLE PUBLISHED

Chris St. Germain, our VP and Young Eagles Coordinator, submitted a modified version of a recent Chapter 91 story to EAA, and while it didn't make the magazine, it was published in a quarterly update for Young Eagles personnel. The actual submission was authored by Chris, but he graciously gave your editor some of the credit. He didn't have to do that, but that's Chris. Here's the link:

https://inspire.eaa.org/2023/03/08/eaachapter-young-eagles-program-comes-full-circle/?utm_source=ye_pilotupdates_2023&utm_medium=email&utm_campaign=young_eagles_2023&utm_content=ye_iyed&mkt_tok=OTEwLVNFVS0wNzMAAAGKa95ORO0060C0pIX5aawCz1eeBEXRe_5o8pVyNICODHJTkFNjZktRM0InpNV0xr5QM0ARmo3gxDQ1FQddmIlFMD2DaJEsru_yNuhK19kzkfNkXQ

Editor's Note: The following article was printed in the February 13 issue of *AvWeb Flash*. You may or may not know that the FAA has finally applied some common sense to what was quickly becoming a difficult and complicated issue that directly affected homebuilt and other non-standard aircraft. Please make yourself aware of this impressive change in attitude.

LODA Relief Implemented For Most Experimental Owners

By **Russ Niles**

Published: February 12, 2023 Updated: February 13, 2023

Most owners of experimental aircraft no longer need special authorization to get training or checkouts thanks to a [notification of policy](#) published by the FAA on Feb. 8. The relief from the requirement for a letter of deviation authority (LODA) for paid training in an experimental airplane was in the James M. Inhofe National Defense Authorization Act passed by Congress in late 2022 and relieved a paperwork nuisance for owners and CFIs. The measure eliminates the LODA requirement in cases where the instructor doesn't own the plane, the plane isn't advertised as a flight training platform and the plane isn't rented as a training aircraft. Basic expenses can be recovered, however. [EAA announced](#) the policy's publication earlier this week.

The LODA measure was initiated in 2021 when a court ruled that almost all flight training in non-certified aircraft violated FAR 91.319(a)(2), which outlaws flying experimental aircraft for hire. But it also affected thousands of owners of homebuilts who often hire CFIs to train them and check them out in their creations. EAA joined other GA groups in protesting the LODA requirement and signed off on the wording of the Inhofe bill. Anyone offering training in an experimental aircraft and charging money for the aircraft rental will continue to require a LODA. The new policy does not include aircraft in the Primary and Limited categories.

The full text of the policy is as follows:

A flight instructor, registered owner, lessor, or lessee of an aircraft shall not be required to obtain a letter of deviation authority from the Administrator of the Federal Aviation Administration to allow, conduct or receive flight training, checking, and testing in an experimental aircraft if—

(1) the flight instructor is not providing both the training and the aircraft;

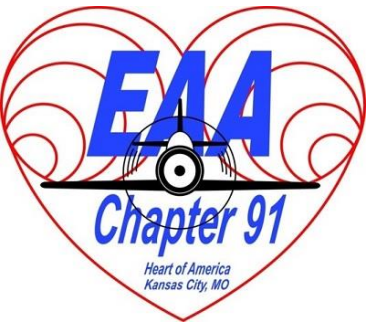
(2) no person advertises or broadly offers the aircraft as available for flight training, checking, or testing; and

(3) no person receives compensation for use of the aircraft for a specific flight during which flight training, checking, or testing was received, other than expenses for owning, operating, and maintaining the aircraft.

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
March 12, 2023



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