



GRACE & LONGEVITY

Do you recognize these two? Sure you do. Chapter 91 President Emeritus Larry Young and his better half, Marty, remain active and vibrant no matter what the calendar says. Which is why they're featured here. Larry just celebrated his 91st birthday, and rumor has it that the really good looking one has a birthday coming up very soon. Which birthday? Oh, I couldn't even guess, but I understand the 15th of October has some significant meaning to her. Well, h-m-m-m-m-m-m-m . . .

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Special points of interest:

- Our next gathering will be online and in person, Monday, October 18 at 7:00 p.m. IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m.
- Our next limited Young Eagles rally will be Saturday, October 16; **no** pancake breakfast
- We're always looking for good ideas for programs. Please contact Larry Young with your information.

President: **Mike Dooley**
President Emeritus: **Larry Young**
Vice President and Young Eagles Coordinator: **Chris St. Germain**
Secretary: **Rob Schmitt**
Treasurer: **Rob Ravencamp**
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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, Mike Dooley

COVID Update: On October 4, a majority of the Jackson County legislature voted to extend the county's public health order requiring mask-wearing in indoor public places for those 5 and older. The health order remains in effect until 11:59 p.m. on Thursday, November 7. As a result, we have decided to cancel our October pancake breakfast and just host a Young Eagles Rally this month.

A fun visit: A few days ago a grandfather brought his 4 year old grandson {I'll call him Johnny} to the airport. They were checking out our Cessna-on-a-Post and our tiny hangar library by the flagpole. We invited them into the Eagle Hangar and I gave Johnny some airplane coloring pages. I asked his grandfather if Johnny would like to sit in an airplane. The word excited doesn't do the moment justice, and his grandfather helped Johnny climb into the plane. We helped him put on a headset, then I showed him how to hold the stick. Johnny grinned and turned over his shoulder to say, "Ladies and gentlemen this is your captain speaking. Hang on, it's going to be a bumpy ride!" Not sure I've had a better moment all year. We invited his grandfather to bring him back, especially when Johnny is old enough for a Young Eagle ride!

It's time to sign up for TIG welding! As announced last month, EAA Chapter 91 is getting ready to teach TIG welding to chapter members using our new Lincoln TIG 200 welding machine.

- Our instructor is Tab Sunderland.
- Classroom sessions will be at the Eagle Hangar to provide welding theory and sign out texts.
- Our first hands-on sessions will be at my shop.
- Start dates are TBD, but we're aiming for the last weekend of October or first part of November.
- Equipment will remain set up at my shop for 30 days to allow additional "lab time" for participants.
- Class size will be limited to a maximum of four for this first session, but we will offer more classes in the next few months.
- Please contact me at 816 956-1887 or jump88@aol.com and let know us you'd like to take a class. We will also have a signup sheet at the chapter gathering on October 18.

Events coming up in October

- Hangar prep: Friday, October 15 starting at 1pm.
- Social: Friday, October 15; Pot luck, with the chapter providing burgers and brats. Grills lit at 5:30 pm with serving line open at 6 pm. Please RSVP to me at 816 956-1887 or jump88@aol.com
- Young Eagle Rally: Saturday, October 16. Flights from 0830 till noon, weather permitting. Reservations online at <https://youngeaglesday.org>
- Suburban Balance Career and College Fair, Sunday, October 17 (1-5 pm) at the Swope Park Bandstand Shelter. EAA 91 will provide information to middle school and high school kiddos about EAA's youth programs.
- Chapter Gathering: Monday, October 18: Bailey Scheel from Garmin will provide an update regarding the Garmin Autoland system.

Aviate when you can-see you at the Eagle Hangar!



EAA CHAPTER 91 GATHERING

Meeting Minutes
September 20, 2021

- I. Meeting was called to order by President Mike Dooley at 7:00 pm.
- II. Agenda: Greetings to members and guests. Pledge of Allegiance conducted. President's comment: As our founder Paul Poberezny said, "We are a family brought together by aviation ." Unfortunately, not all family members are able to get along . I realize that some of you are experiencing COVID "cabin fever" but browbeating fellow members about attending events will not be tolerated. As a group we will follow Jackson County's guidelines for masking, etc. However, it's entirely up to each individual whether they are comfortable attending in person. In other words, we will not mandate in-person attendance at any gathering. Simply put, if you're not able to get along with your fellow chapter members and accept their personal decisions about COVID, maybe it's time for you to move on. Secretary: Approval of minutes of August gathering as published in the September newsletter, motion by Wayne Moore, 2nd by Jim Brady, motion passed. Treasurer: No update for this month.
- III. Old Business: KR Gathering summary: Rob Schmitt commented that the 2021 KR Gathering 10-12 September was a great success. Attendance was down from the previous gathering in 2017 primarily due to Covid. However, those present greatly enjoyed the gathering. 6 KRs were present and 30 -40 attendees. Much thanks to the volunteers from the chapter who helped run the event! Young Eagles: Chris St. Germain stated that the chapter flew 47 Young Eagles on Saturday, Sep. 18th. Since running the new process of online pre-registration and sign ups, the system has improved and is getting more efficient. October 16th will be our next rally. Zenith open house and banner from EAA: Mike Dooley attended the Zenith open house in Mexico, MO and has free merchandise for members and a banner for the chapter. Ray Scholarship update: Jim Brady presented a shirt and hat to Charlie Licata as part of the scholarship program. Charlie has completed his solo and is preparing for the written exam. Jim stated that the national program has had a 95% success rate completing their private license. The chapter has been asked to submit for a 2nd scholarship for 2021. Our applicant for this scholarship is Patrick Flanigan. Chapter 91 activities: Young Eagle Build and Fly (R/C) program- Susan Calvin: The 1st RC trainer is now flying! We have additional projects/models that can be built in future months. Aircraft construction skill workshops continue on a one-on-one basis. Contact Mike Dooley if you're interested in learning sheet metal basics, riveting, wiring, or composites. Tool crib: We are acquiring welding accessories and prepping for a future TIG welding class. Intent is to offer the first class in late October at an offsite location.
- IV. New Business: (Note – item added after meeting) Suburban Balance College and Career Fair on Sunday, October 17 at Swope Park bandstand. Setup at 1 pm; event 2 to 5 pm. Need volunteers (4 total).
- V. Calendar: Next board meeting: Monday, October 4, 7 pm. **Hybrid** IMC/VMC Club: Monday, October 11. 7 pm. Young Eagle rally Saturday, October 16. Planning for pancake breakfast to close out the year. Suburban Balance College and Career Fair October 17th. Chapter gathering Monday October 18. 7 pm. Hybrid TIG Welding 101 class; October date TBD. Save the date: Chili Contest and Dinner: December 20, 6 pm.
- VI. Wants and Needs: Please donate to our Trimotor Wing fundraiser! Six months to reach our final goal. Jeanné Willerth: instruments and avionics for sale. Mike Dooley: Backup B&C 20 Amp alternator system for Lycoming, complete -- \$500. Gill Manda is looking for someone with knowledge about the Ercoupe 415C (or c/d model) Perhaps one or more members have experience with this vintage light-sport aircraft. Contact his cell 816 682-0429. Griff Pickett has a list of Eagle Flight requests that have been collected during the process of Young Eagle on-line registrations. He will need pilots to provide the flights. contact Griff to help out.
- VII. Presentation: John Ohrazda, Lee's Summit Airport manager. Topic is "Airport Master Plan."
- VIII. Meeting adjourned at 8:45 pm.



Our next meeting of the IMC Club will be Monday, Oct 11th at 7:00 p.m. You asked, we listened - This presentation will be presented in person for our local friends who wish to join us, and will be streamed to everyone who wants to meet us on line.

We all depend on the FAA publications to keep us safe. We use the low altitude charts, approach plates and the chart supplement to plan our flight from takeoff to landing. But what if that info is incorrect? How can you tell? And what should you do keep yourself safe? Come join us for a most interesting discussion..

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 or contact Chris Hope at thehopeschris@gmail.com.

We are limited to 20 in-person participants. To guarantee a seat, please register here :https://www.faasafety.gov/SPANS/event_details.aspx?eid=108210&caller=/SPANS/events/EventList.aspx

Joining us on line? Follow this link -<https://global.gotomeeting.com/join/837511333>

You can also dial in using your phone. (224) 501-3412

Access Code: 837-511-333

There is no cost to sit in on our monthly meetings. And there is no cost to check out the IMC website www.eaa.org/imcclub. IMC 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, IMC Club Facilitator
2018 FAA Flight Instructor of the Year, Central Region

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

LAST MONTH'S PROGRAM

Lee's Summit Municipal Airport 2020



Marketing
Aviation Travelers – A Snapshot 2017



Uber's Next Venture



Since Chapter 91 has a long-term presence at the Lee's Summit Municipal Airport, it just makes sense that we should want to know how things are going. Even though the city owns it, we have deep roots planted and are obviously interested in knowing how things are going. John Ohrazda works tirelessly to provide top notch services and maintain and improve the facilities, much of which we take for granted. But John knows that, so he looks forward to bringing us up to date on what's happening at KLXT. John presented a view from the past as McComas airport, through the present, and even into the future. He explained how we are a reliever airport, helping take pressure off both KCI and Charles Wheeler Downtown airport, KMKC. It was interesting to see the increase in fuel sales which underscores that our little piece of heaven attracts lots of traffic. In fact, 72% of the total operations come directly from transient aircraft. John indicated Chiefs games attract a significant amount of private and corporate traffic.

John covered some of the details for 2021's master plan including the covered capital improvement program, the east-side improvements being planned, and even discussed a possible control tower. While that project doesn't appear to be immediate, it was interesting to learn that one possible approach might be for LXT to be controlled remotely via MKC's ATC people. John further talked about how things are changing. This included the future role of UAVs, electric aircraft, and an introduction to organizations looking at the airport for their own development.

John fielded quite a few questions from the attendees which shows the interest we have in the airport. Overall, it's still most impressive that our little airport is growing while so many others are being abandoned or shut down. We appreciate everything John and his team do for KLXT, and look forward to another update next year.

BOARD MEETING DATE CHANGE

November's board meeting date has changed to Tuesday, November 2. (Yeah, the Chiefs play on our usual Monday night, so what the heck!) Everyone is welcome to attend.

THIS MONTH'S PROGRAM

Would you ever, in your wildest dreams, have imagined small airplanes could land all by themselves? Well, Garmin did it. So would you ever, in your wildest dreams, have figured the engineer responsible for the project would come speak to us about it? Yes, it's true. Baily Sheels is that young lady, and she'll be with us on Monday, October 18 to explain it all. Bailey earned her engineering degree from Utah State University and is the Program Manager for Garmin's Autoland program. I don't know about you, but I can't wait!

NATIONAL KR GATHERING HOSTED

By Rob Schmitt



Approximately 30-40 KR enthusiast attended the 2021 KR Gathering in Lees Summit from September 10-12. While attendance was down somewhat from previous gatherings, the crowd who attended had a great time renewing old friendships and looking at some great aircraft. Six KR airplanes attended. The farthest distance flown was from Grand Junction, Colorado by Roger Bulla in his KR2. Jeff Scott, a former KR builder and pilot, arrived in his "aluminum KR on steroids" (RV6) and gave several introductory flights for current builders. Several of the other KR owners gave rides as well.

Several forums were conducted including fiberglassing, weight & balance, KR aircraft general information, and an update by Allie and Brendan Palmer on their aircraft build, along with their work in Bible Translation.

There was lots of great food during the event including a Saturday evening catered meal preceding the awards program. The 2022 KR Gathering will be held in Mount Vernon, Illinois the weekend after Labor Day. Chris Collins, the airport manager, will be the host and the gathering will be conducted the same weekend as the Light Sport Expo.

All the regular attendees who couldn't make this year's gathering, were sorely missed.

Awards:

Farthest distance - 6338Z Roger Bulla
Firewall forward - 6338Z Roger Bulla
Best Interior/Panel - 236MS Mike Sylvester
Best Paint - 863RK Robert Pesak
Best Judged KR - 738EM Roger Baalman
People's Choice - 738EM Roger Baalman

Much thanks to the Chapter 91 crew for hosting this great event!

ONLINE INVITATION

Since Jackson County has once again extended the mask mandate for all indoor gatherings, we are continuing to offer both online and in-person gathering accommodations. If you want to come in person, you'll need to wear a mask, but stay at home and you can do what you darn well please. So for those needing to attend using online, use our trusty GoTo Meeting app. If you don't have one, go here: <https://global.gotomeeting.com/install/984540845> Install it, then, when you want to logon, just click <https://global.gotomeeting.com/join/984540845> using a PC, smart phone, or tablet. Or, if you don't mind losing the video portion, you can simply dial in on a regular old telephone by dialing [1 872 240-3212](tel:18722403212) When asked, enter the access code 984-540-845. As usual, Mike will be in the clubhouse at 6:30 on Monday evening, October 18 to greet you and help you visit with the others. Then, stay tuned for an informative meeting and a most impressive program with Garmin engineer and project manager for the Autoland project. This will be fun!

LEARN TO WELD

Thanks to the outstanding scrounging skills (or maybe it was just dumb luck) of Larry Rhoads, Chapter 91 now has a brand new Lincoln TIG welder. Since many homebuilt projects need welding, this is your chance to learn how to do it. Since our leases with the city of Lee's Summit prevent us from welding in-house, arrangements are being made to hold classes elsewhere. Mike Dooley has graciously offered his personal home shop for the initial ones, but other locations will be available over time. Mike promises to leave the welder in place to allow students to come log more practice time. Our resident welding expert Tab Sunderland will be our instructor, and we're excited to have him. Details on exactly when classes will be held will be announced, so stay tuned for updates. There will be a small charge for supplies, but that will be nominal. Class sizes are limited, but if you're interested, please contact Mike Dooley at 816 956-1887. We fully expect multiple classes to be made available. Mike will explain further at the chapter's next monthly gathering, Monday, October 18.

NEW RAY SCHOLARSHIP STUDENT

We are most pleased to announce that Chapter 91 has been awarded yet another Ray Scholarship student for 2021. That, in fact, makes it two for one year, and obviously, we're pleased. Our newest pilot candidate is Patrick Flannigan, who attends St. Michael the Archangel High School. EAA headquarters is in the process of completing the details, but we understand Patrick has already gotten a good start under his belt. We look forward to updating you on his progress soon.

OCTOBER SOCIAL & YOUNG EALGES

October marks the traditional end of our Young Eagles season, but it also represents our last Friday night social which is a potluck cookout. Well, for the year, that is. The Covid goofiness has dealt its humorless self in our activities this year, but we've stayed the course and done better than may have been expected. Since we are under a sustained mask mandate for any indoor gatherings, our Young Eagles rally will be held without the pancake breakfast. We are hoping that next year will bring a greatly improved situation, and we trust we can return to our normal activities, including Young Eagles pancake breakfasts. As for our potluck cookout, we're planning a burgers & hot dog event so plan accordingly. Come Friday evening, October 15. Fires start at 5:30 and the serving line will form at 6:00. Please RSVP to Mike at 816 956-1887 or jump88@aol.com.

EAGLE FLIGHT PILOTS NEEDED

We continue to receive inquiries for Eagle Flights, so we need to locate a few more willing pilots. As you may recall, Eagle Flights are for those who are too old for a Young Eagle's flight, and tend to cover a bit more flying-related information than the kids get. It is likely these candidates have reached a point where they can actually make plans to learn to fly, so you can see how important these flights are. If you can participate, or want more information, please contact Mike at 816 956-1887 or jump88@aol.com. In fact, maybe it would be a great question to present to Mike at our next gathering. That way, more potential flyers can learn the details right along with you. Your help would be most appreciated.

CAN YOU SELL ICE CREAM?

Don't laugh. We're serious. Our Young Eagles rally on Saturday, October 16 is looking for one or two good people to help handle the soft drink and ice cream concession, so if you're a lover of those commodities, this might be just your ticket. No, you can't sample anything, but we'll bet you already know a lot about the products. And if so, you'll probably enjoy sharing your affection with the kids and their parents. This is a low pressure job (meaning it's not very difficult), and if you can make change, open cans, and hand out ice cream without melting it, you're hired. Yes, we know the labor market is tight, but we're hoping you can step up to help out. If you can, please contact Mike Dooley at 816 956-1887 or jump88@aol.com. Thanks!

A TWIN ENGINE ULTRALIGHT?

By John Ford



In the 70's and 80's, Canada had very new rules about homebuilt ultra-lights. The rules stated you could build anything you wanted as long as it had no more than 2 seats and was under a regulation maximum weight and stall speed. That's it! The sky's the limit beyond that.

At the time, my friend, a cold-war F-86 pilot, wanted to build an ultralight but preferred something that wasn't a flying lawn chair. He would finance the construction, and since I was an engineering student, the design duties were mine. So out came the slide rule (it was 1984), and the puzzle began. Our design called for a twin engine, two-seat low wing with enclosed cockpit. So I looked at materials, existing designs, engines, and overall aerodynamics.

At one point, we came across a homebuilt UL design called the Sky Pup. It was wood-and-blue Styrofoam, and fabric construction. I especially liked the wing design and structure, so I increased both to handle our greater weight and substituted an NACA 24015 airfoil with a bit more L/D ratio and a little less moment coefficient.

The trick was building the wing spars. With some networking, we found six planks of Sitka spruce in an old hangar workshop. I was shocked to see that the grain never left the plank over the entire 12-foot span. Incredible! A price was agreed upon and our prize moved to the shop.

The spar was a three-lamination, tapered top-and-bottom-spar cap design, with a blue Styrofoam webbing. We created a 10-foot planing fixture with a 6-inch I-beam that allowed us to "tilt" the plank and plane it to exact taper and dimensions. The spar center section was simply straight 3-lams top and bottom. The tail booms were 6 inch, 6061-T6 tubes, carrying the engines on the front and the stab/rudders on the back. A full-flying stab was my way of compensating for any miscalculation in the airfoil's moment coefficient. It ended up being the correct choice.

The selected engines were Kawasaki 440s, but I had to design a 2:1 reduction mechanism, two sets of tapered roller bearings, and 4 V-belts. The props were wooden 50", "re-pitched" until the engines developed full static RPM. The Sky Pup wing had no ailerons, so I added "spoilerons" like an MU-2. That worked perfectly. Then I added a basic electrical system, the usual control arrangement, and a rudimentary panel.

Transport Canada gave us a callsign. It flew more than 300 hours until a new owner took off with water in the tanks and put it in the trees without injuring himself. The only known video of the maiden flight is here:

<https://www.youtube.com/watch?v=UOAuyUKLjL0>

BEECH 18 SECRETS

By John Ford



On the heels of my article on the multiengine seaplane rating experience, I had a few people ask me about the 1945 Beech 18 warbird from a pilot's perspective. What interesting details could I share that aren't already published on YouTube or other sources?

The easy part is that the Beech 18 has very well-balanced, responsive controls. At any speed, it requires only a subtle nudge; pitch, roll, and yaw all seem to need "equal" nudges. The PTS for the FAA MES checkride has speed control limits, but the Beech just "locks" on a speed and stays there. On the other hand, if you are a stir-the-soup pilot, the light controls will play against you.

The not-so-natural part of flying the Beech on floats is that, like all seaplanes, the floats are designed to be in the water at minimum speed. That means it takes off below "red line" (V_{mc}). This is an eye-opener for MEL pilots, for which this is a no-no! With the Beech on floats, it will leave the water at around 80mph, and you gently reduce backpressure to allow it to accelerate to V_{mc} of 95mph. A few seconds more gets you Vyse of 100mph. Obviously, an engine failure below Vyse means cutting all power and landing straight ahead.

Another interesting point is the power. The engines are rated for 450hp @ 2300rpm and 36.5in of MP, but they are supercharged, so if you firewall the throttles, you can get as much as 37-38 inches of MP and develop closer to 500hp, which is risky for the engines. So, when taking off, you set the power at 36 inches and announce, "Power is set" to make sure you are taking care of the engines. As soon as possible (within one minute) after takeoff, you bring the RPM and MP back to the "top of the greens," 2200RPM and 34 inches for the climb.

As mentioned, you are always doing something to the engines. The carb heat (called Manifold Heat) is a no-kidding control that you constantly use to keep the carb throat temperatures high enough to avoid ice. Also, you keep the oil temperatures in the green by controlling the air flow shutters on the oil coolers. Radials like warm oil. You also keep the cylinder heads in the green with the cowl flaps. Regardless, I open them on final in case I have to go around.

The props behave like any other constant speed props, but they also have electric feathering pumps that will feather the props "right now" if you push the control. The feathering controls are up on the panel turtle deck under shrouds, so there's no danger of an oops!

Finally, for those of you who are seaplane rated, it is interesting to note that the Beech 18 on floats is placarded against "step turns." The reason is that the floats are only braced to the wings/engine nacelles and do not have a spreader bar between the floats. Step turns can therefore impose side loads that could damage the structure.

Obviously, there's more, so feel free to ask and I'll do my best to answer.

MORE OF MIKE'S MUSINGS

Eagle Hangar Landscaping Planning

Yes, the Eagle Hangar looks a bit naked without the evergreens...Our landscaping plan is progressing so watch the newsletter for updates. Let me or another board member know if you can help with planting.

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

Survival / Wilderness First Aid Classes, CPR, AED training, etc.

EAA Chapter 91 will begin to offer first aid and CPR training again this year. This annual program began in 2016 but was discontinued in 2020 due to COVID restrictions. It is our intent to provide CPR and AED certification through the Lee's Summit High School as before, but we have a backup plan if they are not able to support us. Instructors will include me; Nancy Inderwiesen, RN and Dr. Keith Cochran, DO. Sessions will be held at the Eagle Hangar on Saturdays beginning at 9 am. Planning so far includes:

- Basic First Aid Skills. "First Aid 101" is tentatively scheduled for November 20. This is not a certification class, but we guarantee good information and training. Theory plus hands-on.
- Building Your First Aid Kit(s) is tentatively scheduled for December 11. Discussion / show-and-tell about how to create your own first aid kit(s) for yourself, car, home, aircraft, etc.
- Advanced First Aid / Trauma First Aid is tentatively scheduled for January 8. Post-crash self and buddy first aid for traumatic injuries. Theory plus hands-on, including how to suture a wound.
- CPR (Adult, Child, and Infant w/AED). Tentatively scheduled for January (date TBD based on coordination with provider(s)).
- NOTE: There will be a fee for the textbook (\$40-needed for all classes) and practice suture kit (\$35-needed for the advanced class) we'll be using. This is per household, not per student.
- Interested? Signup at our chapter gathering on October 18 or call / text me at 816 956-1887

RV FOR SALE



Estate Sale: Van's RV-6A, N125WH. Completed in 1999. Show performer with KC Flight RV Formation Team. White with red and blue accent stripes [Note: custom photo graphics will be removed prior to sale]. Gray leather seats with cloth inserts, custom center console with Andair fuel selector and custom throttle quadrant, cabin heat, dual controls with Infinity stick grips. Slider canopy, VFR panel. Lycoming O-360-A1A with Sensenich fixed-pitch prop. ADS-B compliant. Electric flaps and trim. Cabin heat. Dual controls with Infinity stick grips. Old damage history, professionally repaired. Last conditional inspection: April 2021. Avionics/Radios include: Garmin 430, Dual Garmin G-5's, Garmin GMA 340 Audio Panel, King 97A Comm, King KT-76A transponder with Garmin GDL-82 and GA 35 WAAS antenna for ADS-B (out), Trio EZ Pilot two-axis autopilot, Advanced Flight Systems AF-2500 Engine Monitor. Electric flaps and trim, Smoke system. Asking \$65,000. Contact Keith Raymer 816 591-2814

Cessna Steam Gauges For Sale!

Get Them While They're Hot!



- All electrics are 28V.
- All were working fine when removed from 1999 Cessna 182 for panel upgrade(s).
- Asking prices shown below.
- May be seen at KLXT by appointment.

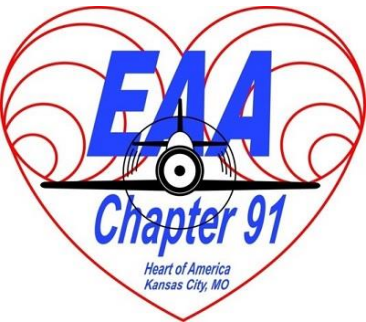
Contact:

Jeanné Willerth
www.jeannewillerth.com
 816-679-6084 c

Instruments from 1999 Cessna 182	Part #	Serial #	Price
Cessna 3" DG w/ heading bug for autopilot	Cessna S3330-2	T53012D overhauled 10-16-02	\$700
Cessna Altimeter	5934P-3	396297 certified 9-12-07	\$250
Attitude indicator	Cessna S3326-1	T69465N	\$350
Air Speed indicator with 182 markings	Cessna S3325-5	T38028B	\$250
Vertical speed indicator	S3327-1	284573	\$200
Fuel gauge shows left and right tanks	Cessna S3317-3	2680 mfg 10-1-03	\$250
Vac/Amp gauge	Cessna S3280-1	2127	
Entire Vacuum system			
Oil pressure/ Temp Gauge	S3279-1	2051	\$700
Dual EGT and CHT Gauge	Cessna S3305-2	489	\$500
Tachometer	Cessna S3329-4	0837	\$300
Manifold Pressure-Fuel flow Indicator	Cessna S3304-1	C99604	\$400
ADF KR 87	Bendix-King 066-3063-00	46463	\$100

2750 NE Douglas St.
Lee's Summit, MO
64064

THE MONTHLY NEWSLETTER
EAA CHAPTER 91
October 10, 2021



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Lee's Summit Municipal Airport

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