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Special points of interest:

Our next gathering will be in Monday October 21 at 7:00 p.m. IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m. Next Young Eagles Rally & pancake breakfast is Saturday, October 19, 2024. We're always looking for good ideas for programs. Please contact Chris St. Germain with your information.



EASTBOUND

Not everyone can enjoy a scene like this. Here, Larry Rhoads pilots his Citabria to Columbia, Missouri, to assist with a special Young Eagles program. Heading into the sun early in the morning has its own issues, but you can't deny the beauty of that rising Sun. This particular beautiful morning brought a lot of great times not only to Chapter 91 members, but also for a special group of young people, many whom had never flown before. Read more about that story on Page 8 in this issue.

President: **Rob Schmitt**
 Vice President and Young Eagles Coordinator: **Chris St. Germain**
 Secretary: **Becca Danik**
 Treasurer: **Sandy Rice**
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 Newsletter: **Bruce Hood**
 Web Editor: **James Perkins**
 Eagle Flight Coordinator: **Matt Williams**

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

President's Corner

EAA Chapter 91 president Rob Schmitt

How about those KC Royals! I'm not sure how many of us expected them to be in the playoffs this year. I certainly wish they had beaten the Yankees, but regardless I enjoyed the ride.

Our September Young Eagles event was a little bit of a downturn for us; the rain must have kept a few folks away. We still managed to fly about forty kids. So once again, many thanks to all who helped volunteer with this event!

We have one more potluck dinner and Young Eagles event this year on October 18 and 19. The chapter will provide hamburgers and hotdogs for the potluck. Please bring a side dish and/or dessert. We will start the potluck at six pm Friday night.

Our October gathering will be on Monday the 21st. We will have two more local aviation legends in house as the presenters that night: Micki and Greg Shetterly, so please attend if you can.

The fall Hedrick Scholarship is closed for applications and we will award two scholarships at the October gathering.

We are starting to wind down our events for 2024. Our last major event will be the chili dinner in December. You might want to dust off your secret recipes for our chili dinner and contest in December.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club: Monday, October 14, seven pm. In-person only.
- Hangar setup and potluck: October 18. Hamburgers and hotdogs.
- Young Eagles and pancake breakfast: October 19.
- Chapter gathering: Monday, October 21, seven pm.
- Date for next board meeting: Tuesday, November 4, seven pm.



EAA CHAPTER 91 GATHERING

MINUTES

September 16, 2024

- I. The meeting was called to order by President Rob Schmitt at 7:02 pm. To all our guests and newcomers this month, welcome! The Pledge of Allegiance was led by Paul Rodriguez. In August we successfully hosted our Young Eagles event and are excited for September's event in the upcoming weekend. In August we implemented some new safety initiatives, and they successfully improved safety! A friendly reminder to all that October's Young Eagles event will take place before the October gathering. Last month's gathering notes were approved as published in the newsletter with a motion from Earl Downs and a second by Larry Rhoads. The chapter purchased a memorial brick for Don Browett who passed away earlier this year, and it should be ready for installation soon. Chris provided a brief recap of the previous Young Eagles event and the Young Eagles event that we supplied help to in Ottawa. Chapter 91 was a huge help and prevented the event from only having three pilots, so thank you to all the pilots who came out. If you are interested in signing up to be a pilot for one of our various events, serving pancakes, or helping in general, please reach out to Chris St. Germain. We can always use more! Chapter 91 is running another Young Eagles event on the first Saturday in October in Columbia, MO.
- II. Old Business: Jim Brady shared the news that Layla has flown 8 hours this month and is working on her solo cross country. In total she has approximately fifty hours. Previous Ray scholar, Patrick Flannigan, just recently got a job at ATD, so congratulations! Rob informed the chapter that this round of Hedrick Scholarships is open for applications and are due back by October 1. Two will be awarded in mid-October. Our chapter has many talented members, so if you are interested in classes relating to aircraft electrical systems, sheet metal, composites, or others, reach out to Mike Dooley and/or Rob Schmitt. Susan Calvin is coordinating the RC model Build and Fly program and provided an update that six kids signed up following the initial meeting. They are a very enthusiastic group. New shirts and hats are available for sale now!
- III. New Business: Officer and board member elections are being held in November, and while the current slate has agreed to do another term, nominations are open if new members wish to serve. If you are interested in getting involved on the board or as an officer, reach out to Rob.
- IV. Announcements/Wants and Needs: Griff Pickett is looking for some individuals willing to help him move items from his hangar in late October. A Dragonfly aircraft was donated to the Warrensburg EAA chapter if anyone is interested in it.
- V. Calendar: October board meeting: Tuesday, October 8, 7 pm. IMC/VMC Club: Monday, October 14, 7 pm. Potluck and hangar setup: Friday, October 18. Young Eagles and Pancake Breakfast: Saturday, October 19. October chapter gathering: Monday, October 21, 7 pm.
- VI. Presentation: Tom McNerney talked about his Oshkosh award-winning Lancair.



Our next meeting of the VMC Club will be **Monday, October 14 at 7:00 p.m.**

We are all AWESOME Pilots that NEVER make mistakes! ALWAYS on Airspeed, Heading, and Altitude. No Problem... Stabilized Approaches EVERY TIME! YA, RIGHT!! Until we are not... What then? Too Much Airspeed? Bit of a Crosswind? Maybe a Bit of windshear? We have an ace in our pocket for when this happens. GO AROUND!! Too often accidents happen that simply could have been avoided by giving it another try. Let's discuss this handy tool. Come Join in!

We meet at the Chapter 91 EAA hangar at 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/VMC membership is free to EAA members and guests. Not an EAA member? Ask me about a free six-month EAA membership.

Matthew A Williams –
KCFSDO FFAST Team member
Facilitator

LAST MONTH'S PROGRAM



Last month's program featured Tom McNerney explained some of the reasons he is a winner.

Tom owns Laminar Consulting, LLC in Blue Springs, a highly successful operation specializing in making airplanes go faster. While Tom gave some fascinating explanations on how his Lancair Legacy was fast enough to win EAA's 26th annual EAA AirVenture Cup Race last July at Oshkosh (he beat a Cirrus Vision Jet!), the reason he won the coveted Grand Champion – Homebuilt award was more about the overall quality of the build itself. The incorporation of numerous unique and ingenious aerodynamic modifications was just icing.

Tom's introduction to the aviation world began in the early '80s with a Young Eagles flight right here with Chapter 91. Once infected with the bug, Tom moved quickly to earn his pilot's license and leaped into the industry with both feet. Tom modified and completed a previous Lancair which he raced successfully at Reno for several years. That was while he was still building his business and making a name for himself.

Tom blends CAD (Computer Aided Design) software with a specialized CNC router to create one-off parts for his and his clients' projects. He also integrates carbon fiber into the manufacturing process wherever possible to help reduce overall weight.

Tom showed extensive photographs of how he made his award-winning Lancair, explaining such items as the improved oil cooling and exhaust systems, how he added water injection, used two turbos, and where he modified the Lycoming IO-580 with special pistons and other improvements to increase power.

Concerning winning the Grand Champion award, Tom said he had no intention of even entering the Legacy into the judging competition until a close friend said, "Tom, you need to show them how it should be done." And that he did!

The highlight of the evening, however, was when we watched videos of some of his Reno racing. Seeing the races from his point of view . . . well, you just had to be there.

THIS MONTH'S PROGRAM

You are not going to want to miss our October gathering because, among other things, you will get to be up close and personal with a couple of aviation legends. Greg and Micki Shetterly will join us for a fascinating evening of aviation talk that could well prove to be one of Chapter 91's best-ever highlights. Greg has been a pilot for many years and has done everything from instructing to air-show flying (the Shetterly Squadron – truly a family affair) to flying corporate (when I first met Greg he flew a Challenger for Sprint) to being a freight dog to functioning as a DPE, and more. Greg has well over 20,000 hours and actually taught his wife, Micki, and his sons, Joe and Jeff, to fly. Interestingly, all three are CFIs. Micki won the FAA's Instructor of the Year award for the Central Region several years ago, and specialized in tailwheel instruction and endorsements.

Both Greg and Micki are very low-key people who do not seek the limelight. Yet they earn so much limelight from their outstanding accomplishments. That makes them some of those highly appreciated folks you really want to be around. Greg and Micki have relocated away from the Kansas City area, so we're especially grateful they accepted Chris St. Germain's invitation to join us for this special evening.

We will gather at the Larry Young Eagle Hangar clubroom promptly at seven p.m. on Monday, October 21. Just be aware that we expect this will be extremely well attended, so please be sure to grab a seat early. Rob will be covering the slate and the voting process for our upcoming election next month. If you would be interested in becoming an officer or board member, this gathering will be your chance to toss your hat in the ring. We will also be reviewing various items of interest to the chapter, so please plan to join us. (Read more on Page 12) See you then!

OCTOBER'S POTLUCK COOKOUT

Friday, October 18 will be our next potluck cookout. As always, it follows the hangar setup and airplane wrangling for the next day's Young Eagles event. While that particular project starts around one p.m., the cookout will commence at six p.m. This month we'll return to our old standby, hot dogs and hamburgers. The chapter will furnish those, the buns, and various condiments, but we ask that you bring a favorite side dish to share. Last month we had more desserts than we could handle, so use your judgment. You do not have to help with the hangar setup to attend. And you may bring your better half with you. There is no charge, though you will find a donation jar available in case you'd like to help offset some of the costs. This will be our last actual cookout since the weather will begin turning cooler, so we hope you can attend.

SEPTEMBER'S YOUNG EAGLES



YOUNG EAGLES AT KCOU

Not long ago, Griff Pickett was approached by the Columbia Jet Center FBO in Columbia, Missouri, about holding a Young Eagles event at its facility. Apparently there is no EAA chapter in Columbia, but the demand to fulfill the need was strong. Griff tapped Young Eagles Coordinator Chris St. Germain who received approval from the board, and a date was set.

Bill Valbracht, Columbia Jet Center representative, also contacted local Scout leaders who had coincidentally planned an aviation merit badge program for the same day, and that brought in a large number of Scouts to participate in the event.

Chris said our eight Chapter 91 pilots and two Moberly, Missouri, aviators flew some fifty-four Young Eagles that day. Chapter members who attended were Rob Schmitt, Dennis Bordner, Griff Pickett, Larry Rhoads, Brian Tepper, Chris Hope, Jim Brady, Jason Cowley. Support members included Chris St. Germain, Hattie Cunningham, Jordan Taranto, and Bruce Hood. The chapter received a email expressing gushing approval and thanks for our participation in making the event such a tremendous success. Chapter 91 certainly rose once again to the challenge, and we are most grateful for everyone's participation.



NEXT YOUNG EAGLES

October has arrived – much too soon, I might add – and that means our final Young Eagles rally and pancake breakfast is just about ready to go. This will take place on Saturday, October 19, rain or shine. Chris is expecting the usual rush of kids which includes some who will be flying for the first time and several who come back monthly – or nearly so – to enjoy the thrill of flight.

Do we need you there? Sure! Not only are there always tasks begging to be done, it's just plain fun to be around this youthful enthusiasm. Of course, some of the kids remain a bit ambivalent, but others are truly excited about aviation and just can't get enough.

As to help needed, if you hold a current Jackson County Food Handler's Permit, you can test your egg-cracking skills in the kitchen or try your hand at scrambling and cooking all those cracked eggs. Of course, Randy could use your assistance frying the bacon and sausage, and we're always looking for new blood to become expert at pancake making and flipping.

But we can always use help on the actual serving line. This, too, requires the above mentioned permit, but that's easy enough to get. The county offers an online course that takes only an hour or so to complete. Once the written exam is passed, you will be issued the certificate, and you'll be legal to offer your food-handling services. There is a small fee to take that course but the chapter will gladly reimburse you the cost, so you will not be one penny out of pocket. How's that for a great deal!

Pilots are usually well represented, so you'll need to talk with Chris St. Germain to see what is required for that. There is a certification program involving working with children, but it's not a big deal. A brief background check will also be in order, though EAA headquarters takes care of that. However, if you currently hold this authorization, Chris would welcome your offer of help.

When the kids come back from their flights, we help them fill out the special Young Eagles logbook and explain all the wonders they may access as a result. We also could use help ushering kids and families out to the planes, and Chris would love to have your assistance working the front table. So is there anything for you? I think so. But if you're still unsure, come join us on October 19 and scope it out for yourself.

SCHOLARSHIP UPDATES

Ray Scholarship

Our current Ray Scholar, Layla Cranston, is scheduling her private pilot check ride for the end of this month. She has been flying a lot and is making her final plans to complete this initial phase of her journey. Good luck, Layla.

Hedrick Scholarship

Past Hedrick Scholarship winner Grace Reber has earned her instrument rating at ATD at Kansas City's Wheeler Downtown airport. She is now beginning her commercial training.

The Hedrick fall scholarship application season has closed, and the acceptance committee is evaluating the candidates to see who wins one of the two \$1,500 awards. Rob Schmitt says we're beginning to see more interest in this program which is Chapter 91's own fund. While not as lucrative as the Ray's \$11,000, we have far fewer restrictions on who can receive the money. Rob will announce the next winners at our gathering on Monday, October 21.

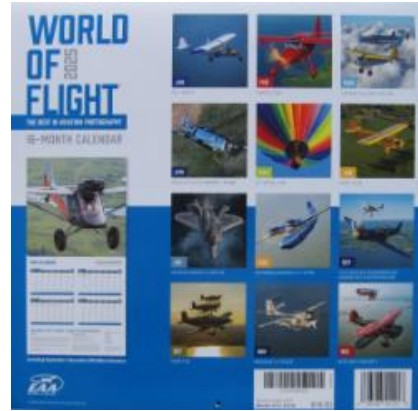
BUILD AND FLY PROGRAM IN MOTION



The joint EAA/AMA (Academy of Model Aeronautics) Build and Fly program has begun. Susan Calvin is again conducting the curriculum along with members of Kansas City Radio Control Club (KCRC). While Chapter 91 is not actively involved this year, we did contribute the airplane kit and various accoutrements to assist the program. The Scout troop that was to supply the young folks mysteriously backed out after

the kit had been shipped, so Susan stepped up to help salvage the program. The group is using our facilities each Saturday to complete the project, and we look forward to hearing about the successful outcome in the spring. Thanks to Rob Schmitt for the picture.

2025 EAA CALENDARS



In a world where fewer and fewer organizations are offering calendars, EAA has continued to support this custom. Again this year, Chapter 91 has made a bulk purchase in order to provide its members a quality calendar using some the best aviation photography you will find. This year, the \$12 calendar (no sales tax or shipping, by the way) covers a full sixteen months starting with September of 2014 and going through the entirety of 2025. That makes these calendars just seventy-five cents per month! If you would like one of these calendars, please notify Phil Ishmael, who is once again heading up these efforts, or ask an officer or board member at the next gathering. You may email Phil at phil@ishml.com.

CHAPTER HATS AND SHIRTS AVAILABLE

As a proud member of Chapter 91, you might just want to make that boast to all your friends and family. How? With a Chapter 91 cap, shirt, or both. The baseball caps are offered in two types with the chapter logo on the front, and the shirts are available in T- and polo-shirt styles. Colors and sizes vary widely so you can select what suits you best.

Phil Ishmael is handling the apparel program and would be happy to help you find exactly what you would like. He will be at our next gathering, Monday, October 21, or you can contact him directly at phil@ishml.com. Prices for both the caps and shirts are beyond reasonable so we would encourage you to get some of our stuff and declare your affiliation to the world. Not only that, but people may ask what it's all about. Then you have the perfect excuse to promote aviation, EAA, and Chapter 91.

Chapter 91 is one of the very top EAA chapters in the world, so showing your association is certainly something to be proud of. Please take a few minutes to find out more about our apparel. You'll look really sharp, and you won't be sorry.

OUR ELECTION COUNTDOWN

This will be our final announcement that nominations will soon cease for officers and board members. If you would be interested in running for office, please let it be known, or hold your peace for another two years.

The current office holders and board members have agreed to remain ce for the next two years unless someone else earns more votes. As a reminder, the current officers and board members are as follows:

Rob Schmitt	President
Chris St. Germain	Vice president
Becca Danik	Secretary
Sandy Rice	Treasurer
Jim Brady	Board member
Paul Rodriguez	Board member
Larry Rhoads	Board member
Phil Ishmael	Board member

If no one challenges for one or more of these positions, the list will remain as shown until this time in 2026. Now, just because someone is currently in a position does not mean you cannot nominate someone else or even yourself for that same slot. The final determination will be made at our November gathering when the vote will be taken and tabulated. The membership will make that ultimate choice, so if you would like to run, you are encouraged to do so. While nominations can be taken from the floor, it is important to understand that a nomination made by someone else requires that the nominee be aware of and in agreement with the nomination; in other words, has expressed willingness to run.

Another brief reminder is that such positions as webmaster, newsletter editor, maintenance chairman, and program chairman are appointed by the officers and board and are not elected. So if you would be willing to fill one of those positions, please discuss it with the officers. However, most of those who hold those positions would be delighted if you wanted to step in to take over. For example, Chris St. Germain is not only the VP, he's also the program chairman and the Young Eagles Coordinator. I can assure you Chris would welcome your willingness to step up to some of those positions.

The ultimate success of our chapter is fully dependent on members volunteering to lead. Give it some thought and come to the October gathering prepared to join the fray. We'd love to have you.

BOOK REVIEW

Book Review – Fate Is the Hunter

By Ernest Gann

First published – 1961 by Simon and Schuster

Review by Chris Hope, Master CFI

People who are new to the world of flying often ask my thoughts on aviation-related books. If I had to pick only one author to write about the beauty of flight, the magic of flight, the stark terror of flight, and the mechanical intricacies of flight, that person would be Ernest Gann. And if I had to pick only one of his books, it would be his autobiographical “Fate Is the Hunter.”

Ernie began flying in the late 1930s, and flew for various airlines from that time up through the 1950s. *Fate is the Hunter* is a series of recollections of flying episodes through that period. But it is more than a group of “there I was” stories. His writing is poetry, as when he describes his view out the right-side window in one of his early DC-2 airline flights.

“In spring the land below is charged with life. The fields are soothing green to match the easy configuration of the valleys, and the hillsides are speckled with fat brown cattle. The newly tilled soil in the flats and minor depressions along streams is a rich, warm umber. It blends delicately with the near black-green outlining the shaded roads, which are so pleasantly few and almost deserted.”

He brings us along in the early airline days, flying DC-3s at 10,000 feet

through thunderstorms and ice, and sharing with us the atmosphere of airline flights during the days before radar controllers, and the days of flying cargo during World War II.

“Our heavily loaded airplanes were so soggy in spirit they responded like ailing whales and could not be urged above the overcast where we might have a chance for a sun sight.”

But, like today, he talks about the airline start-ups and bankruptcies, the vagaries of the airline seniority system, and the part that luck (fate?) plays in all of our lives. Some things do not change.

And so fifty years after this book was first published, it is still available and still, in my opinion, one of the best aviation books ever written. It is worth your time.

What’s on your book shelf?

Chris loves to read, write, and fly, but not necessarily in that order. You can reach him at: Thehopes-chris@kc.rr.com

CREW COORDINATION

By Earl Downs



This time, I am going to tell a story about myself. Well, sort of; it also involves my twin brother, Edward.

Both Ed and I have been aviation nuts since we were little kids and by the time we were in high school, we had already owned a couple of airplanes , that would now be called Warbirds (this was in the 1950s and that term wasn't in use). The first one was a Taylorcraft L-2, and the second was an Aeronca L-3. To us, they were simply affordable old airplanes.

However, we both decided we wanted something that was more directly related to the old days of army aviation, and we came across a Ryan PT-22 that was for sale (and cheap). The PT-22 was one of many types of primary trainers that the Army Air Corps used. It was (is) an all-metal airplane with fabric-covered wings and tail section. It has open cockpits with tandem seating. Its powerplant is the Kinner five-cylinder R-56 radial engine that was known in the military as the R -540 (540 cu bic inch) that delivered 160 hp at 1850 RPM (red-line 1875 PRM).

We lived in the Los Angeles area (Van Nuys) and the airplane was located near San Francisco. Ed made a round-trip to look at it, and we decided to buy it. So, we both jumped on an airliner, carrying our parachutes with us as cabin baggage (try doing that today!) , and headed to San Francisco to ferry the Ryan back to Van Nuys.

The trip back involved four fuel stops because of the airplane's slow speed (90 mph) , small fuel tank, and thirst for oil. On the first stop, we noticed weakness in the left brake, and it got worse with each stop. I was flying from the backseat on the last leg of the flight . By this time it was difficult to steer the airplane at all and I was concerned that if we had a complete brake failure, it could result in the ground loop. So, we came up with a plan just in case the left brake completely failed on our home stop.

As feared, I lost the left brake on the rollout of our landing so, I put our emergency plan into action.

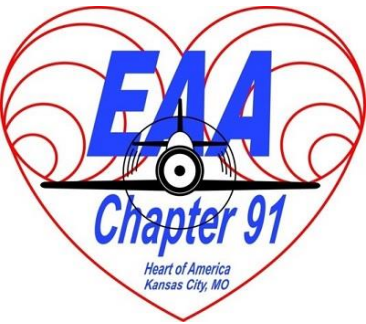
I told Ed through our Gosport communication system that the left brake had failed . Our plan was for him to unstrap from the front cockpit, step out onto the left wing walk, and hang on to the fuselage until the airplane slowed enough to allow him to jump off the wing and run with the airplane. He did this and ran to the tip of the left wing, which had a handhold on it, and dragged his feet so that I could apply the right brake without ground looping. Our plan worked and Brother Ed kept control of the left -turning capability with the heels of his shoes until we parked. (Note, he mumbled something about getting even with me for this.)

The term "Crew Coordination " didn't show up until about fifteen years after our little adventure. The issue of crew coordination is critically important in today's aviation just as it was when my brother kept the airplane straight on that landing. It doesn't matter what sort of airplane you are flying or what crew function you play , proper crew coordination can be a lifesaver.

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
October 13, 2024



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