



VOLUME 24, ISSUE 8 August 9, 2026

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GOOD GRIEF!

Everyone loves a parade, except when it involves airplanes vying to enter the world's busiest airspace obscured by smoke. The tales of woe and frustration blanketed the internet and YouTube videos; the tales of pilots behaving badly were hard to miss. Some reported the backup extended fifty miles, and many had to break off to go back to re-enter the conga line. I guess that just adds to the mystique of AirVenture. For those who faced this hurdle and persevered – congrats. And if you drove – good move!

Special points of interest:

Our next gathering will be on Monday, August 17, 2026, at 7:00 pm. MC/VMC Clubs meet on the 2nd Monday of each month at 7:00 p.m. The next Young Eagles Rally & pancake breakfast is scheduled for Saturday, August 15, 2026. We're always looking for good ideas for programs. Please contact Chris St. Germain with your information.

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Vice President and Young Eagles Coordinator:

Chris St. Germain

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

President's Corner

EAA Chapter 91 president Rob Schmitt

AirVenture is done! Many thanks to all the chapter members who showed up for our lunch on Tuesday, the 21st. We had over forty members and family with us for some good social time, and it was great to see everyone.

Hopefully, everyone who attended Oshkosh got to enjoy the show. I know the attendance was up for the number of people, but the number of aircraft was down due to the smoke and haze right before the show started.

We are restarting our Young Eagles events on August 15. The monthly gathering is after Young Eagles, so please check your calendars and be there to support us. We will be doing our setup and potluck dinner on Friday, August 14. The theme for the potluck dinner is BBQ, so the chapter will provide pulled pork and pulled chicken. Please bring a side dish or dessert if you can.

We are finalizing details for the Special Olympics event on September 19. We will be supporting the Lee's Summit Airport with food service during lunchtime at Hangar 1. We will need six to nine folks to run grills serving hotdogs and hamburgers, pulled pork and chicken, and beverages. This is in addition to our Young Eagles event on that same day, so we will need some extra volunteers to cover all the happenings that day. If you would like to volunteer, please send me an email at robert7721@aol.com.

We received some great news from one of our former Hedrick Scholarship winners: Paul Caughron completed his summer Basic Training at the Air Force Academy and is now a member of the Corps of Cadets! He said his CAP training was a big factor in his success getting through the program. We certainly wish him well in his future studies at the academy.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club, Monday, August 10, 7 pm.
- Hangar setup and potluck dinner, August 14. 1 pm for setup, 6 pm for potluck. The theme is BBQ.
- Young Eagles Pancake Breakfast, Saturday, August 15.
- Chapter monthly gathering, August 17, 7 pm.
- Next board meeting, Monday, August 3, 7 pm.



EAA CHAPTER 91 GATHERING

MINUTES

Since we did not hold a meeting last month, we have nothing to report.

LAST MONTH'S PROGRAM

Since we had no monthly gathering last month, thanks to the great exodus to Oshkosh, there is nothing to report. But that will change soon, since this month we will enjoy hearing all about competition sailplaning from a world-class competitor. Cast your eyes below.

THIS MONTH'S PROGRAM

The name of Katia Van Horn should be a familiar one to Chapter 91 members who have been around for a few years. Katia's parents are not only chapter members but also have been active with the Civil Air Patrol, whose cadets help at most of our Young Eagles' events. In 2020, Katia won the Ray Scholarship mentored by the chapter, earned her private ticket in 2021 and followed that up by getting multiple licenses, endorsements, and ratings, including CFI, CFII, multi-engine, and glider. Katia is a full-time flight instructor and works with the Mitchell Flying Club at LXT. In 2025, she won the Richard Collins Writing competition with reflections of her most memorable flight, "Cruising Through the Soaring Blues." You can assume from such a title that Katia is a serious soaring enthusiast, and you'd be correct. She not only teaches soaring but also functions as a tow pilot at the Midwestern Soaring Association. Lately, she has pursued soaring competitions all over the country and is making quite a name for herself.

Some may remember that Katia, as a CFI, worked with Veronica Amburn, another Ray Scholar, to help her earn her license. As if that weren't enough, she makes a pretty tasty chili, as we discovered at our annual chili dinner and contest in 2021. She is truly multi-talented.

You will be pleased to know that Katia will be our featured speaker at August's monthly gathering, Monday, August 17.



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

We all know that checking flight controls is one of the first items on the “Before Starting Engines” checklist. In fact, this is such a basic item that we also check the flight controls on the walk-around inspection, and then on the “Before Takeoff Checklist” as well. And we have done that so many times that we check flight controls without even thinking about it. Are the flight controls ever wrong?

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



NEXT YOUNG EAGLES

After a one-month reprieve, Chapter 91 is ready to restart its Young Eagles program. On Saturday, August 15, The Larry Young Eagle Hangar will once again bustle with activity and excitement. Food prep will begin early, and soon the first group of highly expectant kids will begin arriving, greatly anticipating those initial flights starting at eight a.m.

Since Oshkosh took so many of our members, we did not hold this event in July. But August is another beginning, and Young Eagles Coordinator Chris St. Germain has indicated our manifest is full, so we can expect a jam-packed morning of flying.

As always, we can use your help. And you don't have to be a pilot to participate. To help with the preparation and serving of breakfast, you will need a Jackson County Food-Handler's Permit, but being available to greet and direct the arriving families to the sign-in table or the breakfast line would be greatly appreciated.

We now have just three more months of Young Eagles for 2026, so now's the time to jump in to help out. If you would be interested, just show up Saturday, August 15, and we will be happy to find a place where your skills will work appropriately.

AUGUST'S POTLUCK COOKOUT

Friday, August 14 will find several of your Chapter 91 friends helping to setup and arrange the Larry Young Eagle Hangar for the next day's Young Eagles rally and pancake breakfast. That will start at one o'clock in the afternoon and typically doesn't take very long thanks to the number of volunteers who come out to help with the task.

But after it's over, whether you have helped or not, any member and family can stick around for the next potluck cookout. This month, we will be serving barbecue, composed of pulled pork and pulled chicken provided by the chapter. All we ask is for you to bring a complementary dish to share with everyone else. That's what makes it a potluck.

Since we did not hold one of these last month thanks to great egress of members flocking out to AirVenture, we're more than ready to kick off this month's edition, and you are cordially invited to join us. We look forward to seeing you there.

REVIEWING AIRVENTURE



We want to extend our thanks for all the photographic submissions from this year's AirVenture attendees. While we were unable to use all of them, the pictures above were graciously provided by **Barb Dooley**, **Rob Schmitt**, **Doug Ewert**, and **Jim Brady**. If you have images you would like to submit, please do so, since we would love to feature them in future newsletters. Thanks to everyone for your help in bringing this year's AirVenture to all of us.

CHARLIE EARNS INSTRUMENT RATING



We just received a flash alert from our own Charlie Lacata, who proudly announced he successfully passed his checkride for his instrument rating. His instructor is former Ray Scholar Patrick Flanigan, CFI. It's extra special when chapter 91's influence reaches this far. Charlie dropped a brief note, and you can view it below.

Tuesday, August 4.

I wanted to let you guys know that on Tuesday, August 4, I passed my instrument checkride! Sorry for the late notice, but life has been crazy recently. Here is a photo of Patrick Flanigan and me. I wanted to thank you guys and the whole chapter for all your support throughout my aviation journey. I could not have done it without the help and support I have received.

I also want to let you know that I have just started my commercial rating!

Thanks,
Charlie Licata

Great job, Charlie! You just keep making us proud. Keep it up.



SCHOLARSHIP UPDATES

RAY SCHOLARSHIP

We are proud to announce that Chapter 91 has been awarded the honor of hosting another young person for EAA's incredible Ray Scholarship. This program offers up to \$12,000 to help a deserving youngster earn a private pilot certificate. Ray Scholarship Coordinator Jim Brady has finally received the official nod from headquarters that our candidate has been approved. But we will leave it to Jim to reveal who that lucky student is. Jim will make that announcement at our upcoming chapter gathering on Monday, August 17. If you would like to hear the news in person, please plan to attend that meeting. Jim is excited and pleased to let us know who has won this extraordinary prize.

HEDRICK SCHOLARSHIP

Not only is Rob Schmitt our chapter president, he's also doing double duty as our Hedrick Scholarship coordinator. Rob has confirmed that we have the funds to underwrite yet another scholarship which will be awarded this fall. This grant is much smaller than the Ray, but it is also far less restrictive. So almost anyone can apply for it regardless of age or licensure. If you know of anyone who should be considered for this program, please contact Rob and ask for an application. You can reach him at robert7721@aol.com.

Our current Hedrick scholar, Noah Freeman, has relocated to the Seattle area but is still eligible for the balance of his funds. Noah and Rob have been in touch, and it looks like Noah will continue using the money toward his CFI. We'll keep you posted as circumstances unfold.



SPECIAL OLYMPICS EVENT SCHEDULED

On September 19, Chapter 91 will be helping support the local Special Olympics fundraising efforts, which will be held at Hangar 1, by providing foodservice assistance at the event. That's a nice way to say we'll be serving hamburgers, hot dogs, plus pulled pork and chicken. And yes, it will also be a fundraiser for us as well.

Since that Saturday is also a regularly scheduled Young Eagles day, we don't want to wear anyone out by asking them to work both the morning at our event and the afternoon at this one. We expect to need between six and nine hearty volunteers willing to help out. Rob discussed this in his President's Corner column, so, you can check there for further details. He will also talk about it further at our upcoming gathering on Monday, August 17, so you can ask questions at that time if you are interested. This is a worthwhile effort for us, and we hope you will see it that way too.

OTTAWA YOUNG EAGLES COMING UP

Chapter 91 has established a great reputation in many areas, but one in particular holds special significance. Thanks to our Young Eagles Coordinator, Chris St. Germain, we receive requests to assist other chapters and airports hold Young Eagles events. Recently, for example, we returned to Columbia, Missouri and on August 22, we will be flying over to assist with another one at Ottawa, Kansas. That will be the Saturday immediately following our own Young Eagles rally and pancake breakfast at our home airport. While we will not be handling the food end of things, we will be flying the kids, hopefully with the assistance of a few Ottawa EAA members. Time will tell how it all works out, but under Chris' exemplary leadership, we are confident it will be a success. Chris will announce further details at our next gathering on Monday, August 17.



CHAPTER ELECTIONS COMING

While it is still a bit early, we thought you might want to start thinking about whom you would like to have for officers and board members for the next two years. Yes, our bylaws tell us to hold chapter elections in the even-numbered years, and 2026 qualifies.

At the last board meeting, Rob indicated he would be willing to serve another two-year term, but that will be his last one. After he asked if anyone wanted to vacate his or her current position, no hands went up, so on the surface, we have an initial slate of candidates.

However, anyone may jump in and seek election, so it's still open. The offices are: president (currently Rob Schmitt), vice president (Chris St. Germain), secretary (Becca Wescamp), and treasurer (Sandy Rice). The board members are Larry Rhoads, Jim Brady, Phil Ishmael, Griff Pickett, Tom Licata, and Alexandro Paredes. Alexandro was not at the meeting, so we really don't know his preferences.

So, be thinking about the chapter's leadership. We would welcome nominations from the membership, and who knows? You might win! The election will be held in November with the new term beginning in January 2027. That means you still have a few months to decide.

If you would like to know more about the various offices, feel free to contact any officer or board member to get the straight scoop. As an aside, while the position of newsletter editor is appointed and not elected, your current editor is willing to pass along those duties to another member. He would also be happy to help with the transition for however many months it might take. The editor also serves on the board, but it is a non-voting position. But the board meetings provide much clarity for what goes into the newsletter so they are a valuable resource, not to mention a lot of fun. Please give it some thought. Thirteen years really is long enough, and it's time for someone else to take over. Please feel free to ask any questions of me or any of the current officers or board members.

TALES FROM THE GOLDEN AGE – OUT OF THE GARAGE

by Earl Downs



Okay, I get it, the Piper Cub seems to be everybody's favorite tail dragger. However, I learned how to fly in an Aeronca 7AC Champ; I loved it then, and I still do. I have owned one as well. I think the story of the Champ needs to be told.

Jean A. Roche, John Dohse, and Harold Morehouse are names that hardly ring out like Cessna, Beech, Northrop, and Douglas, yet they formed the backbone of general aviation as we know it today. They created an airplane that anyone with the desire to fly could afford. More importantly, the company Roche headed up never lost sight of what people wanted in a sport plane, and a Roche-influenced design is still in production today.

Jean A. Roche moved from France to the U.S. with his family in 1906 when he was twelve years old. Captivated by flying, at age fourteen, he was designing model airplanes and winning prizes. Jean's interest was more in design than piloting, and he graduated from Columbia University with a degree in mechanical engineering. He worked for a brief time for the Standard Aircraft Company and was then hired by the U.S. Army as a design engineer in 1917.

Roche was convinced a truly stable airplane could be designed, so he started his own project on such a design while working for the U.S. Army. By 1921, his design concept was mature, and he started work on his airplane in his garage. In 1923, the army assigned him the task of designing a small glider, and this allowed him to utilize his concepts. His army connections allowed him access to the latest technology of the day and resulted in his choosing the new Clark "Y" airfoil for the glider and for his own design. Roche enlisted the help of John Dohse, an army mechanic, to build his plane. Enter Harold Morehouse, an army engine designer. Morehouse designed a beautiful 29-horsepower, two-cylinder engine, and the Roche lightplane was born.

Continued on next page . . .

On September 1, 1925, the 340 pound airplane first flew with John Dohse at the controls. None of these three men had ever piloted an airplane before, but Dohse had flown with the army pilots. The fact that John survived the first flight is testimony to Roche's design skills. Ultimately, John Dohse and Harold Morehouse left the army and ended their association with Roche. Jean Roche and his little plane were now looking for a place to go.

In 1928, a group of Cincinnati businessmen formed the Aeronautical Corporation of America. Lindbergh's flight to Paris had aroused the public's awareness of aviation. With a good amount of money to invest, this new company was looking for an airplane to build. They decided to go for the mass market, and one of their members was aware of the Roche lightplane. In 1929, a deal was struck, and Roche's airplane went into production.

The Aeronautical Corporation of America decided to use a shorter business name, and the Aeronca Company was born.

Aeronca survived the Great Depression, and Roche influenced their designs into the 1940s. Probably the most enduring Aeronca design is the 7-series known as the "Champion." Aeronca built over 8,000 Champs. While Aeronca ceased Champ production in 1951, other companies continued to build the 7-series. In the early 1960s, Bellanca produced the Champ as an aerobatic airplane and called it the "Citabria" (AEROBATICS spelled backward). Today, the American Champion Company produces three variations of the Champ, which include aerobatic versions.

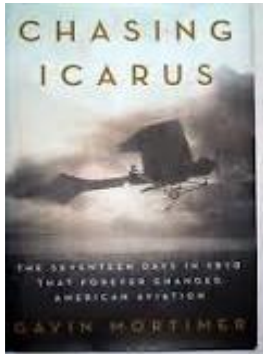
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Book Review – Chasing Icarus – The seventeen days in 1910 that forever changed American aviation

by Gavin Mortimer

Review by Chris Hope, Master CFI



Aviation aficionados tend to gravitate toward certain phases of aviation history – the Wright Brothers, and aviation’s birth; the era of the barnstormers just after World War I; World War II; and the dawn of the jet age. But before any of these eras could begin, there had to be one when men said, “Look at what the Wright brothers did. I could do that as well, and even better.”

In the ten years or so after Orville and Wilbur’s first flight at Kitty Hawk, many from all over the world were trying to make their own name in aviation. Some were pilots, and some were designers, and a few were both. Not only were airplanes the rage - balloons and dirigibles were in the public eye as well. Indeed, there were many who thought that the future of aviation would be captured not by a heavier-than-air craft, but by the dirigible. Look how much one of those could carry. And of course, not only were there a small group of pilots and designers caught up in the craze, the American public (and, for that matter, the world public) was gaga over this entire aviation thing.

In “Chasing Icarus,” Gavin Mortimer has chosen to focus on three major aviation events that coincided during the last half of October 1910 – In St. Louis, attention focused on the International Balloon Cup. In New York at the Belmont Racetrack, the International Aviation Cup was on everyone’s mind. And at Atlantic City, there was to be another attempt to cross the Atlantic Ocean by dirigible. No wonder the newspapers were full of aviation news.

It is hard for us to imagine today, immersed in the normality of airline travel, what the world of aviation looked like to the public in 1910. First of all, for the vast majority of Americans, there was no “look” of aviation. Very few people had actually seen an aircraft at all, let alone an airplane in flight. The only contact most people had with aviation was through the newspaper. Secondly, the pilots of airplanes, balloons, and dirigibles were themselves still feeling their way through this new world.

What equipment did one need for long flights, whether by balloon or dirigible (no one yet thought of an airplane capable of spanning any distance). What happened with an increase in altitude? What were these “air holes” that seemed to cause an aircraft to fall from the sky? All of these unknowns were just being explored in 1910.

Walter Wellman had often been ridiculed in the press for his pronouncements of the capabilities of the dirigible. And now, as he waited for favorable conditions to

Continued on next page . . .

launch his 228-foot *America*, the pundits were no less supportive. But launch he did, with his crew of three, inside the cabin of the airship with the lifeboat attached below, and his “equilibrator” slung beneath that.

Simultaneously, the International Balloon Cup competition is getting underway in St. Louis. The guess is that the prevailing winds will carry the craft northeasterly, but no one was sure whether they would get as far as the Great Lakes. And if they got that far, would they be able to cross the water? And if so, what lay beyond? Only the Canadian wilderness.

And then there was the airplane competition. Probably the closest thing we can imagine today would be a combination of the Reno Air Races, with its low-level turns around the pylons, and the Cleveland Air Races of the 1920s and ‘30s, with the emphasis on straight-line speed. And then throw in an altitude competition as well.

Gavin Mortimer weaves a fascinating story, taken (literally) from the newspapers of the day. He allows those newspapers to describe the search for Alan Hawley and Augustus Post, as they were alternatively feared lost to the elements of the Canadian wilds and deemed able to overcome every adversity. He digs through newspapers for the personalities of the airplane pilots – the suave Claude Grahame-White, the Englishman who loved the ladies as much as his plane; the volatile Count Jaques de Lesseps of France, and America’s favorite, John Moissant. It is a story of bravery, foolishness, politics, and discovery. That is, a story which is a lot like today. This is an enjoyable book.

Chris loves to read, write, and fly, but not necessarily in that order

You can reach him at: Thehopeschris@gmail.com

And here are more favorites: www.ChrisHopeFAAFlightInstructor.com/books/books.html



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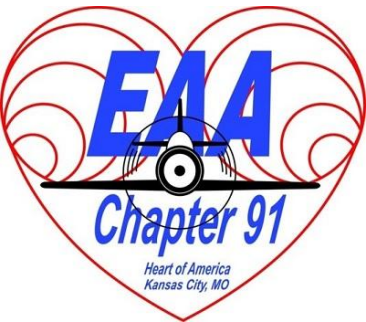
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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
August 9, 2026



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