

BRAGGING RIGHTS

When you're good, you're good! That fact helps explain why holding this trophy has significance. Our coveted Buddha statue signifies achievement and guarantees bragging rights for a whole year. This year's chili contest winner has consistently placed in the top three finishers since we began this tasty competition, so those bragging rights carry some weight. If you were not at our annual chili dinner and contest, you will enjoy seeing who actually won. Turn to Page 7; See if you are surprised—or not.

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Special points of interest:

Our next gathering will be in Monday December 20 at 6:00 pm at Summit Pizza. IMC/VMC Clubs meet the 2nd Monday of each month at 7:00 p.m. Next Young Eagles Rally & pancake breakfast is Saturday, April 19, 2025. We're always looking for good ideas for programs. Please contact Chris St. Germain with your information.

President: Rob Schmitt
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: Chris St. Germain
Maintenance: Tom Licata
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

Sure is cold outside! I went to my hangar at Lee's Summit airport yesterday and the ramps were snow packed and very icy. My little KR2S airplane has a free-castering nosewheel, and if I even tried to take it out to the runway, it would be a disaster. Some planes are better than others in this weather. Please be safe and make sure you have done the necessary preparation for flying it in this frigid weather if you must head out there.

It's time for our annual pizza party! It will be a little different this year as our good friends at Tim's pizza will not be able to support us for our traditional Pizza Night. This is due to various health issues with Tim and his staff, so please keep them in your prayers. We will be instead going to Summit Pizza at 1543 NE Douglas Street, Lee's Summit, MO 64086. Starting time will be 6 pm. We do need a head count before we go. If you would like to join us, please call, text, or email me at robert7721@aol.com or 816 309-0099. Please provide your pizza preference as well. The cost will be \$20 per person.

The chapter is applying for another Ray Scholarship in 2025, and we should know by the end of February. Applications are now open, and if you are interested please contact me or Jim Brady at brady13381@aol.com.

In February we will have our annual Awards Banquet. More information will be available soon for this event.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club: Monday, January 13 at 7 pm. In-person only.
- Chapter gathering/Pizza Night: Monday January 20, 6 pm.
- Date for next board meeting: Monday, February 3, 7 pm.
- Annual chapter awards banquet: Saturday, February 15, 6 pm.



EAA CHAPTER 91 GATHERING MINUTES

December 16, 2024

- I. The meeting was called to order by President Rob Schmitt who extended a warm welcome to all newcomers and guests! Chris Hope led the Pledge of Allegiance and the Pilot's Prayer was led by Rob prior to the kick off of our annual chili dinner. While everyone enjoyed chili and voted on the best entrant in the cookoff competition, Rob provided a recap of this previous year. In 2024 we had approximately 140-150 members in Chapter 91 and flew several kids for Young Eagles, including two remote events in Ottawa and Columbia. The Ford Tri-Motor paid Chapter 91 a visit and in the time it was here, flew over 300 passengers. Chapter 91 successfully hosted both a Flying Start and RC Build and Fly. The next major chapter events are the January pizza dinner at Summit Pizza and the awards banquet in February. Please submit your RSVPs for both events as soon as possible! If you have any donations for the awards banquet raffle, please contact Rob.

- II. Old Business: Jim Brady provided the wonderful news that Layla has passed her checkride, and presented the Chapter's newest pilot with her Ray Scholarship pin, shirt, and brand new LightSpeed Zulu 3 headset. Congratulations Layla! If you know anyone who is interested in being considered for the 2025 Ray Scholarship, please contact Jim Brady. The next Hedrick Scholarship window will be in the Spring of 2025. The current slate of officers has agreed to do another term and the chapter officers for 2025-2026 are as follows:
 - President: Rob Schmitt
 - Vice-President: Chris St. Germain
 - Secretary: Becca Danik
 - Treasurer: Sandy Rice
 - Board Members: Jim Brady, Paul Rodriguez, Larry Rhoads, Phil Ishmael

- III. Calendar: January board meeting: Monday, January 6, 7 pm. IMC/VMC Club: Monday, January 13, 7 pm. January chapter gathering/Pizza Night: January 20, 6pm at Summit Pizza. February gathering/awards banquet: Saturday, February 15, 6pm.

- IV. Announcements/Wants and Needs: Griff Pickett has a heater for sale, make him an offer. Mike Dooley has a spare horizontal stabilizer for an RV-8, please contact him if interested. John Rice has a rudder for an RV-7, please contact him if interested.



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

We all know what an IFR clearance sounds like. Or do we? Have you ever received information from a controller and wondered, “Was I just cleared for something?” Happens to us all. Sometimes the miscommunication is benign. Sometimes it is serious.

Come join us on a cold January night and share your experiences.

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

LAST MONTH'S PROGRAM



The year's end brings a couple of different gathering formats for Chapter 91. We actually didn't have a program at December's meeting since we hosted our annual chili dinner and contest. However, we did receive a couple of updates about chapter goings-on and our latest Ray Scholarship winner, Layla Cranston, did provide some uplifting moments as she shared her recent achievement with us. You see, Layla passed her private pilot checkride and is now a bonafide member of the licensed aviation fellowship. Way to go, Layla!

Jim Brady, chapter coordinator for the Ray Scholarship program, presented Layla with some accoutrements of the office, including a shirt, and a Lightspeed headset. Layle spoke briefly about her experience and thanked the chapter for its support and assistance on her quest. We expect great things from this young lady and are proud to have been able to help her with her dreams.

We also had the presentation of the traveling trophy, a carved Buddha, to the winner of the annual chili contest, but you'll need to check Page 7 for that information.

THIS MONTH'S PROGRAM

Since our next chapter gathering will be our annual Pizza Night, a formal program will not be presented. This will be on Monday, January 20, at Summit Pizza, 1543 NE Douglas Street, Lee's Summit, MO 64086. The fun starts an hour earlier than usual, so please plan to show up by six p.m.

Please remember that our being together for this meal creates an unusual situation for Summit Pizza, so we really need a headcount in order for its staff to be adequately prepared to handle us plus the typical crowd of diners. If you have not notified Rob that you will be coming (and how many of you will be there), now is just about your last chance. Also tell him what kind of pizza(s) you want.

If you have not already done so, please call or text Rob at 816 309-0099, or email him at robert7721@aol.com. Time is quickly running out so please take just a quick minute or two to take care of this. We look forward to seeing you at this next gathering.

ANNUAL CHILI DINNER REVISITED



AND THE WINNER IS . . .



One of the year's most fun events is our annual chili dinner and contest. For many years, this has been featured as our December meeting. It began many years ago when our hard-working secretary treasurer, Pam Ratliff, cooked her wonderful chili recipe and served it as a way to thank the members for all their hard work during the prior months. After leaving office, Pam turned this chore over to the new president, Mike Dooley, and it continues to be a signature event. Mike and crew continue slaving over those hot stoves for us, but now the event includes a contest which encourages the membership to compete for bragging rights as to who makes the best chili. Now, just to be clear, and since the definition of "best chili" carries multiple meanings, the chapter continues to make its own easily palatable version for the masses. Lately, a vegetarian version has also been added, as well as – shall we say – a *slightly* spicier one.

Our attendance at this year's event was quite strong, though the contest hosted fewer entries than from previous years. But that did not dampen the fun or the interest. That was made clear by the large number of members actually sampling the entrants and voting on their choices.

A few years back, someone offered a small but elegantly carved Buddha statue which serves as the traveling trophy that ensures those bragging rights. And again, this year, a guy who perennially places in at least the final three, won the top slot. Charlie Wayne "Cowboy" Moore (above) is shown receiving this year's well-earned award from President Rob Schmitt. We don't really know his secret, but rumors continue to circulate that someone is going to reverse engineer the recipe to see what makes it so popular. If we ever learn the answer, we'll publish it here. Congrats, Cowboy! Great job! Again.

AIRPORT'S COMMUNITY OUTREACH

by Jim Brady

In early December an open house was held at Hangar 1 with residents from nearby Lakewood residential subdivision to discuss the airport and noise concerns. Joel Arrington, Lees Summit Airport Manager, hosted the meeting with more than twenty residents attending. Besides Lakewood, representatives from the airport staff, the Board of Aeronautic Commissioners (BOAC), and Lees Summit city council were present to hear residents' concerns, which included airport noise, and to answer questions. The agenda included:

- Airport history including a timeline.

- Overview of the airport and operations.

- Roles and responsibilities of pilots, airport staff, and FAA.

- Operations, including traffic patterns dependent on weather and safety considerations.

- Environmental and economic impact of the airport.

The information appeared to be well received by most residents, and it gave them a better understanding of the airport and its operations. A significant number were unaware of many of these topics and seemed pleased to learn about them. The airport is being proactive in generating a partnership and understanding with its neighbors, which will go a long way to keep KLXT the vibrant entity it has become.

CHAPTER HAS A NEW FACEBOOK PAGE

by Hattie Cunningham

Something I often hear during Young Eagles events is a parent saying, "I had no idea you did this." Say what you will about social media, it is an effective and simple way to reach a desired audience. Our new Facebook (FB) page will be a way to promote what we do to the general public and attract other aviation enthusiasts to the chapter. The chapter's FB page can be found by entering "EAA Chapter 91" in the FB search bar. If you want chapter posts to appear in your feed, click the "Follow" link.

There are three admins for the page: Rob Schmitt, Chris St. Germain and me. We will monitor the content being posted to ensure it supports the mission of EAA and the chapter. Any spam posts will be removed. That being said, feel free to post your pictures, stories, information of interest, items for sale, etc. I'll be adding 2025 events when the dates are finalized by the board and will upload chapter newsletters and event pictures as they are available.

We hope this new Facebook page will help in spreading the word about Chapter 91. It's your page, so please feel free to use it. Oh, and tell your friends!

A TECH TIP



by Gus Schlegel

Here is a technical tip you may find helpful. It's about **Tygon tubing**, a product sold by Aircraft Spruce, Wicks, and a bunch more suppliers of homebuilding materials.

After eighteen years of flying my Sonex, N7770R, I noticed that my indicated airspeed was becoming erratic at times. Then, on the last flight, it became totally unusable. First, I suspected my MGL EFIS, but it checked out fine on the bench, and the pitot tube under the wing showed no obstruction. Since I had already disconnected the pitot and static line, I decided to blow some air through it from the cockpit side to see if something had made its way into the line. Both lines showed some resistance, followed by a gurgling sound! In my Sonex, the two lines extend from the cockpit as one-eighth inch clear vinyl tubing to two fittings mounted in the root rib of the wing. From there it changes to one-quarter inch yellow Tygon tubing all the way out to the pitot tube.

The clear tubing didn't show anything abnormal, but when I stuck my hand through the root rib, I was greeted by a bunch of oily goo coming from the Tygon tubing. When I removed the Tygon tubing I found both lines completely blocked with a good amount of that goo.

To make a long story short, Tygon will deteriorate after time and weep out its plasticizers, deforming and hardening. Regular vinyl tubing I used in the plane is still in perfect condition. Fortunately, my airspeed indicator was not contaminated and now works perfectly again after replacing all the lines.

If you have used any of that Tygon tubing in your plane, please replace it or at least inspect it regularly.

FLIGHT TRAINING SCHOLARSHIPS AVAILABLE

by Jeanné Willerth

Lately I have seen several posts concerning scholarships. If your teen (or someone you know) is looking for a scholarship, please keep reading. The AOPA Foundation is offering eighty (80) flight training scholarships worth \$10,000 each to high school students aged sixteen through eighteen who have passed the FAA private pilot written knowledge exam.

These scholarships are available exclusively to AOPA members, so your chances of receiving an award are higher compared to other aviation scholarship programs. Please note that you will need to be an AOPA member to apply, so if your interested teen is not a member, he or she will need to join. (But see below)

But don't wait! Applications are due by **February 7 at 11:59 p.m. EST**, and the process takes time to complete. No late applications will be accepted, so submit your application and all required documents on time. Start your application today to ensure you do not miss this incredible opportunity!

AOPA student membership is **FREE...repeat...FREE**. Here's the link to join:

<https://www.aopa.org/account/studentjoinform>

Additional information can be found on AOPA's website, www.aopa.org.

Or Jeanné will be glad to answer any questions if she can. You may reach her at

www.jeannewillerth.com or her cell is 816 679-6084

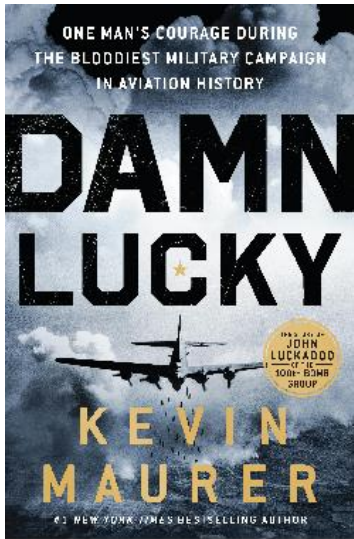
ANNUAL BANQUET COMING IN FEBRUARY

February brings Valentine's Day, and right along with it is our annual banquet. This event actually used to be held in conjunction with and in recognition of Cupid's arrival. My best guess is it had something to do with soothing frayed nerves resulting from too much homebuilding, but I could be wrong. Regardless, we have designated Saturday, February 15, for that event. It also includes our chance to recognize members who have performed well for the chapter. Chris St. Germain has announced our speaker will be test pilot David Sizoo. Mr. Sizoo currently works for the FAA but has served as the test pilot in a wide range of fixed-wing and rotary-wing aircraft, including the Joby eVTOL. Sounds interesting. We will be providing further details shortly so start making your plans.

Book Review – *Damn Lucky*

by Kevin Maurer

Review by Chris Hope



I have been aware of the role of the B-17 in the World War II European Theater for as long as I can remember. This because of my dad's role as a B-17 navigator in the 614th bomb Squadron through 1944-45. This book explains once again what that generation went through.

I must segue a touch to explain my own perception, based on my experience during the Viet Nam era. At that time, all service men (and women) serving in Viet Nam, did so for one year. This was a distinct change from the WW II policy of "you served until the war was over, or you were crippled or dead". The theory was that we did not need so many people in Viet Nam, so spread the load. No one had to serve so long, but everyone would do a bit. The side effect of this policy was that from the day you entered the Viet Nam area, you were counting down the days. The exception to this was for the fighter pilots flying over North Viet Nam. They got to come home after 100 missions, regardless of calendar time. So in my naiveté, when I learned that Dad came home after only 25 missions, I thought that they had it easy. I have since learned.

"Damn Lucky" is the story of one B-17 pilot, John Luckabee, and the 25 missions that he survived. Unlike my dad who joined in 1944, and trained for several months before flying to Europe, "Lucky" Luckabee joined just after Pearl Harbor Day, went through pilot training, got assigned as a copilot to a crew still in training, and headed out to England almost immediately. No time for a lot of that work on formation flying, long-range navigation, night flying or gunnery practice. No time even to fly the B-17 prior to his crew assignment. We need crews NOW. Small wonder that in those early days of the air war, the toll in daylight bombing raids was high. The loss of 30 more aircraft a day was normal. For new crews, you learned quickly or you did not survive. There was a 400 percent turnover for new crews within the first ninety days of their first combat mission.

"Lucky" explains why. You arrive in England with only a few flights under your belt. You take off with 30 or so other crews at 30-second intervals into the weather and form up as you break out of the cloud deck into a 36-aircraft formation. (And none of the silly "radar vectors" thing That did not exist.) Not surprisingly, aircraft ran into one another in the climbout.

Then, that group formed up with other groups to form a mass of nearly 1,000 aircraft at staggered altitudes at 20,000 feet or so. There is no pressurization. In fact, the gunners' windows are wide open, so the cabin temperature is well below zero degrees. Heated suits malfunctioned; oxygen hoses froze up. If you didn't kill yourself and your crew on the way to the target, you still had to do the work you were paid to do.

Continued next page

The B-17-F model had no forward guns, only what the ball turret gunner and top gunner could provide. The Luftwaffe learned early that a head-on attack worked best. And it worked well.

When you got over the target area, you are now flying straight and level until the bombs are dropped. Which makes you a sitting duck for the flack. You also have the issue of aircraft above you accidentally dropping their bombs on you, as well as aircraft above you dropping through your formation out of control or with fire in their engines.

Then, if you survive all of that, you still have a five or six-hour flight back home. With whatever damage you have, you have to hope that you can keep up with the pack, because you don't have a chance from the German fighters if you don't have covering fire from your fellow aircraft. And finally, you still must get through the English weather, with whatever shape your aircraft is in, and land. It is small wonder that so many crews did not survive twenty-five missions. And Lucky Luckabee describes all this so well.

I thank Mitch Putnam for adding this book to the Chapter library. If you like this book, three others might interest you. **The Lucky Bastards Club, by Eugene Fletcher** is another story of training and surviving the war in Europe in a B-17.

Unbroken – A World War II story of survival, resistance and redemption, by Laura Hillenbrand is a fascinating story of Louie Zamperini surviving a B-25 ditching in the Pacific Ocean, interment in a Japanese POW camp, and his life after the war. The movie leaves out the most impressive part of his story. (There is an airport named after him in the Los Angeles area.)

And finally, if you want just one squadron's history of the war, ask me for a copy of the history of the 614 Bomb Squadron. It is not written as sensationalism. It is just everyday reporting, who flew, who came back, and the fate of the unfortunate. You need to read between the lines to get a feel for what is going on, but it is also fascinating reading.

Enjoy – Chris

SCHOLARSHIP UPDATE

Chapter 91's Ray Scholarship coordinator, Jim Brady, recently announced he has applied for another slot for 2025. EAA headquarters in Oshkosh administers this program and awards scholarships to deserving chapters. We will find out if we earn another one in a few months, but since we have been successful generating seven private pilots so far, we are confident we will be selected again. So, while our position is not yet official, Jim is still asking for interested candidates to request an application. You can get more details and ask for an application by contacting Jim at brady13381@aol.com

AUSTRALIAN MAGIC

by Earl Downs

The Wright Brothers did their thing in 1903, and for many years there were arguments about who was truly the first to fly. However, the first flight story for Australia has an interesting twist.

In 1910 all of Europe was “Up in the Air” about flying. The Wright Brothers were the toast of Paris and European inventors were fast on their heels. Observing this air madness was an American in Europe named Erich Weiss.

Erich Weiss was a magician and an escape artist who was taking the European Theater circuit by storm. At 36 years old, Weiss saw the airplane as a possible expansion of his show act. In late 1909 he bought a French Voisin biplane. The Voisin was far inferior to the Wright’s design, but it could fly.

In November of 1909, he tried his first flight and crashed after a short hop. Concerned that any bad press about his flying exploits would damage his European show tour, he packed up the plane and waited for a better opportunity. Weiss was booked for some performances in Australia, so, in February 1910, he boxed up the plane and headed “down under.”

He soon discovered that no one had successfully made a powered flight in the land of the kangaroos. An Englishman named Colin Defries had attempted to be the first a few months earlier but had failed. Defries had a Wright Flyer named “Stella,” and although it was a superior design to Weiss’s Voisin, he had crashed on two attempts.

The American magician/escape artist/showman, Erich Weiss was determined to make Australia’s first successful powered flight. He set up at a place called Diggers Rest outside of Melbourne. But Weiss was not the only one determined to be Australia’s first; A British-born Aussie citizen named Ralph C. Banks was also set up at Diggers Rest. An Australian financial backer had purchased and repaired the Wright airplane, “Stella,” and had ordered Banks to beat the American.

On March 1, 1910, Banks gave it a try. He lifted off but was in trouble from the very start. After a short time aloft, the plane dove to the ground and was destroyed. Amazingly, Banks survived with only minor injuries.

On March 18, Weiss prepared for flight. Like the showman he was, Weiss had the cameras ready. He revved the sixty-horsepower motor and after about 50 yards, the flying magician was airborne. He flew four successful short flights that day. Throughout March he performed his magic show and performed aerial magic. The American was awarded the Aerial Leagues Trophy and proclaimed the first to fly in Australia.

When Weiss returned to the US he quit flying, mostly because it didn’t fit well into his act. You may never have heard his name before as it relates to being a flying pioneer. This is because Weiss is better known by his stage name, “The Great Harry Houdini,” a name which has lived on into the current day. So, for a while, yes, Houdini performed his magic in the air.

Never fly a kid in your airplane

By [General Aviation News Staff](#) · January 8, 2025



Flight experiences change lives for young people who have never considered aviation as a career.

By CARLEY WALKER, STEM Flights Director of Development

I recognize some people reading this might consider the title of this article as clickbait. Others reading this will be a little startled at the bold statement with advice on how to manage your own aircraft, while some others might think “no problem, wasn’t planning on it.” Whatever side of that sentiment you fall on, I urge you never to fly a kid under the age of eighteen in your aircraft — unless he or she is signed up in a formal program that can give follow-up resources and support.

When kids are enrolled in a free aviation program, they receive so many benefits that many pilots alone cannot offer, such as mentoring, free ground school, internship and camp recommendations, additional flying opportunities, flight training scholarship support, and career pathway exploration.



Founder and Chairman Dave Brubaker started STEM Flights in 2018. We’ve all wanted to give a kid a ride in our airplane, hoping to inspire that next generation, or at the very least give them a thrilling experience they will remember forever. These rides can be life changing, which is why you owe it to the student to give them follow-up resources that can help them on their aviation journey.

I can’t tell you how many students [STEM Flights](#) pilots have flown that were not sure about a career in aviation or aerospace, but after the resources and support they received from our organization, they found it easier to navigate the pathway into flight training or other aviation-related careers.



Pilot Mentors do a detailed pre-flight safety check with STEM Flights students, which brings aviation and STEM to life with hands-on experiences. Signing kids up for STEM Flights or other aviation programs —

such as the [Civil Air Patrol](#), and the [Experimental Aircraft Association's](#) Young Eagles program and [AeroEducate](#) — takes just minutes and gives them a lifetime of follow-up support. And, in a recent development, [STEM Flights is collaborating with EAA's AeroEducate program](#) so that STEM Flights students have access to AeroEducate's resources and AeroEducate's students have the opportunity to take a flight with a STEM Flights volunteer.

When you are donating a flight to a young person, you are hoping that something takes hold and perhaps you have just lit the spark, adding back into the already small population of humans that fly planes. This is why it's so important to take that spark to the next level, to give the kids something they can build on.



Smokehouse Pilots Club founder Gabe Muller flies a STEM Flights student in Virginia.

How Does It Work?

Each organization has its own requirements for introductory flights, from age restrictions to “homework” required before or after a flight. At STEM Flights, students are required to submit an online application, upload a letter of recommendation, and complete a STEM and aviation curriculum.



Volunteer Pilot Mentors donate time and expenses to fly students in their community.

When students have “skin in the game,” the flight experience is productive for both pilot and student. When you fly a kid who really wants to be there, who has done homework and given extra time, it is much more enjoyable and engaging. After several years of tracking student outcomes after a STEM Flight, we have data that shows our flights and volunteer pilots create pathways into aviation and aerospace careers.

We only ask that our pilots fly safe, have fun, and encourage the students. We take care of the rest: Help with scholarships, career exploration, additional mentoring, and more. Pilots who have 250 hours, a private pilot's certificate, and access to an aircraft are invited to apply as a volunteer pilot/mentor. We do not offer flight instruction.

STEM Flights also has [a mobile app](#), which makes it easy for volunteer pilots to see available flights in your area. Signing up to fly with STEM Flights is easy and the training can be completed online in under thirty minutes. Most students have never been in an airplane before and the experience is life changing.

So don't give a ride to a kid — become a mentor to a deserving student who truly wants to be in your aircraft. Flight experiences change lives.

For more information: [STEMFlights.org](#), [EAA.org](#), [AeroEducate.org](#), [GoCivilAirPatrol.com](#) (All Photos courtesy STEM Flights)

EAA CHAPTER 91 MEMBERSHIP APPLICATION 2025

Please print and complete this form. Return it with your check to the chapter mailbox in the Blue Hangar or to the address below. Applications will also be available at chapter meetings.

New ____ Renewal ____ 6 month complimentary / trial membership ____

Name: _____

If renewal and none of the information below has changed, check here _____. Please confirm EAA number sign and date form.

EAA number and expiration date _____

Mailing address: _____

City: _____ State: _____ Zip: _____

Home phone: _____ Cell Phone: _____

Email address: _____ NOTE: The newsletter will be distributed via email.

Spouse: _____ Emergency contact name/phone: _____

Aircraft owned or project: _____

Mark any of the following that you'd like to volunteer for to assist EAA Chapter 91:

Take a turn to clean and set up meeting room ____ Take a turn to mow ____ Take turn to trim ____

Help take care of plants and bushes ____ Help at pancake breakfasts/lunches ____

Pilot at Young Eagles rallies ____ Ground help for Young Eagles ____ Young Eagle Build & Fly (RC) project ____

Serve on the board or a committee ____ Help with chapter projects ____

I HEREBY AUTHORIZE RELEASE OF MY NAME /ADDRESS FOR INTERNAL CHAPTER 91 ROSTER DISTRIBUTION

SIGNATURE: _____ DATE: _____

PLEASE RETURN THIS FORM WITH YOUR CHECK FOR \$36 FOR 2025 DUES PAYABLE TO:

EAA CHAPTER 91
2750 NE Douglas St
Lee's Summit, MO 64064

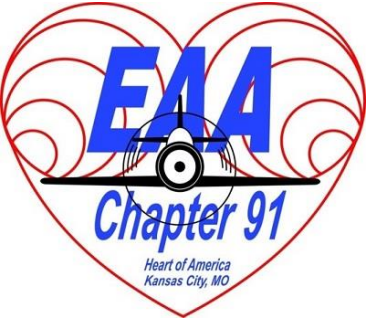
RENEWALS SHOULD BE RETURNED BY FEBRUARY 15, 2025

Dues may be prorated the first year of membership only at the rate of \$3 per month remaining in the year. Payments may also be made using PayPal at the chapter's website located at <https://eaachapter91.org/>

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



THE MONTHLY NEWSLETTER
EAA CHAPTER 91
January 12, 2025



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 In The Country Meadow's Center
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<p>Andrew Gallaher Manager - Douglas Tire andrew.gallaher@oadesbrothers.com</p>		
  		

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