



COOPERATION

Just when Larry Rhoads needed his Citabria to fly, the starter decided to go on strike. Not to be deterred, chapter vice president and Young Eagles coordinator Chris St. Germain came to the rescue. Chris admits it had been a few years since he had done this before, but it came back to him quickly. Kind of like riding a bike. A few bruised and slightly sore fingers were all the damage done, except for Larry's wallet in getting the starter fixed. This is just the kind of camaraderie Chapter 91 is known for. Thanks, Chris.

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Special points of interest:

Our next gathering will be in Monday, July 15 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, **August 17, 2024**. 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

It's time for AirVenture!

A big "Thank You" to all our magnificent volunteers who helped with the Young Eagles and Trimotor events the past month! Both events were great successes. The Trimotor flew approximately 300 passengers during its stay. While it did get too gusty for the plane to fly on Saturday afternoon, overall, the weather was pretty good. The EAA Trimotor team was highly complementary to our chapter and our efforts. The airport staff also was incredible in their support during this event. If you have a copy of the latest edition of Sport Aviation on hand (July 2024), please take a look at the article that starts on page 79, "Spreading the Spirit for Seven Decades." You'll find a few photos and a write up on the accomplishments of Chapter 91. AirVenture is rapidly approaching this month. Here are the main events for the chapter at Oshkosh:

- Tuesday, July 23 at 9:00 chapters photo at the Brown Arch. All EAA chapters participate.
- Tuesday July 23, approximately 9:30 am. Chapter 91 photo with Larry Young's brick at the Brown Arch (right after the chapters photo).
- Wednesday, July 24, 12:00 – 3 pm. Chapter 91 lunch/social. Location is the Chapters Pavilion in Camp Scholler.
- Sunday, July 28 at 10:00 am. Unveiling of the Larry Young Memorial Plaque at the Main Chapel.

We have an email distro list for anyone who would like to get information on the chapter happenings at AirVenture. If you would like to be added, please send me an email at robert7721@aol.com

Upcoming local Chapter 91 highlights include:

- The IMC/VMC Club (VMC) meeting on Monday July 8th at 7pm.
- July Gathering Monday July 15h at 7 pm.
- AirVenture! Week of July 21-28.
- Next board meeting, Monday, August at 7 pm.



EAA CHAPTER 91 GATHERING

MINUTES

June 17, 2024

- I. The meeting was called to order by President Rob Schmitt at 7:00 pm. Welcome to all newcomers and guests who were visiting our chapter this month! The Pledge of Allegiance was led by Dennis Bordner. This past month we hosted another successful Young Eagles event, we are looking forward to hosting the Ford Tri-Motor, and AirVenture is quickly approaching. Last month's gathering notes were approved as published in the newsletter with a motion from Chris Hope and a second by Larry Rhoads. If you need a name badge, please talk to Becca, and if you have not been receiving the newsletter, please let someone on the board know. This month's Young Eagles event flew 59 kids total. Reminder, no Young Eagles event will be held in July, so the next event is August 17th. If you are interested in helping with Young Eagles or pancakes, please reach out to Chris St. Germain.
- II. Old Business: Jim Brady shared the good news that Layla is now flying again with Katia, has about thirteen hours, and successfully passed her written! One of our Hedrick Scholars, Presleigh, had been flying a Tomahawk and is already at nine hours. 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. Chapter members have recently been flying to different breakfast events on a regular basis. These include: the Vintage Chapter breakfast in Gardner on the first Saturday of the month, the Aviation Explorers breakfast in Ottawa, KS, on the second Saturday of the month, and breakfast/lunch at Miami County on most other weekends. If you want to be added to a chapter text message distro list for these, please let Rob Schmitt or Chris St. Germain know. The email distribution list for Oshkosh has been setup and preliminary emails had been sent out. If you are interested in being added to the list, please contact Rob Schmitt. Planned Oshkosh events for our chapter are as follows: Tuesday, July 23rd, 9:00am, All EAA chapters photo at the Brown Arch; Tuesday, July 23rd, appx. 9:30 am (immediately following all chapter photo), EAA 91 photo with Larry Young's brick at Brown Arch; Wednesday, July 24th, 12:00 – 3 pm, Chapter 91 Lunch/Social at the Chapters Pavilion in Camp Scholler; Sunday, July 28th, 10:00am, unveiling of the Larry Young Memorial Plaque at the Main Chapel. The chapter is looking forward to hosting the Ford Tri-Motor this month; the signup sheet was passed around for review.
- III. New Business: There was no new business.
- IV. Announcements/Wants and Needs: Gardner is hosting their Vintage Aircraft Fly-in on June 22nd. Collin McKee has space/rooms available at a house during AirVenture on the north side of the airport. Contact him at 816 365-3417 if interested. Whiteman AFB is hosting an airshow July 13 – 14. Barb Dooley gave a fantastic presentation about our chapter's library, please be sure to check out our vast collection and borrow a book! Chris Hope is looking for some help fixing up a metal plane decoration. Bruce Luedeman has a friend with a Merlin for sale: \$29k and the kit is almost done. Mike Dooley has a free pair of steel wing fixtures for building RV wings.
- V. Calendar: Trimotor Tour: June 17th to 23rd. July board meeting: Monday, July 1st, 7 pm. IMC/VMC Club: Monday, July 8th, 7 pm. July chapter gathering: Monday, July 15th.
- VI. Presentations: Chris Hope on his recent emergency landing, and Paul Apel, a local controller, on Oshkosh fly-in procedures.



Our next meeting of the VMC Club will be **Monday, July 8th at 7:00 p.m. Central Daylight Time.**

At this time of year, the question pilots keep asking pilots is, “Hey, going to Oshkosh this year?” If this is your first year and you need advice, come join us and learn the tricks from those who have been there. Or, if you have been often, come share you knowledge with the newbies. We will cover everything from the dreaded “landings on the circles” to surviving the annual rainstorms.

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.

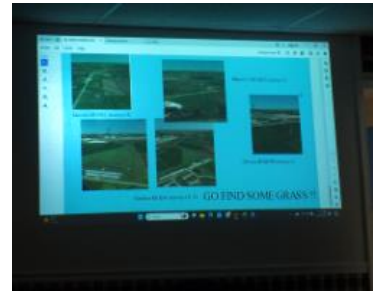
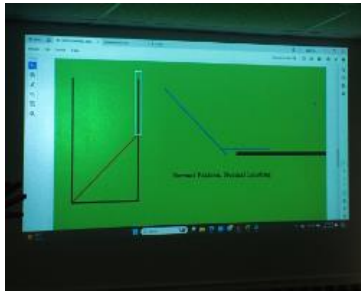
There is no cost to sit in on our monthly meetings. VMC membership is free to EAA members and guests. Not an EAA member? Ask me about a free six-month EAA membership.

Chris Hope, CFI-I, IMC Club Facilitator
2018 FAA Flight Instructor of the Year, Central Region

A FEW OF MAY'S YOUNG EAGLES



LAST MONTH'S PROGRAM



Paul Apel (pronounced apple) began his ATC career in St. Louis but now works at Wheeler Downtown Airport (KMKC) in Kansas City. And while his experience as a controller is vast and varied, he made clear that nothing came close to his experiences as a “Pink Shirt” controller at Oshkosh. That colorful term aptly describes the attire worn by ATC personnel while OSH becomes the busiest airport in the world for one magic week in July.

Paul began by discussing the new differences from previous years’ NOTAM which included a new Fish holding procedure, and the fact that no Fish arrivals will be allowed prior to 8:00 a.m. on July 25. That’s the day following the airshow which has become proven to stimulate a mass exodus: therefore, the restriction.

He went on to describe the makeup of the controller team at Fisk, which included three spotters and one communicator actually speaking to the aircraft at a trailer near Fisk, Wisconsin. He also pointed out how easy it was to tell which pilots had actually read the thirty-two page NOTAM and which had not. The waypoints are actually clearly identified landmarks like a lake, a rock quarry, and railroad tracks, all clearly depicted in the NOTAM.

The standard approach is at 900 feet and at ninety knots. Landings on Runways 18L and 36R are actually Taxiway A under normal conditions. The weeklong event typically involves between 5,000 and 10,000 aircraft being handled. He pointed out the famous call, “Rock your wings” was not always used when pilot compliance was observed. He also talked about why approach and departure frequencies had to be different, including ATIS broadcasts for both.

The world famous colored dots painted 1,500 feet apart on the runways are clearly depicted in English on the NOTAM for colorblind pilots (like me). He also discussed IFR operations and how to pick up an IFR clearance.

Paul responded to questions concerning how controllers bid for Oshkosh, and how they are chosen. He made clear that while working OSH is totally different from any ATC work he has ever done, yet it’s quite challenging and rewarding.

THIS MONTH'S PROGRAM

If you have noticed lately, you might have come to the conclusion that things are changing. Everywhere! That includes aviation fuel. The environmental movement has placed a serious focus on the possible effects of lead on the environment, and that includes our aviation gas. Back in the 70s, car gasoline began converting from leaded to unleaded, and we are now seeing that evolutionary change being made at the airport. How will this affect us, and what's really going on?

Doug Moskowitz and Paul Boylan are deeply immersed in all the details and will try to explain it all to us at our upcoming chapter gathering, July 15, starting at seven p.m. As usual, this will take place conveniently at the Larry Young Eagle Hangar on the Lee's Summit Municipal Airport. Doug is involved with aviation refueling businesses, and Paul, an experienced A&P, certified Rotax technician, and Swift Fuels advocate, has a highly practical view on the subject. Since aviation fuels are clearly adjusting to current atmosphere, this would be an excellent time to help clarify the facts and myths surrounding what has become a timely topic.

Since this will be our last chapter meeting prior to this year's AirVenture at Oshkosh, you should probably make plans to join us. Rob will cover the latest updates to Oshkosh activities and bring everyone up to date on the most recent goings on. Having this fuel-related program included in the agenda's lineup, should make it even more stimulating. We hope you will join us on July 15.

NO JULY YOUNG EAGLES

Once again, Chapter 91 will have to forego our monthly Young Eagles event for July thanks to a conflict with this year's AirVenture at Oshkosh. This same thing happened last year, so it might be contagious. But we hope not. Our chapter always supplies a significant number of AirVenture attendees, and many of those are serial volunteers who find it beneficial to make the trek early. That means fewer members remain to setup and prepare for the event, make and serve breakfast, pilot the airplanes, and even handle the endless paperwork for the participants.

All that to provide an explanation as to why our July Young Eagles rally and pancake breakfast will be canceled for this month. We will restart the regular process again after our AirVenture folks come back, so make plans now to attend the August event on the usual third Saturday, August 17. That's when normalcy will return.

AN OFF-AIRPORT LANDING



Recently, Chapter 91's very own Chris Hope, CFI extraordinaire, shared an experience with an off-airport, dead stick landing and used the occurrence as a learning point for chapter members.

Chris had been contacted by a new Mooney owner to help him become more familiar with the airplane. Not long into the flight, the engine quit, and Chris had to locate a safe place to put it down. Since he had spent many years always being aware of this possibility, he quickly spotted an appropriate area close to Highway 10 to land. The event took place on May 24 not far from Midwest National Air Center at Excelsior Springs, Missouri.

While this was not his first emergency in some fifty years of flying, it was the first time he had to put a plane down off airport. Chris said his training kicked in and he made a normal, precautionary soft-field landing. The aircraft was undamaged, and both occupants emerged unscathed.

Chris used this experience as an opportunity to remind us that this is something we train for and we must accept that it can happen. If we do, we can handle the situation professionally and survive. He also encouraged everyone to practice emergency landings at grass airstrips when possible.

NO POTLUCK COOKOUT IN JULY

Since you are now aware that there will be no Young Eagles for July, you also know we will not be holding our potluck cookout either. The same reasons apply. Remember that the cookout originated as the final step in moving the planes from the Larry Young Eagle Hangar and making everything ready for the next day's Young Eagles rally and pancake breakfast. So, the two events are closely aligned.

If you are a regular at this event but will not be going to Oshkosh, we understand you may go into withdrawal. But don't despair because we have not abandoned this popular cookout, but will restart again on the third Friday in August.

The theme for August has not yet been determined, so keep watching for the announcement in next month's newsletter.

THE FORD TRI-MOTOR FLIES AT KLXT



Courtesy of Phil Ishmael.



Courtesy of Phil Ishmael



The dirty-work guys (below):

Tri-Motor cleaning crew includes Jim Brady, Mike Kettelman, Brian Tepper, Mitch Putman, Mike Dooley, Griff, Pickett, & Bruce Luedeman. These images captured by Mike Dooley.



HAPPENINGS AT AIRVENTURE

If you are headed to AirVenture at Oshkosh, you should be aware of some special events for Chapter 91. Rob has outlined these in his “President’s Corner” column on Page 2, and in last month’s minutes, which you can find on Page 3 of this newsletter. But just in case you missed them, here’s a brief recap:

- Tuesday, July 23 at 9:00 a.m., all-chapters photo at the Brown Arch. All EAA chapters will participate.
- Tuesday, July 23, 9:30 a.m., Chapter 91 photo with Larry Young’s brick at the Brown Arch (right after the all-chapters photo).
- Wednesday, July 24, 12:00 noon to 3:00 p.m., Chapter 91 lunch and social gathering. This will be held at the Chapters Pavilion in Camp Scholler.
- Sunday, July 28 at 10:00 a.m., join us for the unveiling of the Larry Young Memorial Plaque at the Main Chapel.

We hope you will avail yourselves of these events. Rob will go over these again at our monthly gathering on Monday, July 15 just in case any times or locations may have changed, so please plan to attend. If you have questions, you may contact him at robert7721@aol.com.

INTERESTING THINGS COMING UP

A couple of unusual events are asking for admissions to Chapter 91’s activities calendar. Griff Pickett approached Young Eagles Coordinator Chris St. Germain about setting up a Young Eagles event for Jet Center, the FBO at Columbia, Missouri. Apparently, Griff had been visiting with one of the top execs there, and the idea took shape. Chris is considering helping out but would need to know if any of our Young Eagles pilots would be interested in participating. But he will need help with the administrative chores, too, so our invitation is not limited to pilots only. Either way, if you would like to know more, please be sure to attend our monthly gathering, Monday, July 15, at the Larry Young Eagle Hangar at KLXT.

Along a similar line, Chris is also looking for pilots willing to help out at a Young Eagles event at Ottawa, Kansas, Saturday, August 24. A free pilot’s breakfast will be one of the benefits, plus a nice discount of fuel. Chris will explain more at our July gathering, so please be prepared to ask questions. Both these events promise to be a lot of fun. Please give both these events serious thought. We could sure use your help.

FROM OUR LIBRARY

By Barbara Dooley, Pre-K-12 librarian, retired



FICTION BOOKS

Who doesn't like a good airplane story? We have some outstanding authors in our Fiction section.

The Passenger A Crime Novel, by Don Goodwin and Walt Gunn, copyright 1998. The airplane was scheduled to fly from Frankfurt, Germany to Dulles airport in Washington, D.C. There was a bomb threat. One hundred seventy-seven people had reservations on the plane; one hundred seventy-six changed or cancelled their flight. Only one man was boarding the plane. What do you think happened to that one passenger?

MAYDAY! By Dan Stratman, copyright 2018 was donated to the chapter by the author. The inscription says: EAA Chapter 91, Fasten your seatbelt and enjoy the book! Experience the emergency through the eyes of the pilot. Stratman was an Air Force pilot and flew with a major airline for 26 years. He writes well and with experience about the things that are happening.

Good Friday, by Robert Lawrence Holt, copyright 1987. This is a fast moving scenario of conflict in the Middle East. It is supposed to have a lot of action, suspense, and intrigue.

Continued on next page

FROM OUR LIBRARY, Continued

Night Over Water, by Ken Follett, copyright 1991. The year is 1939, a few days after Great Britain declared war on Germany. Pan American's Flying Clipper is headed from Southampton, England, to New York. Passengers were desperate to escape the war and their haunted past lives. Thirty hours of flight time. Follett has written a first-class ticket to suspense!

Night of the Hawk, by Dale Brown, copyright 1992. David Luger didn't die: He was nursed back to health by his captors in Siberia and then reprogrammed. The doctors were helpful, but not the military interrogating him. The story is "a masterful mix of high technology and human courage."

Check out the other fiction titles in our library. Happy reading!

WINGS OVER WHITEMAN AIRSHOW

The 2024 Wings Over Whiteman Air Show will take place on July 13 and 14, 2024, featuring Air Combat Command's A-10C Thunderbolt II Demonstration Team, a KC-135 Stratotanker Demonstration Team, and a B-2 Spirit flyover.

The free, family-friendly event is open to the public and will provide an opportunity for spectators to learn about the U.S. Air Force heritage and mission, interact with its members, and get an up-close look at some of the aircraft protecting the nation. Guests will also get to see an array of WWII era aircraft perform. Slated to fly both days are "Doc," the lovingly rebuilt B-29 Superfortress; a B-25 Mitchell; and a P-51 Mustang.

The Wings Over Whiteman schedule will also feature dozens of static aircraft displays, and both exhibition and modern aircraft. Along with the aerial demonstrations and static displays, all aircraft that call Whiteman AFB home, to include the B-2 Spirit, T-38 Talon, A-10 Thunderbolt II, and UH-60 Black Hawk helicopter will be available for viewing.

The public will enter Whiteman Air Force Base through the Lemay Gate and the Arnold Gate. Public gates will open at 8:30 a.m. on both days.

Please visit <https://www.whiteman.af.mil/WOW/> or on Facebook at www.facebook.com/WingsOverWhiteman for the complete air show lineup and more information.

WHY HANGING AROUND THE AIRPORT CAN BE MEANINGFUL



A funny thing happened while EAA's big Tri-Motor was here. And it reminded me why I used to hang around airports. Once in a while, a really classy airplane drops in. And that was the case on Saturday, June 22. I was scheduled to work at the Tri-Motor event from noon until 5:30, but I showed up a little early to get some pictures for the newsletter. A quick glance out toward the refueling area confirmed what I thought I had seen. This beautiful, 1938 Beech D17S Staggerwing decided to drop by to refuel, and everyone at the Larry Young Eagle Hangar had to get up close and personal.

The owners were on their way from north Georgia to Montana via Nebraska, and had scheduled this stop at KLXT to gas up. While we were delighted to see their gorgeous airplane, they were equally delighted to view the Ford Tri-Motor. So it was a win all the way around.

He said this airplane had originally been equipped with floats which had been removed some time ago. The couple bought the airplane in Canada in early 2022, and flew it as much as they could. He said about twenty gallons remained in the 125 gallon tanks, so it was about time to fill up. I'm certainly grateful I was not paying to fill 'er up! But oh, how I do miss those old days of just hanging around the airport.

SCHOLAR UPDATES

On June 12, Layla Cranston passed her private pilot written exam with a score of 92%. Now working with her third instructor, but is logging hours rapidly.

Jim Brady reports Presleigh Martin is flying quite a bit.



Grace Reber, a recent past recipient of the chapter's Hedrick Scholarship and new private pilot, is currently working on her instrument rating at ATP in KC. Recently, Grace was shooting practice instrument approaches into KLXT and captured this shot of the EAA Tri-Motor. Because of her training schedule, Grace was unable to join us in working with the Tri-Motor, but clearly, she did

get to see it. Thanks for the picture, Grace.

NEED PICTURES FROM OSHKOSH

Last year I made the trek to Oshkosh, and I had a ball. Camping out with Larry Rhoades in his multi-wheeled palace made the experience even more pleasant. Unfortunately, I will not be able to repeat the effort again this year, so I need to ask a favor of those who are going.

This newsletter uses a lot of pictures and I would really like to have some from AirVenture 2024. Since obviously I won't be able to handle that chore myself, I am asking for your help. If you are going to Oshkosh this year, would you mind taking a few pictures? They don't have to be anything special, but if you see things that interest you, it would be of interest to those back home. A couple of important areas, however, would be the events that honor the late Larry Young. He will be receiving recognition a couple of times (see Pages 2, 3, and 10), and those would be of special interest to next month's readers.

Because of technical issues, please hold your camera horizontally rather than vertically. Those work far better for the newsletter. Pictures taken with the camera vertical often do not work.

You do not have to be a great photographer – witness most of my pictures in this newsletter for confirmation! But if you see something you like, please capture it. I will be sure you receive credit for your efforts. When you return home, please let me know you have some images, and I'll make arrangements to get them. Your help will be very much appreciated.

JACUZZI

By Earl Downs, DPE

When World War I ended in 1918, aviation was a proven fact. However, the United States lagged far behind Europe in the development, design, and regulation of aviation. In the US, there were no aircraft design regulations, no pilot licenses, and no system of safety evaluation outside of the military. This lack of safety changed partly because of a hard lesson learned by an early aviation family.

In 1915 seven brothers arrived from Italy to start a new life in the US. Their family name was Jacuzzi. They were skilled craftsmen and opened a business crafting airplane propellers. Although they had no engineering experience, they were successful and produced propellers throughout the war that ravaged Europe.

After the war, they saw that airplanes being used for mail and limited passenger service in the US were nothing more than a rag-tag collection of old military models. Seeing the possibility of filling the market for a new passenger-carrying airplane, they began to design an airliner of their own. They went into the aircraft repair business in Oakland, California, and used that business to manufacture their design. By this time the brothers Jacuzzi had brought their father, mother, and six sisters over to the US to help in the business.

Their first design was a small single-place plane powered by a Model-T Ford engine. Then they built their airliner. The airplane was a seven-passenger enclosed cabin plane. It had a single wing and one engine. But remember, no one in the family had any formal engineering training. However, their airliner first flew in September of 1920 and was a moderate success.

Seeking customers for their plane, the Jacuzzis turned to the Post Office Department. The Post Office was flying outdated planes and asked the Army to evaluate the Jacuzzi plane. Unfortunately, the report of the suspected design flaws came too late.

While the Army was evaluating the design, the Jacuzzis continued to change it. They implemented alterations to lighten the plane which included putting in hollow bolts to attach the wings (works for birds...). On July 21, 1921, the Jacuzzi airliner came apart in flight and plummeted to earth. Lost in the crash were its pilot, Gioconda Jacuzzi, and two passengers.

Because the Army had been evaluating the airplane at the time, a report was issued that stated, "This wreck clearly shows the necessity of technical control over all airplane design, especially that which does not follow well-tested and extensively used designs." This well-documented failure helped lead to the regulations we use today regarding the licensing of airliners.

The Jacuzzi family left aviation but continued in business. In 1926 they developed a water injection pump that was very successful in the swimming pool industry. Their water pumps were later adapted to bathtubs and then to what we now call a hot tub. The name Jacuzzi has become synonymous with water relaxation.

FAA To Pay Pilots for Research Study At Oshkosh

By General Aviation News Staff · June 25, 2024

The FAA is recruiting pilots attending **EAA AirVenture Oshkosh 2024** for a paid research study.

Eligible pilots who participate will receive a prepaid gift card between \$300 and \$500 (dependent upon current medical privileges at time of participation) on the day of the study.

To be eligible for the study, pilots must have flown or logged simulator time at least once in the last six months.

For pilots with an FAA Class III medical certificate, the FAA is recruiting approximately 160 pilots who are at least 25 years old.

For pilots with an FAA Class I or II medical certificate, it is recruiting approximately 14 pilots who are at least 60 years old.

Participation takes approximately four hours (including breaks) and involves completing two computerized cognitive tests related to tasks such as working memory, attention, mental rotation, and multitasking performance.

The purpose of the study is to obtain pilot normative data for these computerized tests, which are used by the FAA to help recertify pilots for flying following a medical event, such as a stroke, head injury, or being prescribed certain medications.

“The results of this study will help ensure that aeromedical decision-making is based on the most current scientific data and will contribute to the safety of the national airspace system,” FAA officials said.

More information is available on the **FAA Cognitive Test PAID Study (CogStudy) FAQs page**.

If you would like to participate, complete the CogStudy Interest Form which can be found at <https://www.eaa.org/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/eea-airventure-oshkosh/faa-recruiting-pilots-for-airventure-research-study>

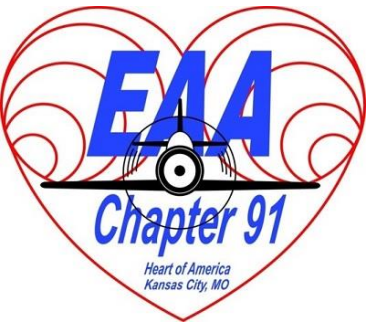
If you are eligible, you will receive a follow-up phone call or email from a third-party contractor, Cherokee Federal, to confirm your participation.

For more information email: **CogStudy@FAA.gov** or 405 954-2647

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
July 7, 2024



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