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Special points of interest:

Our next gathering will be in Monday, August 18 at 7:00 pm. IMC/VMC Clubs meet on the 2nd Monday of each month at 7:00 p.m. Next Young Eagles Rally & pancake breakfast is Saturday, August 16, 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
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 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**



THE FUTURE

Last month, Jim Brady mentioned that at one point, Veronica Amburn, Benjamin Caughron, and Logan Johansen, all recent Ray Scholars, were sitting together at the Young Eagles administration table. What a photo opportunity! Well, I blew it. Of course, Jim admitted he didn't recognize it either, until it was too late. Luckily, I was able to get Veronica's picture, so at least all was not lost. This just shows how this chapter has influenced so many young people's lives and dreams.

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

President's Corner

EAA Chapter 91 president Rob Schmitt

AirVenture is upon us! It is always a great trip for those in the chapter who get the chance to travel to Oshkosh each year. The official dates are 21-27 July, but many of the volunteers get started with preparations weeks in advance. We have set up an email distribution list for those who are attending and will send out information about our chapter-specific events. If you would like to be added to the distribution list, please send your preferred email address to robert7721@aol.com.

It has been an awesome summer so far for our chapter with all the events we have held. Once again, thank you to all the volunteers who make this possible. We will restart the Young Eagles pancake breakfasts in August. Lots of great events remain for this year.

- EAA Chapter 91 Oshkosh events.
 - Chapter Camping has filled all spots. It opens July 12, and Rob will have all camping credentials.
 - Mike Dooley is receiving the Volunteer of the Year Award on Sunday, July 20, at 3pm.
 - All Chapters Photo event will be on Tuesday, July 22, at 9 am at the Brown Arch.
 - The Chapter Pavilion in Camp Scholar has been reserved for our chapter lunch Wednesday, July 23, from 12-3 pm.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club, Monday, July 14, 7 pm
- No chapter gathering in July due to AirVenture
- Next board meeting, Monday, August 4, 7 pm



EAA CHAPTER 91 GATHERING

MINUTES

June 16, 2025

- I. The meeting was called to order by President Rob Schmitt at 7:00 pm with Ben Caughron leading the Pledge of Allegiance. Rob provided a recap of the remainder of May's events and all the June events that took place, including the successful Young Eagles event. He also reminded the chapter that no July meeting will be taking place due to AirVenture. May's Gathering minutes were approved with a motion by Bruce Hood and a second by Chris St.Germain. Reminder, there is no longer a log-in on the Chapter 91 website. Chris had recapped the past month's Young Eagles event at the May gathering, but did share that three pilots helped fly at Chillicothe. The next Young Eagles event will take place on June 21, and there will be no July Young Eagles.
- II. Old Business: Jim Brady shared updates regarding past and current Ray Scholars. Veronica Amburn was in attendance to provide her own! She is enrolled in the UND aviation program and will be entering her junior year this fall. She currently has her commercial, multi-engine, and instrument ratings. She will be flying with our very own Larry Rhoads this summer pursuing her tailwheel endorsement. Layla Cranston is starting basic cadet training for the Air Force Academy this summer and expressed how thankful she is for the chapter and all the support provided to her! She is able to receive physical mail while at basic, so if you are interested in sending her a letter, reach out. The chapter can provide her address. Ben Caughron is currently at thirty-seven hours and has finished his long cross-country! He received his first solo T-shirt from Jim, and more goodies are on the way. He is hoping to have his license by August's gathering. On the Hedrick Scholarship front, Paul Caughron is starting training at Summit Flight Academy. Congrats to every single one of our Ray and Hedrick scholars! Chapter camping is filled for Oshkosh this year. The Oshkosh chapter lunch will be on Wednesday, July 23, from noon to 3:00 pm. Food is still being decided, but it will be a shakeup from the usual burgers and dogs. Mike Dooley will be receiving the Volunteer of the Year award at Volunteer Park on the AirVenture grounds on Sunday, July 20, 2025, at 3 p.m. He will be honored with an engraved brick to be laid in Volunteer Park. Les Moore needs another volunteer for trams in the Warbird area. Reach out if you are interested in helping. Susan Calvin reported that she has seven potential students who signed up for Build and Fly, and is still working on recruiting more students at Young Eagles events. If you are interested in volunteering or know any student who may be interested, please contact her.
- III. Calendar: Hangar setup/potluck: Friday, June 20, 1 pm for setup; 6 pm for the potluck. Young Eagles/pancake breakfast: Saturday, June 21. August board meeting: Monday, June 30, 7 pm. IMC/VMC Club: Monday, July 14, 7 pm. Oshkosh arrival procedure. No chapter meeting in July. August chapter gathering: August 18, 7 pm.
- IV. Presentation: Jeff Schultz and his son, Isaac, presented on their Sonex aircraft.



Our next meeting of the VMC Club will be **Monday, July 14th, at 7:00 p.m. Central Daylight Time.**

At this time of year, the question some pilots keep asking other 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 your knowledge with the newbies. We will cover everything from the dreaded “landings on the dots” 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

LAST MONTH'S PROGRAM



Jeff Schultz, while a member of Chapter 91, is also involved with Chapter 612 at the Roosterville airport. Jeff is the vice president and young Eagles coordinator for the group. Jeff and his son Isaac flew to Lee's Summit to tell us about their two Sonex homebuilts.

Jeff and his son Isaac love to fly. Jeff used to have a Quad City Challenger ultralight, but on a trip to AirVenture in Oshkosh, he saw the legacy Sonex and decided it was what he wanted. His airplane now has around 700 hours on it, and Jeff has used it properly, including multiple trips back to Oshkosh, and flying as far as the Gulf Coast and Panhandle of Florida. The 120 horse Jabiru engine sips gas yet gets up and cruises in the sprightly 150 MPH range. Jeff says the Sonex gives a lot of bang for the buck, and he should know. Jeff modified his legacy Sonex to have dual control sticks, like a more standard side-by-side plane would have. He chose that over the single, center-mounted stick. His panel is beyond clean, having nearly no steam gauges and featuring a Dynon Skyview glass panel instead. He also modified his seat belts so he could tighten or loosen both sides since he carries passengers ranging from small kids to full-scale adults. If you would like to see a video about Jeff's plane, check this out: <https://www.youtube.com/watch?v=ovAGCF5KIEc>

Isaac developed an interest in aviation at an early age. Like many of us, he built and flew R/C airplanes to help scratch the itch until the calendar caught up with FAA regulations. However, at fourteen, Isaac found an unfinished homebuilt project and offered to buy it. Unfortunately, his bid was rejected, but the desire had been primed. While continuing his search, Isaac created a GoFundMe account and worked various jobs to raise the needed money. While living in Mississippi, he located a great project in Gardner, Kansas, and was able to purchase it. Once trucked home, he worked on the Sonex for at least ninety minutes to two hours every day – often more. It took something like four years to complete the project, but he got it done. After flying it with the eighty horsepower AeroVee engine, he decided to upgrade to a Jabiru to match his father's plane. While the AeroVee is very economical, the Jabiru's 120 horsepower was just too tempting to pass up. Isaac is in the process of completing that conversion and explained some of the required modifications to the airplane which were mandated by the size and weight of the new engine. He said it's almost ready.

Isaac didn't paint his plane, choosing to use a vinyl wrap instead. While it sounds complicated, he reported it took just twenty to twenty-five hours to complete. In fact, it inspired our own Phil Schmidt to use the technique for his gorgeous Zenith CH-601. Nice job, guys!

THIS MONTH'S PROGRAM

As mentioned elsewhere in this newsletter, there will be no program this month, because there will also be no gathering for July. This is thanks to the number of Chapter 91 members who will be at AirVenture in Oshkosh, many of them having left early and/or staying late, owing to their status as volunteers. Our next chapter gathering and its program will be on Monday, August 18, starting at seven o'clock in the evening. We will announce that event again and the details of its program in the August newsletter. Stay tuned.

LADIES' LUNCH HELD

Recently, Nancy Inderwiesen organized a special Ladies' Lunch for Chapter 91's female associates or the significant others of our male members. The picture below indicates how well the event worked out. Some twelve ladies attended the lunch held at La Fuente restaurant in Lee's Summit on May 27. Based on the acceptance, Nancy is planning another one for sometime in August. If you would like to be included or want to find out more, please call or text Nancy at 816 682-1555. By the looks of the last one, you will be in great company and have a great time.



Left, front to back: Janet Pickett, Jeanne Willerth, Marty Young, Marty's assistant, Sandy Rice, Anne-Marie Hedge
Right, front to back: Barb Dooley, TerrieJo Fox, Nancy Inderwiesen, Linda Tebo, Susan Calvin, Frank Flint

SOME OF JUNE'S YOUNG EAGLES



SCHOLARSHIP UPDATES

Ray Scholarship



Ray Scholarship Coordinator Jim Brady brought us up to date on the status of some of our current and past Ray Scholars. Veronica Amburn will be starting her junior year at the University of North Dakota where she has earned her ground instructor, multi-engine, and instrument ratings. She is headed toward her CFI soon. Ben Caughron (pronounced KOFF-run) has now logged some thirty-seven hours and is aiming at completing his private check ride sometime in August. Benjamin was presented with some of the benefits of being a Ray Scholar, like this coveted T-shirt proudly proclaiming his achievement. Layla Cranston has been accepted at the Air Force Academy and will attend Cadet Basic Training (BCT) from June 25 through July 31. Jim said Layla would love to hear from our membership because she appreciates how we have helped her achieve her dreams. However, she cannot receive anything electronically, so sending paper letters by regular snail mail is her only contact method. Be sure to check that information on Page 12 of this newsletter.

Hedrick Scholarship



Our Hedrick scholars (the program fully sponsored and funded by Chapter 91) find Paul Caughron (Benjamin's cousin) receiving training at Summit Flight Academy. He is also aiming at an appointment to the Naval Academy at Annapolis. On July 3, we received great news that former multiple scholarship winner Grace Reber (pictured) had successfully passed her CFI check ride. It looks like Chapter 91 is doing a great deal to help some focused young people accomplish their goals. Congratulations to all of them.

YOUNG EAGLES AND POTLUCK COOKOUT

By now, you are well aware that we will not be holding our monthly Young Eagles rally, the affiliated pancake breakfast, or our potluck cookout for July. The reason – Oshkosh. The desolation left after so many attendees and volunteers flee the area does not support holding anything until after everyone returns. So please be sure you remember not to try to adhere to our usual schedule of events – it won't happen this month. August, however, will be business as usual, so get ready to pick up from where we left off.

FREQUENCY CHANGE APPROVED

If you are on our regular Chapter 91 mailing list, you would have received an email note similar to this one late last week. Rob Schmitt had gotten a message from Phil Schmidt that the Harrisonville airport (KLRY) had recently changed its Unicom frequency. Since that is not an uncommon destination for many area pilots, Rob and Phil wanted to make sure everyone knew of the update. The new frequency is 122.9; the old one was 123.0.

As a pilot, you are familiar with CFR 91.103, which essentially says each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. So, we're just doing our part to help everyone stay legal. However, as experienced airmen, we also know not everyone will have complied with that regulation. In other words, some who are arriving or working in that area may not be aware of the frequency change. Consequently, being super vigilant about everything going on in the vicinity of the airport may help save your life. If you do not hear a radio call but see an aircraft, you may already know what is going on. Good luck, and fly safely.

ANOTHER YOUNG EAGLES SUCCESS STORY



Recently Chapter 91 helped with the ground-breaking of Midwest Avionics' new hangar being built on the ramp right next to our main hangar. We provided space for the celebration. While there, member Jeanné Willerth had a young man approach her and introduce himself. His name was Zachary Wood. Zachary was a recent graduate of Kansas State in Aeronautical Technology and a CFI.

Zachary showed her a picture of his first ever airplane ride. It was at a Young Eagles event at the Lee's Summit Airport in May of 2012, and Jeanné was his pilot.

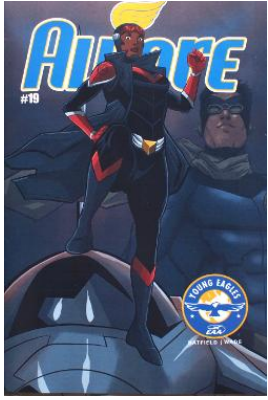
Zachary then posted this on LinkedIn and two pictures:

"On May 19, 2012, I took my first flight in a general aviation plane. Thirteen years later, the pilot who took me on that flight for an EAA Young Eagles event at Chapter 91 in Lee's Summit, MO and who also started my passion for aviation crossed paths again. I am so blessed that I had received the opportunity to fly with [Jeanné Willerth](#) all those years ago. I wouldn't be where I am today without her! Thank you so much, Jeanné. I hope to inspire the next generation just as you have."

Never underestimate the influence you have on others.

Jeanné advises us all to **"Aspire to inspire before you expire!"** She has given 175 Young Eagle rides so far.

THE LATEST AVIORE



It's time for another breathtaking adventure of aviation's newest and most important superhero, Aviore! Your latest edition of *Sport Aviation* contains the newest version, Number 19, and when you have completed it, we would love to have your copy to offer to our Young Eagles kids and their families. In this edition, our hero finds himself searching for three colleagues who disappeared (literally!) on an important reconnaissance mission. While searching near the most recent coordinates, he encounters the bad-guy "Wild Dogs" who reappear out of nowhere. But he loses comms and his flight instruments. Will the new high-tech device from Rosie help get him out of this situation? Will he locate the missing associates? Read it and see for yourself. Then, bring your copy to an upcoming Chapter 91 event. Your gift will be most appreciated.

MIKE DOOLEY TO WIN NATIONAL AWARD

Chapter 91 has a reputation for producing a number of outstanding members. EAA headquarters has recognized us in the past with the national Volunteer of the Year award. That list includes such notables as Jack Gress and Pam Ratliff. But for 2025, we are hosting yet another member who will receive this vaunted recognition: Mike Dooley. Mike is outspoken on the subject of volunteerism and has followed his own counsel for many years by offering his services at AirVenture. He's also been a member of the Homebuilt Aircraft Council, and performed other duties. Mike's leadership abilities have pressed him into several volunteer slots, and he has always done an outstanding job.

Mike's achievements will be recognized at a special ceremony at the Brown Arch on the AirVenture grounds on Sunday, July 20, at three p.m. If you are going to be in Oshkosh at that time, please be sure to stop by and give some well-deserved appreciation to one of the chapter's finest. Mike has done a great deal for us, including stepping up to shepherd us through the trying Covid 19 debacle just a few short years ago. His accomplishments at Oshkosh have been every bit as impressive, and we're very proud that his efforts have been recognized at the national level. Congratulations, Mike! Well done.

CONTACTING LAYLA



Chapter 91 is so proud of our young people who have pushed ahead with aviation goals. Our most recent Ray Scholar, Layla Cranston, has been accepted at the Air Force Academy in Colorado Springs. You may recall we sent out a chapter-wide update about this because Layla sincerely wants to hear from our members. She genuinely appreciates the help we have given her and wants to keep in contact with us. She is not attending Basic Cadet Training (BCT) but cannot receive any messages from any electronic means. That's the Air Force way of saying no cell phones. However, most of us remember how we communicated before the digital era – with letters written on paper sent in an envelope containing a stamp. And that's exactly how we can contact her now.

If you would be willing to write to her, Layla would truly love to hear from you. She said pictures would be appreciated along with those letters if appropriate. So, we are printing once again her contact information. You can send mail to her at

Basic Cadet Layla Cranston
Squadron E
P.O. Box 2483
U.S. Air Force Academy, CO 80841

Now, I don't know whether she will be able to write back, but at least you can make contact with her. If you recall being away from home for the first time at college or in the service, you can empathize with Layla. I know she'd love to hear from you, so please take a moment to jot a brief note. She will be in this training program until July 31, so you still have time.

We all wish Layla the best of luck. The last I heard, she wants to be an astronaut. Do you have any doubts she'll make it? I don't. Please offer her some encouragement by dropping her a line. We truly believe we will be hearing great things from this young lady.

PICTURES FROM AIRVENTURE

It is always inspiring to see how many Chapter 91 members make the annual trek to Oshkosh to attend AirVenture. Since so many of you are going, we know you will be taking lots of pictures. We also know many of you will have some very good ones which you might be willing to share with everyone if the price were right. Well, here's your chance. Because if you submit pictures for the newsletter, and any of those pictures are published, your name will appear adjacent to them or elsewhere in the copy, giving you the full and enviable credit as the photographer. We would ask that pictures be in landscape mode, meaning the picture is taken and displayed horizontally, rather than vertically. Now, yes, it is possible that something shot in portrait mode (vertically) could be used, but it is comparatively rare that we can make those work. It is simply a matter of how the newsletter is formatted and involves nothing more sinister than that. So please do your best to adhere to that request.

We'd love pictures of airplanes, of course, but people are always very interesting to readers. So, shots from the chapter lunch, or taken at Mike Dooley's award presentation, or with your friends sitting around the dinner table or campfire are always appreciated. But don't skimp on the airplane shots either. We know readers would enjoy seeing a multi-page presentation of lots of OSH pictures, so shoot to your heart's content, then send them to me for final selection. In case you need the address, please send them to BruceEHood@gmail.com. And thanks for your help.

NEED HELP MOVING A TOOLBOX

Susan Calvin will be starting the next Build & Fly program beginning August 2. To make things a little more organized, she has purchased a small stacked tool chest in which to house her model-building tools. The lower part of this chest measures thirty-five inches high which is just a little too tall to fit in the back of her truck. The upper part of the tool chest is a few inches shorter, so it is not a problem. But, since the lower part will not fit, she needs some help getting these chests to the Lee's Summit airport during the last week of July. If you have a van or other method of conveyance that could help, please contact Susan at 816 349-8981, or send an email to scalvin47@earthlink.net. Your help would be most appreciated.

BE PREPARED

by Earl Downs

The year was 1968, and I was chief instructor for a large flying club located on Burbank Airport (now named the Bob Hope Airport) in Southern California. This airport is situated in the sprawling, highly populated area north of Los Angeles known as the San Fernando Valley.

In those days, we would commonly take our students south over the Hollywood Hills and use the Santa Monica coastline as our practice area. On this day, we were returning from the practice area and crossing over the Hollywood Hills, homebound. I was doing a typical outside/inside scan when I noticed the oil temperature was low and the oil pressure was zero! It took a few seconds for this indication to register in my brain.

We had about 4 miles of the heavily populated North Hollywood and Burbank area to cross to reach the airport, but at least we had some altitude because we had just cleared the hills. A mayday call to Burbank tower got their attention, and I decided to target the airport; an off-field landing was not an option. A cemetery located about a mile south of the airport would serve as my alternate if I couldn't make it to Runway 33.

The engine was still running, but sounding bad. I decided to try to save it if a last gasp of power was needed, then shut it down. I pulled up into a near stall to stop the propeller to reduce drag and headed for the airport at my best glide speed. Burbank tower cleared all runways and taxiways of aircraft, and I opted for a tailwind landing on Runway 33. As I passed over my cemetery alternate, I restarted the engine. It was delivering *some* power, but I was now sure I could make the airport even if it quit, which it did just as we rolled out on Runway 33 at Burbank.

The bottom of the plane was saturated with oil. The oil temperature sensor probe had not been installed properly after some maintenance, and it had fallen out of the engine backplate.

In my sixty-nine years of flying, I don't have an abundance of war stories to tell. Most of us don't have in-flight problems or crises, and that's why I told my story. You don't have to learn about how to handle inflight emergencies by experiencing a lot of them. When a pilot brings an in-flight emergency to a successful conclusion, it is usually the result of training and being mentally prepared.

Are you prepared? You need to be prepared and stay prepared for emergencies, but not to the point that it takes the pleasure out of flying. Being prepared is all a part of risk management. Here are some ideas for things you can do to manage the risks without spoiling the fun.

Continued on next page

BE PREPARED, Continued

1. Know your airplane. Review the operations of the various systems regularly. Set up periodic training with your flight instructor or an A&P mechanic for system training and review.
2. Periodically review emergency procedures. Even though you carry checklists for emergencies, they are designed to aid a knowledgeable pilot, not act as an instruction manual when an emergency occurs.
3. Perform a thirty-second emergency review before every takeoff. Just sit there and do a quick "what if" mental review: what if I lose power, what if the door opens, at what altitude could I turn back for a landing?
4. If a problem does occur in flight, be prepared to change your thinking. Change the goal of your flight. Make a positive decision to take action, and then constantly evaluate your decision. Don't get trapped by continuation bias.
5. Practice simulated emergency landings at your airport. If you don't feel comfortable with that, fly with an instructor and learn how to plan and execute a dead-stick landing.
6. Schedule some training in the art of Aeronautical Decision-Making (ADM). ADM and risk management are skills that can be learned and practiced on every flight.

There is an old adage: A wise pilot may avoid the need to have extraordinary piloting skills.

ONE LAST REMINDER ABOUT JULY

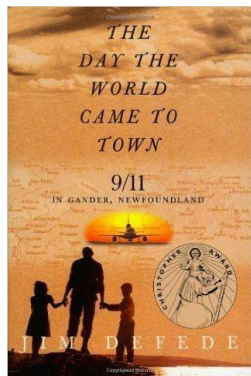
Well, it has finally arrived: July, when we will not be holding any of our usual events because so many members will be at AirVenture. And really, that's a good thing, because the real reason centers on the impressive number of Chapter 91 members who volunteer to make this annual convention something great. Consequently, with such a large number away for Oshkosh, there are just not enough left to host our usual calendar. That means there will be no Young Eagles or pancake breakfast in July, no monthly gathering, no potluck cookout, and not even a board meeting (though we cheated just a little and held that at the end of June). So, this is just a quick reminder that if you are not going to Oshkosh this year, you have the rest of the month off. Just be ready to hit it again in August, because we will be back in force and raring to go. See you then!

Book Review – *The Day the World Came to Town*

9/11 in Gander Newfoundland

by Jim Defede

Review by Chris Hope, Master CFI



All Americans can remember what they were doing on September 11, 2001. For those of us who fly airplanes, the day was more poignant than for most. We pilots, especially those who were in the air that day, remember the most unusual instruction we received from Air Traffic Control – “Land. Now!” Aircraft entering the country had a similar call from the various offshore controllers. “US airspace is closed. What are your intentions?”

Some aircraft returned to their points of departure, and others diverted. This is the story of the thirty-eight aircraft and their 6,600 passengers who re-routed to Gander, Newfoundland.

Newfoundland is the easternmost province of Canada, an island roughly 1,000 miles northeast of Maine. The most noteworthy aspect of the town of Gander is that it served as a primary fuel stop for many years for all aircraft between the US and Europe. When props gave way to jets, its 10,000 residents returned to looking out for themselves.

Six thousand people descended on this small town, and there are 6,000 unique stories about their experiences. But Jim Defede captures the essence of the community in his relating the stories of a dozen or so couples and individuals: Americans, Moldavians, Jews, residents from all over Europe and Africa. And the animals – dogs and monkeys, just to name a few. All were marooned on this small island.

The Newfies are wonderful people. They had the same amount of warning that all of us did – none. But they immediately rallied and were waiting when the first aircraft began landing an hour later. They started by putting the passengers to bed in their schools, churches, and community halls. And then, almost immediately began inviting these strangers into their homes.

We learn of the O’Rourke family, whose time in Gander was full of thoughts about their FDNY son. Was he alive? Clark and Roxanne Loper were returning from Russia with their newly adopted daughter. How would she fare? Rabbi Sudak and

Continued next page

***The Day the World Came to Town* Continued**

family found themselves far away from home in a community that had no Jewish residents. How will they fit in? And on the other side, Defede tells stories of the many Newfies who go so far beyond what might be expected as their little town doubles in size overnight.

From all of the horror and heartbreak that came out of that day, it is nice to be reminded that there are a lot of kind people in this world.

This book is definitely worth your time.

And if you like your books with actors and music, this one was the basis of the Broadway musical, “Come from Away,” by David Hein and Irene Sankoff. I loved the story, the acting, and the music. I just loved this show.

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

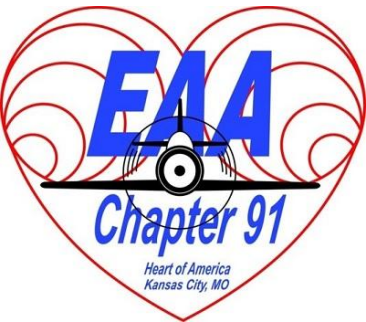
CHAPTER HOSTS LUNCH AT AIRVENTURE

If you will be at AirVenture this year, don’t forget the chapter’s lunch being held at the Chapters Pavilion in Camp Scholler, Tuesday, July 22, from noon until three p.m. Typically, the event doesn’t last that long, but some members have work conflicts and are unable to show up precisely at noon. So do the best you can. Rob promises to jazz up the menu this year, moving away from the traditional burgers and dogs. Have fun.

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



THE MONTHLY NEWSLETTER
EAA CHAPTER 91
July 13, 2025



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