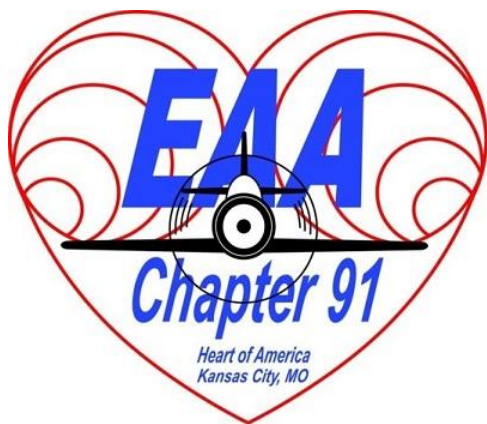




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Special points of interest:

Our next gathering will be on Monday, June 15, 2026, at 7:00 pm. MC/VMC Clubs meet on the 2nd Monday of each month at 7:00 p.m. Next Young Eagles Rally & pancake breakfast is Saturday, June 20, 2026. 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 Weskamp**
 Treasurer: **Sandy Rice**
 Board: **Jim Brady, Larry Rhoads, Phil Ishmael,**
Griff Pickett, Tom Licata, & Alexandro Paredes
 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**



HELPING

How could you help with our Young Eagles event? Here's an example. When the kids land, they receive a certificate signed by their pilot, and a logbook to record the flight's details. Helping explain and fill out that logbook takes time, which the pilots rarely have. So Earl Downs pitches in. Earl's explanations are superb, but he gets backed up quickly. Many members – even non-pilots – could easily help fill that need, so give it some thought. Sound Interesting? Our next one is Saturday, June 20.

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

President's Corner

EAA Chapter 91 president Rob Schmitt

Summer is here, and so is flying season – at least when the weather cooperates. It's been exceptionally rainy so far; the low clouds have stopped us from flying a few times. Hopefully, June will be better.

Make sure to watch out for the NOTAMs related to the World Cup. They may affect your local airport, such as LXT, then again, maybe not. So please check the NOTAMs before you climb in and fire up your aircraft.

Our next Young Eagles event will be on Saturday, June 20. We will set up the hangar for Young Eagles on Friday, June 19 at 1 pm. If you have never made it to one of our potluck socials, I highly encourage it. We take advantage of that day also to have one of our typical potluck social dinners at 6 pm that evening. The chapter provides the main course. We ask the members to bring a side dish or dessert to round out the meal. This month, the chapter will be providing hamburgers and hotdogs.

It is time to start thinking about AirVenture. We have booked the Chapters Pavilion in Camp Scholler on Tuesday, July 21, for our traditional lunch this year, so save the date.

We do have one chapter camping spot available at Oshkosh; the cost is \$378. If you are interested, please let us know before 12 June. I've put together an email distribution list for AirVenture to keep attendees informed of chapter events. If you want to be added to the list, I'll be glad to put you on it. Please send me an email at robert7721@aol.com.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club, Monday, June 8, 7 pm.
- Chapter meeting, Monday, June 15, 7 pm.
- Hangar setup and potluck dinner, June 19, 1 pm for setup, 6 pm for potluck.
- Young Eagles/pancake breakfast, Saturday, June 20.
- Next board meeting, Monday, July 6, 7 pm.



EAA CHAPTER 91 GATHERING MINUTES

May 18, 2026

- I. Call meeting to order.
 - a. Welcome new members and guests.
 - b. Pledge of Allegiance.
- II. Announcements/Officer Reports.
 - a. President. Review of last month's events. April YE in LXT and Columbia. Flying Start program on May 9. YE on May 16.
 - b. Report of secretary: Becca Wescamp
 - i. Approval of minutes of April gathering. Motion by Charlie Wayne Moore, 2nd by Griff Pickett. Motion passes. Bricks for Marty Young and Randy Robinson have been ordered for placement in the Memorial Walk.
 - c. Young Eagles report Chris St. Germain. The YE event at Columbia, MO went well. We would like to see more participation from local pilots in the Columbia area. May 16 event flew 52 youth. We have 69 registered with 16 pilots. Next YE event will be June 20. No YE in July.
- III. Old Business
 - a. Ray Scholarship updates – Jim Brady. Ben C. completed his final check ride May 1. Jim Brady presented Ben with a polo shirt and pin for completing the program. The scholarship committee will review all current applications in near future. We currently have 4 applications.
 - b. Hedrick Scholarship update - Rob Schmitt. Charlie Licata is the current scholarship winner. He is working on completing his IFR certification. We will award another in the fall. Paul Coughron (previous Hedrick Scholarship winner) has been selected to attend the Air Force Academy this Summer! Congrats Paul!
 - c. Signup sheet passing around for Young Eagles/pancake breakfast on Saturday, June 20. We will be doing hangar setup and potluck dinner on Friday, June 19. Hamburgers and hotdogs furnished by the chapter.
 - d. Chapter camping at Oshkosh 2026. 1 slot still available.
 - e. Chapter lunch at Oshkosh will be on Tuesday, July 21 at 12:00 noon. A signup sheet was sent around for all Oshkosh attendees to be put on an email distro list for notifications during AirVenture.
 - f. Special Olympics event at LS Airport (Hangar 2) on Saturday, 19 September, from 10 am to 3 pm. We have confirmed our participation with the airport manager. More details coming.

Continued on next page . . .

- g. Flyover of an aircraft requested by KC Royals of opening events for Little League tournament. Breck Dickey is the POC. Single airplane is acceptable. Breck.Dickey@royals.com 816 242-5713.

Opening Ceremony nights:

- Softball opening ceremony – June 18
- Baseball opening ceremony – June 24

Event location: RAD Complex, 9600 Blue River Rd. Kansas City, MO 64131

IV. New Business – None

V. Calendar:

- Next board meeting is Monday, June 1, 7 pm.
- IMC/VMC Club: Monday, June 8, at 7 pm. In-person only.
- Next chapter gathering: Monday, June 15, at 7 pm.
- Hangar setup, 1 pm, and potluck, 6 pm, June 19, hamburgers and hotdogs.
- Young Eagles/pancake breakfast June 20.

VI. Presentation: Chapter Projects: Rob Schmitt

VII. Adjourned at 8:30 pm.



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

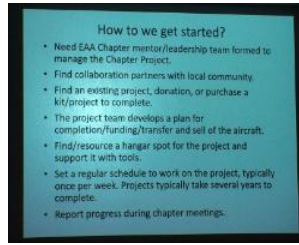
At this time of year, the question pilots keep asking pilots is. “Hey, going to Oshkosh this year?” If this is your first year and you need advice, come join us and learn the tricks from those who have been there. Or, if you have been often, come share your knowledge with the newbies. We will cover everything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

LAST MONTH'S PROGRAM



For some time, the idea of Chapter 91 building its own aircraft has come up. Each year, it shows up in the comments from EAA's chapter survey, and occasionally in casual discussions. But if we were to do it, what's involved with implementing it? Who needs to lead it? What are the legalities and liabilities?

Those were just some of the questions addressed at our May gathering by Chapter 91 president Rob Schmitt. Rob reported that several chapters – including a few local ones – are building or restoring aircraft as chapter projects. Interestingly, EAA itself promotes and encourages the idea. From a building standpoint, the Kitfox and Vans RV-12 are the two most ubiquitous projects.

Understandably, many rules apply. For example, the chapter can build it and sell it, but we cannot build it and fly it. Rob indicated that typically someone on the building crew is willing to make the purchase once the project reaches or nears completion. If we were to keep it, there must be a separate entity (corporation, LLC, trust, partnership, individual) like a separate flying club that takes title. EAA rules prevent the chapter from operating the completed project. Then, depending on how the project is set up, certain donations to fund or maintain it require IRS paperwork. On the other hand, such a project provides an opportunity to connect with local groups, thus promoting the chapter and EAA to the community.

But it still all boils down to having a leader willing to step up and take on the project. While Chapter 91 has an admirable record of volunteerism, something like this would present a significant challenge, even to us.

While the idea of a chapter project has some tantalizing aspects, it may remain one of those "someday" items on our future activities list. However, if you would like to take up the challenge, please let the chapter know. You just might be the one to make it happen. And our thanks to Rob for sharing this information in a fun and interesting way.

THIS MONTH'S PROGRAM

The non-flying public just naturally assumes every airport has a control tower and that every pilot is comfortable using it. Many would probably be shocked to learn that the vast majority of the nation's airports are totally uncontrolled, and that some pilots are not at all comfortable operating in that environment. By the same token, many are equally reluctant to operate in uncontrolled areas.

On a personal note, I learned at a non-towered airport and initially was not super comfortable working with a tower. (Luckily, I got over it!) Conversely, I've run into several pilots who trained at towered facilities and can be very skittish approaching and working in uncontrolled ones. Now, factor in approach/departure control or even talking with center, and a pilot's personal experience can have quite an impact on the level of confidence with that flight.

I will never forget the first time I requested and was cleared through Class B airspace. I was afraid my insecurity would bring huge peals of laughter from the controllers. Yes, I was vectored a few times, but the controllers were pleasant, there were no threats, and nobody told me to say when I had time to write down a telephone number, so my fears proved totally unfounded. I was pleased to learn how easy it was.

Since this topic is a factor with most pilots, our next program will be interesting, because our speaker, Lisa Cunningham, is an approach controller at MCI with several years of experience. Her extensive background with multiple Air Traffic Control facilities has more than earned her the right to speak with us on this subject. We all know that ATC's job is to help pilots, but many still cling to the paralyzing belief that they just want to catch us in some minor infraction, then hang us out to dry. Well, Lisa has a few points to cover on that topic, plus several others. So, if you have ever felt a chill when you found you had to work inside or outside controlled airspace contrary to your comfort zone, you will want to hear how it really works.

We hope you will be able to join us for our next chapter gathering, Monday, June 15. We meet at the Larry Young Eagle Hangar at Kansas City – Lee's Summit Regional Airport (KLXT). We expect a decent number to show up, so be sure to get your seat early. We start promptly at seven p.m. See you then!

SOME OF LAST MAY'S YOUNG EAGLES



NEXT YOUNG EAGLES

Our next Young Eagles rally and pancake breakfast will be on Saturday, June 20. Chris St. Germain has enabled a new feature for the online signup process that he hopes will allow more first-time kids to get a flight. Typically, we have a significant number of youngsters who come every month, which is great. But we know many who do not get to come because the manifest fills up so quickly and will not accept additional signups after reaching the maximum number. While he is sympathetic to the folks who are regulars, he also recognizes the need to allow new participants to have their chance to fly. Nonetheless, Chris said it took only twenty-four hours for this month's manifest to fill up. So, we will see how it goes.

If you would like to join us, we would love to have you. We always have unfilled jobs that could use your help, and you don't even have to be a licensed pilot or an accomplished homebuilder to assist. A greeter at the door who would welcome and direct the attendees where to sign in would be most helpful. And we could use folks to escort the kids safely to and from the airplanes. So please feel free to attend and learn what it's all about. We look forward to seeing you.

UPCOMING POTLUCK COOKOUT

Since our next Young Eagles rally and pancake breakfast will be on Saturday, June 20, we will be setting up the Larry Young Eagle Hangar starting at one p.m. on Friday, June 19. Then, that evening, starting at six, we will open up for the next potluck cookout. This is purely a social event where you can bring your favorite family member and join us for a most enjoyable and delicious international dining experience. Well, okay, it's not international, but the hotdogs and hamburgers are really good! And since the chapter springs for them and even cooks them for you, it's a great way to relax and meet up with some of your closest aviator friends. All we ask is that you bring a dish to share with everyone else. And since it's hotdogs and hamburgers, most anything will fit.

You do not have to participate in the hanger setup, but we wouldn't turn you away if you did. If you have not attended one of these before, give it a try. Again, that's Friday evening, June 19, starting at six p.m.

SCHOLARSHIP UPDATES

RAY SCHOLARSHIP



Jim Brady announced that his selection team has reviewed five Ray Scholarship applicants, and is finalizing the choice. He reminded everyone that our applicant is submitted to Oshkosh, which has the final say in who is accepted. He said that this year brought an extremely well-qualified youngsters vying for the \$12,000 prize. As soon as HQ has provided its approval, Jim will announce the winner. Stay tuned.

Jim also presented our current Ray Scholar, Benjamin Caughron, with some goodies as congratulations for his earning his private pilot's license using the scholarship. Benjamin is currently attending college in California, and was facing a challenge to finalize his check ride. But he made it, and we're very proud to welcome him to the growing roster of Chapter 91 pilots.

HEDRICK SCHOLARSHIP

Rob Schmitt announced that our newest Hedrick Scholarship winner, Charlie Lacota, is working on his instrument ticket, and has been flying quite a bit. Noah Freeman is still using his from last year, and is applying the funds toward earning his CFI. Rob plans to open the next competition in the fall, so if you know of someone worthy, be sure to let him know.



CHAPTER CAMPING STILL AVAILABLE

As of this writing, there is just one space remaining for chapter camping at AirVenture. Chapter camping allows a limited number of attendees from the same chapter to gather their tents and campers together while enjoying the festivities at Oshkosh. But this chapter-camping deadline comes to a screeching halt at 5:00 p.m. on June 12, so it is very important that you move now if you want that spot. Actually, this is EAA's mandate – not ours. So, if you would like to purchase this spot, please contact Rob *immediately* either by text (816 309-0099) or email at robert7721@aol.com. Waiting to catch him at the gathering will be too late. Good luck.

CHAPTER ACTIVITIES PLANNED AT AIRVENTURE

For those who plan to attend AirVenture this year, Rob has announced that we have successfully scheduled the annual chapter lunch for Tuesday, July 21, at the Camp Scholler's Chapter Pavillion. Be sure to make an effort to make this, since it's a great way for chapter members to meet up. So many of our members volunteer at AirVenture that it's not always that easy to touch base, but if you can, please try to make it. Rob has also established an email distribution list that will keep everyone informed of what's happening. If you are going and have not done so, please drop Rob an email, and he'll be glad to add you to that list. You can reach him at Robert7721@aol.com.

ABOUT JULY . . .

When EAA headquarters schedules the annual AirVenture, those dates sometimes conflict with our July chapter activities. That's because the chapter has so many members who attend Oshkosh and must be gone during our normal schedule of events. We have a major portion of attendees who volunteer for AirVenture; they typically leave early and return late, which interferes with our standard functions. Consequently, about the only activity we hold in July is the board meeting. Other than that, there will be no Young Eagles, no monthly chapter gathering, no potluck cookout, and, of course, no need to prep the Larry Young Eagle Hangar. So, enjoy your time in OSH. And if you do not make that excursion, take a few weeks off and relish your downtime. But don't get too relaxed, because it all spins back up to full speed in August.

THE WORLD CUP VS. FLIGHT OPERATIONS

By now, most everyone knows the World Cup is coming to the Kansas City area. Since this is an international, and a highly significant event, we can expect some potential disruptions in our typical flying habits. Yes, even if you want to shoot touch and goes or slip down to We Be Smokin' for barbecue. The local airports have notified the FAA of their plans concerning how their facilities will configure themselves to handle the projected onslaught of arriving and departing aircraft. No one knows what that traffic will actually look like, but plans have been drawn up anticipating heavy flight activity. And remember, as expensive as the tickets are, it's reasonable to expect a lot of private-jet traffic, since they may be the only ones who can afford the prices! (Credit to Jim Brady for that thought.)

What does it mean to us? In a clause, NOTAMs become incredibly important! It underscores the need to check thoroughly before you fire up that airplane. Are there any TFRs? If so, where and when will they be active? Most soccer (FUT-bol) matches will be in the evenings, but count on those restrictions beginning up to five hours before. The calendar dates run from June 6 through July 11, with Arrowhead Stadium being one of the prime facilities. But other matches will be held in suburban areas like Overland Park, so stay on your toes. Since this is one of the world's truly international events, security is going to be tight, so just keep it in mind.

Chapter 91 board member Jim Brady, who serves on Lee's Summit's Board of Aeronautical Commissioners and is privy to much of this, cautions everyone that reading the NOTAMs is critically important. (There's the second warning.) He means *REALLY* reading them! It will be too easy to look at a large NOTAM and jump to conclusions that are not necessarily true. Some airports, for example, plan to close runways to use for parking, if (and that's a big if) the need arises. But that will depend on many factors, so be sure to read the *entire* explanation before making any determinations. The devil, as they say, is in the details. So be sure to educate yourself on those important points. And remember, the World Cup won't happen again for four more years, so just roll with it. Be safe.

ALL-WOMEN'S AIR RACE CLASSIC



The all-women's Air Race Classic is just about ready to start. Race team "SHenanigans" is flying again! This month, Chapter 91 member Jeanné Willerth will be competing in the event, which is a cross-country air race of more than 2,500 miles. This year, her co-pilot will be Julia Rew, a Kansas City ATP-rated pilot and flight instructor. Their race number will be Classic 31.

Jeanné wants to thank everyone for their encouragement and support. For more information on the race, see <https://www.airraceclassic.org/> And if you would like to follow the racers during the event, which runs from June 23 through June 26, this link will clearly show each one of the tracker planes. Look for team #31. You can also see them at <https://airraceclassic2026.mapprogress.com/>

Thanks to Jeanné for the picture above. Best of luck, Jeanné!



FLIGHT TRAINING IN A HOMEBUILT AIRPLANE

by Earl Downs

Because I have been associated with EAA since the 1950s, and also a flight instructor for sixty-five years, the question of flight training in an airplane certificated as “Special – Amateur Built” has come up many times. Is it legal? Do you require some sort of special permission? May a flight instructor accept normal pay for training in a homebuilt airplane?

Over the last several years, the rules regarding this subject have changed a couple of times. The basic answer to this question is that training **IS** allowed in a homebuilt airplane, by an instructor getting full pay, without any special FAA permission, provided no money is being exchanged for the use of the airplane. If the airplane is being used as a rental trainer, the owner of the airplane must have an FAA Letter of Deviation Authority (LODA) to make it legal. A few years ago, a LODA was also required for the flight instructor, but that is no longer the case. So, you won’t find anything in the regulations holding you back.

Other considerations are just common sense. For example, some homebuilt airplanes simply may not be suitable for basic training, while others may be perfect. This is where working with your local EAA chapter can be a great help because of the knowledgeable experience of its members. Also, it would be a good idea to have your flight instructor become fully familiar with the plane before beginning instruction.

Then, there are also issues about the aircraft meeting the equipment requirements for the type of pilot certificate you are training for. For example, if you’re going for a private pilot certificate, you must have some instrument training, night flight, and experience with control tower procedures. This could make the difference between choosing a private pilot certificate or a sport pilot certificate.

On the other hand, there would be nothing against using your homebuilt airplane for as much training as possible, and then using a different airplane that meets the equipment requirements for those specific types of operations.

Another consideration is that it may be difficult to find an FAA-authorized examiner for your checkride who feels comfortable doing it in a homebuilt airplane. My experience has been that this can sometimes be hard to do.

As a DPE myself, my attitude was, “If I can fit in it, I will give it a try.” I had some great checkrides in some amazing homebuilt airplanes.

Enough is enuf: Our failed attempts to make English eezier to spell

Gabe Henry

A Book Review by Chris Hope

Flying friends may be forgiven if they think that my reading life is limited to aviation books. In one of my non-flying worlds, I love words and punctuation and all that goes with them. And recently, my niece, who knows my love of language, sent me this book. What fun!

If you are one of those people who has trouble spelling, please realize that you are not alone. Over the past centuries, many people have shared your frustration. And a number of folks decided to do something about it. Let's face it – English spelling makes no sense. (Actually, the British would call this “American spelling,” because they often spell words differently.)

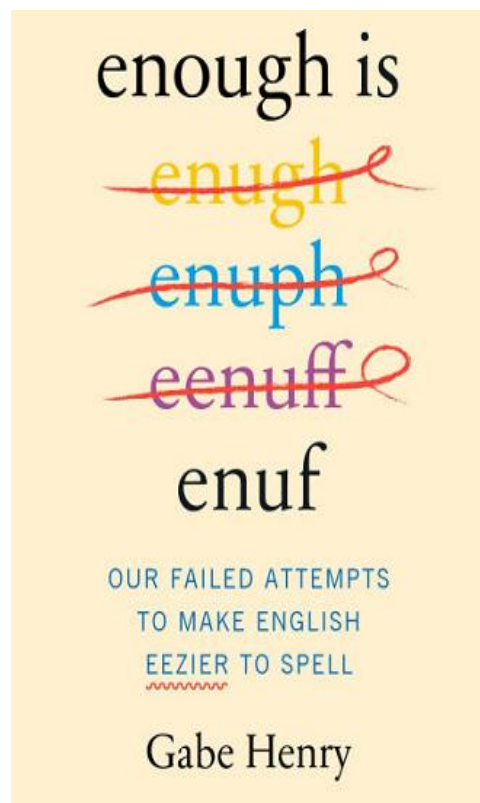
Take the letter “g” for example – a simple letter. So why does it represent two different sounds in the same word, “garage”? And sometimes it just hangs out silently, while we all “gnash” our teeth. And when it gets with “h,” it stays silent, and convinces “h” to be silent also, pretty much every “night.”

People have tried to correct this situation. Some added more letters to the alphabet so that no letter needed to do double duty. Some have left letters out, letters that they felt did not carry the load – letters such as “q” and “x.” People such as Teddy Roosevelt and Mark Twain tried, and were ridiculed for their efforts. George Bernard Shaw wrote *Pygmalion* (we are more familiar with the “My Fair Lady” version) as a way of railing against spelling.

No one made a dent in our way of spelling – until advertisers. Because of ad-men, we have nite, lite, and site. We have Froot Loops and QuikTrip.

But in the end, it is we who are making spelling easier, and we do it every time we send a text. Are you one of those people who asks, “R U on yur way”? Or do you say “C U 2 morrow”? If so, you are now in the war for simplification. Battle on!

And to my niece Jessie, who sent me this book, thanks for a delightful trip through the English language.



AVIATION SCHOLARSHIP PROGRAM



Now Accepting Applications for AOPA Foundation Aviation Scholarships!

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Scholarships for High School Students

Since 2019, the Ray Foundation has generously provided \$1 million annually in flight training scholarships to high school students and educators actively involved in the AOPA Foundation High School Aviation STEM Curriculum. Eligible applicants can receive up to \$12,000 in financial support to pursue their private pilot certificate. AOPA also offers a [FREE High School membership](#) to students aged 13 to 20.

Scholarships for Aspiring and Experienced Pilots

Our aviation scholarships are tailored to support a variety of goals, including primary certification, advanced ratings, transitioning to a new aircraft, or specialized training.

Applications are Open!

Encourage your students and clients to visit aopa.org/scholarships. The scholarship deadline is June 30, 2026.

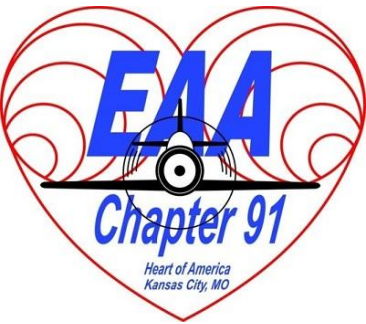
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The AOPA Foundation Aviation Scholarship program is made possible thanks to donations

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
June 7, 2026



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