

HE'S ONE OF OURS

The young man pictured above is marine Capt. Greg Bradbury, a former Young Eagle who flew with Chris St. Germain clear back in 1998. Greg is equally at home in large fixed wing aircraft as well as a number of military helicopters. He recently honored Chris and Chapter 91 with a flag that flew over Iraq last year. The story is on Page 8 of this month's newsletter so go take a look. And remember, this is what happens when we show kids like Greg what flying is all about. It's awesome!

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Special points of interest:

- Our next gathering will be online, and in person, Monday, March 15 at 7:00 p.m. IMC/VMC Clubs meet online the 2nd Monday of each month at 7:00 p.m.
- Our next Young Eagles rally and pancake breakfast will be announced.
- We're always looking for good ideas for programs. Please contact Larry Young with your information.

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

President's Corner

EAA Chapter 91 president, Mike Dooley

It's March! Mother Nature sure had my head spinning last month with -15° F one week and 60° F the next. If you're new to the area, Welcome to Missouri! A great reminder to all of us to check the weather early and often!

- I hope you enjoyed my presentation last month about "Oshkosh - Behind the Scenes."
- If you are interested in camping with Chapter 91 at AirVenture 2021, let us know as soon as possible. Each chapter is limited to six spaces in Camp Scholler. We won't need your money until June so you won't be locked in, but we need to start putting our plans together.
- As announced last month, EAA is planning Work-Party Weekends to help get the grounds ready for AirVenture 2021. There will be three weekend sessions in June and one in July, so if you'd like to take an early volunteer opportunity please go to eaa.org/weekendworkparties for details.

By the time you read this, the remaining items from the Phil Hedrick memorabilia collection will be at a shop in Odessa, MO. The shop owner, Ms. Ariann Haskin, will have a selection of items for sale each month, with proceeds going to the chapter. Right after I made arrangements with Ms. Haskin my phone rang with an inquiry about the Flying Dutchman Airship. Long story short, we sold the airship to a gentleman in Chicago with an agreement that we would transport it to his friend in St. Louis. A special shout out to John Ford who transported the airship to St. Louis in his minivan.

A new Jackson County, MO Local Health Order went into effect at 12:01 a.m. Friday, February 26. Under the new order:

- Indoor and outdoor seating at tables remains limited to no more than 10 people.
- Gatherings under 50 people are no longer required to submit a Gathering Protocol.
- Any gathering exceeding 50 people must submit a Gathering Protocol at least seven (7) business days in advance of the event. The Gathering Protocol must be approved by Jackson County and be easily accessible to all attendees. Gatherings include, but are not limited to, non-essential business activities such as weddings, funerals, lectures, meetings, parades, fairs, festivals, sporting events, and performances.
- Jackson County's mask mandate and 50 percent capacity limit for all businesses that are frequented by the public remains in effect."

What does this mean for our chapter? It means that the meeting room limit goes back up to 16 with social distancing, and that we can have chapter events of up to 50 people in the main part of the Eagle Hangar without going through the Gathering Protocol process. More to follow as the board works on your behalf.

Chapter 91 calendar events coming up include:

- The VMC Club Meeting on Monday March 8 (7 pm; online using GoToMeeting). Chris Hope will lead a discussion about "Scud Running." See this edition of the newsletter for login instructions.
- Our next chapter gathering will be a hybrid event (both online and in-person) on Monday evening, March 15. See the details in this newsletter to get connected!
 - Social time beginning at 6:30 pm; we will start the gathering at 7pm.
 - Jim Brady will provide a fun presentation of aviation history entitled "Who Went First?" so get ready to play some trivia!
 - After the presentation and Q & A we will have online / in person social time available until our scheduled GoToMeeting time expires at 9 pm.
- Our next board meeting will be Monday, April 5 at 7 pm.

Aviate when you can – see you online or at the Eagle Hangar!



EAA CHAPTER 91

February 15, 2021

Meeting Minutes

NOTE: held as “hybrid” face-to-face and online/GoToMeeting gathering

I. Pre-meeting/call hosted Mike Dooley.

- a. 6:30-7 pm: Log-in /greetings.
- b. GoToMeeting procedures/etiquette: muting microphones during presentation, etc.
- c. Reminder to local participants regarding chair spacing and masks.

II. Agenda:

- a. The meeting was called to order by President Mike Dooley at 7:02 pm.
- b. Greetings to members and guests.
- c. Pledge of Allegiance was conducted.
- d. Secretary: The meeting minutes of the January gathering as published in the February newsletter were approved by the members present in the meeting room.
- e. Announcements
 - i. Old Business:
 1. COVID status: Max gathering size is still limited to ten per current guidance.
 2. Ray Scholarship update: Jim Brady.
 - a. Chapter application. Jim has submitted the chapter’s request for 2021 scholarship. We expect approval back mid-March.
 - b. Replacement scholarship (Katia Van Horn) has been nominated and approved for receipt of a 2nd scholarship as part of the 2020 program.
 3. Online sales continue of items remaining in Phil Hedrick’s collection of aviation memorabilia; The Flying Dutchman Airship just sold to a Chicago buyer for \$6K. We have raised approximately \$12K from this auction to date. The remainder of the items will be placed on consignment at a shop in Odessa, Missouri as previously discussed by board.
 4. EAA 91 Activities:
 - a. Young Eagle Build and Fly (R/C) program: still on hold due to COVID restrictions.
 5. Aircraft construction skill workshops are continuing on a one-on-one basis; contact Mike Dooley if you’re interested in learning sheet metal basics, wiring, or composites.
 - ii. EAA Events:
 1. Next board meeting: Monday, March 1, 7 pm. Hybrid (face-to-face and GoToMeeting)
 2. VMC Club meeting: Monday, March 8, 7 pm. GoToMeeting. Topic will be “Low Flying.”
 3. Chapter gathering Monday March 15, 7 pm; Hybrid
- f. New Business:
 - i. Wants and Needs:
 1. Please donate to our Trimotor Wing fundraiser!
 2. Les Moore: Mooney M10 Cadet for sale: see newsletter
 3. Phil Ishmael has two radios for sale: an ICOM A24, and an A6. Selling the A24 for \$150, the A6 for \$125.
 4. Matt Williams has a Garmin 295 GPS for sale, \$100.

III. Presentation: Tonight’s presentation is about AirVenture, “Behind the Scenes” by Mike Dooley.

IV. The meeting was adjourned at 9:01 pm. Approximately 27+ members were present via online GoToMeeting and 5 present in the chapter room.



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

SPRING IS COMING - THE LOUSY FEBRUARY IS BEHIND US! YEA !

Think again - spring can be nasty as well. How would you handle a short flight back to your home airport when the clouds start lowering, and the snow starts flurrying? Come share your experiences, or learn how other pilots of handled the situation.

Join us from your computer, tablet or smartphone:

<https://global.gotomeeting.com/join/990817573>

or by phone: (571) 317-3122 **Access Code:** 990-817-573

New to GoToMeeting? Get the app now and be ready when your first meeting starts: <https://global.gotomeeting.com/install/990817573>

There is no cost to sit in on our monthly meetings. And there is no cost to check out the VMC website www.eaa.org/vmcclub. VMC membership is free to EAA members. Not an EAA member? Ask me about a free six-month EAA membership.

Bring a flying friend.

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

More info about VMC Clubs at: www.eaa.org/vmcclub

(This invitation is extended to all pilots who are serious about flying.)

LAST MONTH'S PROGRAM



I hate to admit it, but I've never attended AirVenture. As a kid, I remember all the excitement about the EAA convention in Rockford, Illinois, and how I wanted to go. Alas, life intervened and it never happened. But over the years you hear things; one was the emphasis on volunteers. After joining Chapter 91, I met a number of those volunteers since many in our local group are active each year. I had not realized how important those volunteers were, but that came clearly in focus thanks to Mike Dooley's presentation at our February gathering.

Thanks to rather small staff numbers in Oshkosh, the volunteers do, in fact, perform a huge number of the necessary functions that make AirVenture run successfully. Mike admitted he did not volunteer for the first several years of his attendance, but in 2010, decided to do so thanks to the encouragement of Jack Cress. Mike has continued volunteering each summer until 2020. We all know what that means. Mike outlined how the various "kingdoms" in EAA function, and how the 5,500 volunteers support each of them. A number of graphics sketched the grounds and where the various groups were. Homebuilt, warbirds, vintage, seaplanes, and the like all needed the help of enthusiastic and willing helpers.

Mike described several of the activities and some were specifically for the volunteer staff. That shows how important EAA views this group, and the extent the association goes to in order to thank and encourage them. The details were extensive, and most interesting. I could sense the pride from our current crop of volunteers and even the anticipation of some who may have committed to jump in and offer their help, too.

Ultimately, Mike talked about what he knew of the current plans for 2021. Some things will be different, and others will cautiously remain the same. He detailed some of the group activities Chapter 91 members can participate in, including camping at Camp Scholler, a dinner, and watching the night airshow together. If any of this sounds like fun, or you'd want to learn more about volunteering at this year's event, I'll bet Mike would be more than happy to talk with you about it. I have an idea, he'll be visiting with several of us.

THIS MONTH'S PROGRAM

Think you know a lot about aviation? Yeah, me too. Until Jim Brady starts asking, "Who Went First?" If you think you know who made the first flight, who was first to fly the Atlantic, or what animal was the first in space, you might be surprised. Jim teased us a few years back with a similar talk, and the deflated egos spoke volumes. Yes, there's more to the story than many of us actually know.

Jim's ability to dig this stuff out is amazing, and hearing the details is enormous fun. Every Chapter 91 member will have a great time hearing all about these finer details of aviation, and we hope you'll make an effort to join us.

Jim will present this program – with a few updated twists – at our next gathering, Monday, March 15. Join it in person, via the GoToMeeting app, or call in on a regular ol' telephone if you lack the technical gadgets. However you do it, just don't miss it because it's a lot of fun, and very interesting. Log on or dial in as early as 6:30, but be ready to go by 7 p.m. sharp. You're gonna have a ball.

AN AIRSHOW IS COMING THIS SUMMER

Things are starting to look up after our long, dark Covid ordeal. States and counties are beginning to ease their restrictions, and even airshow organizers are making encouraging announcements for the upcoming season. A few years ago, Chapter 91 volunteers attended a great airshow in St. Joe and participated in helping put it on. The result helped in adding some nice shekels to our coffers. Now it looks like we'll have that opportunity again this year.

Not only is it good to hear that the Sounds of Speed Airshow will return to St. Joe again, but we've also been offered another opportunity to make a nice contribution to our treasury. The USAF Thunderbirds will be there, so it's certainly going to be exciting. And seeing that you can experience all the action up close and personal for free, well that's pretty thrilling on its own. I remember several of our folks saying how much fun they had at the last one, and the financial reward was pretty nice, too.

The event will be on May 1 and 2, so some commitment is involved. If you'd be interested in volunteering or even just learning more, please contact Mike Dooley, 816 956-1887 by phone or text; jump88@aol.com for email. Or you can get a hold of Phil Ishmael, 816 591-9582; phil@ishml.com) by email. I'm sure Mike will talk about this further at our upcoming March gathering on the 15th.

MARCH'S GATHERING INVITATION

It's about time for our March gathering, and even though the restrictions are slowly easing, Chapter 91 must still exercise certain restraints in order to comply with local mandates. While we are seeing some light at the end of the tunnel, the long awaited return to normal is not yet here. So we continue to offer our monthly meetings as hybrid sessions. That means you can attend in person if you are one of the few and willing to socially distance and wear a mask. Otherwise, you may exercise the option to log on via the GoToMeeting app or call in on your standard telephone.

You'll need the GoToMeeting program on your PC, tablet, or smart phone, so if you don't have it, go to <https://global.gotomeeting.com/install/996924069> to download it. Installation and setup is incredibly easy – just follow the very simple instructions. Once it's installed, you won't need to do anything else. Then when you're ready to logon, click <https://global.gotomeeting.com/join/996924069> That will bring you to the meeting so just sit back, relax, and enjoy the show.

If you prefer to call in over a telephone line, you may do so but be aware that you will not be able to see anything. Hearing the goings-on, however is better than nothing, so be sure to use it if that's your only option. How do you do that? Just dial 1 646 749-3122. When you are prompted for the access code, enter 996-924-069. That will put you in the meeting room audibly where you can enjoy the show.

Mike has some important information to share, will give a stimulating update on the results of our Hedrick Aviation Memorabilia project, and lots more. You really need to be there, so please make an effort to join us. The access shown above has proven to be very helpful and we're actually getting pretty good at using it.

Now, I realize you are getting this information in a PDF format and some of you may not be able to click on these links to access the programs directly. However, you can utilize the copy-and-paste function to transfer the links to your web browser. Just click and hold the left button on your mouse as you swipe the link from beginning to end (or vice versa), release the button, then tap Control + C to copy it. Then open your web browser, place your cursor in the address line, and tap Control + V. That will paste the link into the web browser, allowing you to access the appropriate information. Now, just to be safe, I will try to remember to include the links in a non-PDF file along with newsletter. But if I forget, you should find the above instructions will work very nicely.

A YOUNG EAGLE'S STORY



Every now and then we hear from a former Young Eagle, which makes us feel pretty good about the significance of this program. When we learn those kids are still flying, it takes things up a notch. Consider the case of Greg Bradbury. It seems Greg and Chris St. Germain have stayed in touch over the years after Greg took a Young Eagles flight with Chris in 1998. Not surprisingly, he came back for more. He even went to the EAA Air Academy in 2000, and again in 2002.

After high school, Greg attended a couple of years at the Merchant Marine Academy, finally completing his degree at the University of Central Missouri in 2010. He earned his private pilot's license on his 19th birthday in 2007. While at UCM, Greg attended U.S. Marine Corps platoon leader training, received his commission in June, 2011, went on active duty in May of 2013.

As expected, Greg's military career veered toward aviation and he became a helicopter pilot. The litany of choppers he has flown is enviable in its length. However, he has transitioned back to fixed wing, and currently flies a KC-130J Super Hercules in an aerial refueling unit.

Recently, Greg decided to send a flag which flew over Iraq in support of Operation Inherent Resolve on August 22, 2020. The certificate accompanying the flag is addressed to Chris and Chapter 91 and appears to be in recognition of the help and assistance both entities provided this outstanding young man in supporting and encouraging his dreams of becoming a pilot.

So when we return to our normal monthly Young Eagles' activities, keep this story in mind. It really underscores the importance of what it is we are really doing for the younger generation. I'm sure Chris had no idea the impact that first YE flight had on Greg, but look what happened. Our efforts with the Young Eagles program are clearly significant. Maybe Chris will tell us a little more at our March gathering.

OUR NEWEST PRIVATE PILOT



Photos courtesy of Katia Van Horn

Ever since her first GA flight with Chapter 91's Young Eagles' program at age 12, Katia Van Horn has known she would one day become a pilot. It was the flight in Gus Schlegel's Sonex that sold her. Her every effort since that day has been directed toward her goal of becoming a corporate pilot. She attended ground school at McGee-Tyson ANGB with the Civil Air Patrol in July 2019 and successfully passed her written test a few weeks later. Now a high school junior, Katia started her flight training in September 2020. She has been training in a Piper PA-28-151 with CFI Zach Smetana and soloed on September 18 at KLXT.

She is also working on her high-performance and complex endorsements in a PA-24 -260 with CFI Steve Reeves. Her favorite airplanes, if she had to pick, are the Embraer Phenom 300, Taylorcraft BC-12, and Piper PA-28-151. During the summer of 2020, she discovered her love of gliding and soloed an SGU 2-22 in November after training from CFI-G Ron Leonard of the Midwestern Soaring Association.

In addition to flying, she is involved in the Civil Air Patrol (Lee's Summit Composite Squadron), works at Raytown Hy-Vee Floral to fund her expensive hobbies, and is looking forward to starting track and field this spring. Katia is home schooled.

While Covid difficulties plagued millions, Katia persevered. Scheduling her checkride presented some real challenges, but in the week of March first, she successfully passed that test and is now our newest private pilot. Katia will use the proceeds from the Ray Scholarship to advance closer to her corporate pilot goal. She continues to be active with her flying, and you will often hear her making Unicom calls at Lee's Summit Municipal airport.

You probably recognize Katia from her pictures above since she's at most all of Chapter 91's events. She and her dad have become staples of our organization, and we are proud to welcome Katia to the flying fraternity.

CHAPTER 91 AWARDED ANOTHER SCHOLARSHIP

Great news! Once again EAA has recognized Chapter 91's dedication to youth engagement and has approved us to offer a 2021 Ray Aviation Scholarship. This scholarship provides up to \$10,000 to a Chapter 91-sponsored youth to help cover their flight costs in the pursuit of a private pilot certificate. If you know of a worthy youth between the ages of 16 and 19, have them contact Jim Brady or Griff Pickett for a 2021 Chapter 91 Ray Aviation Scholarship application.

ALICE BOONE – FRIEND OF THE CHAPTER



Recently, our members received an email notice of the death of Alice Boone, the mother-in-law of Chapter 91 member and tech counselor Mark Burrow. While not a member, Alice and her husband, Jerry, made major contributions to Chapter 91, and a many in our membership knew them personally. Mark sent the pictures shown above. The couple was always supportive of their son-in-law including his multiple activities with the chapter. While it's been several years, Mark was the first Young Eagles Coordinator when the program opened, and Alice and Jerry would be on the scene, enjoying the kids, the activities, and the results of Mark's hard work.

You have to admit that it says a lot when your in-laws like you – often that's just not the case. So it's refreshing when the opposite occurs. Jerry designed the chapter's concession trailer which served us for many years, and Alice made a number of the banners which still fly in the Larry Young Eagle Hangar.

Alice's passing was indeed sad and we will miss her continuing contributions. Mark said that he and Cathy were in town so Cathy was able to sit with her mother shortly before she passed away.

We join Mark and Cathy in mourning their loss.

“FLYING DUTCHMAN” AIRSHIP SOLD



Photos and article by Mike Dooley

Background:

Phil Hedrick's Flying Dutchman Airship was custom made in 1995 by the late Edward J. "Skeeter" Wachtendonk. Skeeter's "Flying Dutchman Airship Company" was then located in Wisconsin and customers like Phil would order their airships at Skeeter's booth during EAA's annual AirVenture convention and airshow at Oshkosh, Wisconsin.

Mr. Wachtendonk created many aircraft and nautical works of art and models. Some of his larger works have been displayed at museums in the U.S. However, he only made about 100 Flying Dutchman Airships in his lifetime.

The Hedrick airship frame and moving parts, flight controls, etc. are metal. The dirigible cover and flight controls are cloth. When turned on the airship appears to fly as the moving propellers spin, tail surfaces and wings flap, etc.

Phil Hedrick passed away in May 2020 and the airship was generously donated together with numerous other items of aviation memorabilia to EAA Chapter 91 by his brother Jerry. We listed the airship for sale as part of our October 2020 aviation art and memorabilia fundraiser. However, we were unable to find a buyer at that time.

Sale and Transport:

I received a call on February 12 from a gentleman in Chicago who was interested in the airship. He had been looking for one for several years and spotted the Hedrick airship on our chapter website. After some negotiating, he made an offer for the airship.

I presented his offer to the board via email and we made a unanimous decision to accept the offer. We included delivery to St. Louis since that was part of our initial promotion.

Several members (Chris Hope, Mitch Putnam and John Ford graciously offered to fly the airship to St. Louis, but there was one minor problem: the airship was just too big for the aircraft!

John Ford offered to drive it there in his minivan ... even then it barely fit! John had good weather and was able to safely deliver it to the buyer's friend in St. Louis on February 22. Fortunately, the buyer's friend conveniently had a huge cargo box on the back of his pickup truck!

At this time the proceeds from the sale of Phil Hedrick's collection including the airship have exceeded \$14,000. Remaining items will continue to be sold, and it is my hope that we can use these funds as seed money to create a sustainable aviation scholarship in Phil Hedrick's name.

WHO WAS PHIL HEDRICK?

You've heard a lot about Phil Hedrick and his generous contributions to Chapter 91, but who was he? Here, thanks to Mike Dooley, is his obituary that explains everything.

Philip Dean Hedrick, 69, died suddenly at his home in Blue Springs, MO on May 8, 2020. Phil was born on November 28, 1950 in Wellington, Kansas to Cecil T. Hedrick and Myrtle M. Hedrick who preceded him in death.

He was a graduate of Wellington High School in the class of 1968 where he played the trombone in the band and end on the football team. After briefly attending the University of Kansas, Phil moved to Kansas City, MO where he was employed by St. Luke's Hospital as an oxygen orderly. He continued his education by taking courses at Pioneer College (a college without walls) and with on-the-job training. He eventually became certified and registered as a respiratory therapist.

In 1985, St. Luke's Hospital joined with Saint Joseph Health Center as partners in Life Flight, and Phil joined the Life Flight Team as a therapist. Over the years with much training and schooling, he became first an EMT, and then a paramedic.

Phil loved to fly and earned his private and commercial pilot certificates in fixed-wing aircraft.

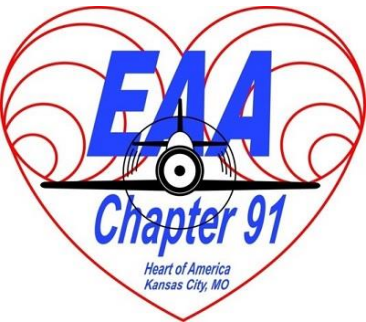
Early morning on May 27, 1993, Life Flight was dispatched to Bethany, MO to transport a patient back to St. Luke's Hospital. On the way back to Kansas City the helicopter experienced an engine failure four miles north of Cameron, MO. The crash killed both the pilot and the patient. The RN on board was paralyzed from the waist down and lost a kidney. Phil had severe internal injuries. After lying in the wreckage for 1 ½ hours, they were transported back to Kansas City in two different helicopters. Phil went into cardiac arrest five minutes flying time north of Liberty, MO. They landed at Liberty Hospital which saved Phil's life but left him suffering with brain damage due to lack of adequate oxygen for over twenty minutes. While in the ER he had a massive stroke which left him with severe left side deficit.

For the past twenty-five years, Phil's brother Jerry and sister-in-law Dorothy have been his guardians and caretakers. Phil still enjoyed aviation, especially visiting the annual Experimental Aircraft Association (EAA) convention and airshow "AirVenture" in Oshkosh, WI.

After his death, the family decided to donate his extensive collection of aviation art and memorabilia to EAA Chapter 91.

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
March 7, 2021



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