

GONE WEST

The local flying community has lost one of its greats. Larry Young’s legacy will live for a long time, though it will never be matched or outdone. Larry passed away quietly at his home on February 18, and his memorial service was held on March 2. Many Chapter 91 members attended and joined the family in grieving such a great loss. Larry was a stalwart for both this chapter and the airport, and we try to present just a few highlights of his life and contributions starting on Page 4. Blue skies, Larry.

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Special points of interest:

Our next gathering will be in Monday, March 18 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, April 20, 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

EAA Chapter 91 lost a great aviation leader on February 18. Larry Young, the longtime president of EAA Chapter 91 Lee's Summit, flew west. Under his leadership, the chapter grew from just a handful of members meeting in a basement at the airport to over 140 members, four hangars, and dozens of aircraft built. He will be missed greatly. He was a tremendous leader, mentor, and amazing friend to all those in the aviation community who knew him. Larry was the president of EAA Chapter 91 for twenty-five years from 1992 to 2017.

Just a few of Larry's awards and accomplishments.

1. He personally built 3 aircraft; Q2, J6 Karatoo (with Pam Ratliff), RV-9A.
2. He was a member of EAA for 43 years.
3. He was an employee of Lee's Summit airport for many years.
4. Larry rebuilt and donated his personal truck to be used at Oshkosh AirVenture as a Welcome Wagon for arriving aircraft. It is still in use there every year.
5. He was a longtime volunteer at Oshkosh, primarily as a driver of the Welcome Wagon with his son Craig.
6. In 1997, Larry was awarded a Major Achievement Award from EAA for outstanding service to sport aviation.
7. Larry was a vice president and served on the board of directors of the Missouri Pilots Association.
8. And for many years a KC Airshow volunteer.

Like most other members of the chapter, my first meeting with Larry was in the basement of the FBO in the late 1990s. I was just like many other curious folks who were thinking about building my own airplane. Larry, Pam Ratliff, and Chris St. Germain were the president, secretary/treasurer, and VP back then. They made sure I was properly welcomed, and the other members were all supportive with my many silly questions. Larry had an uncanny ability with names, he sure did remember my name from that first brief meeting. He encouraged me to volunteer whatever time was possible to support the chapter, and I did what I could at the time. Larry always had a smile on his face, was high energy, and had a positive attitude. It was hard to say no to him. Larry had a huge impact on our chapter, and he inspired many. He will definitely be missed, Blue Skies and Tailwinds Larry!

Upcoming Chapter 91 highlights include:

- The IMC/VMC Club (VMC) meeting on Monday, March 11 at 7pm.
- March potluck social, Friday, March 15 at 6 pm.
- March gathering, Monday, March 18 at 7 pm.
- Trimotor is coming to Lee's Summit! Weekend of June 22.



EAA CHAPTER 91 GATHERING MINUTES

February 10, 2024

NOTE: Meeting conducted in person only.

I. The meeting was called to order by President Rob Schmitt at 6:05 pm and Rob led us through a prayer before the start of the meal. Raffle tickets were available for wonderful prizes that were drawn at the end of the banquet. Jim Brady reported an update on Logan Johansen's progress, including the exciting news that Logan was able to find a DPE and passed his check ride! Congrats Logan! Jim also provided a brief history of the Ray Scholarship and shared that one of our previ-ous scholars, Patrick Flanigan, has passed his commercial written. Currently the chapter is in the selection process for this year and is still waiting to hear back from Oshkosh regarding whether we will receive another slot, but we are confident! Applications are still open. Reach out to Jim Brady if you are interested.

II. Old Business: Following a delicious meal catered by Nadler's, Rob reminded the chapter that the Hedrick Scholarship is now open for applications in the April time frame. Please contact Rob for more in-formation and/or an application. Spring is almost here so that means the startup of Young Eagles once again! The first Young Eagles of 2024 for Chapter 91 will take place in April. In 2023, Chapter 91 flew 488 kids which puts us at approximately a 13,000 kids flown total for our Young Eagles program! Two sets of awards were presented by both Rob and Chris and congrats to the various recipients this year.

III. Presentation: Jennifer Crum – B2 Pilot.

IV. Upcoming Calendar Events: Board meeting: Monday, March 4, 7 pm. IMC/VMC Club: Monday, March 11, 7 pm. Potluck social: Friday, March 15, 6 pm. March chapter gathering: Monday, March 18, 6 pm.

V. The meeting was adjourned at 7:54 pm.

REMEMBERING LARRY YOUNG



Chapter 91, EAA, and the world has lost one of the good ones. Larry Young has passed away. For those Chapter 91 members who have been around a while, the name Larry Young doesn't need any introduction, but for newer members, it might. So here is a brief walk through history which includes some personal observations you might appreciate.

When I joined the chapter, Larry was always just there: bigger than life and making sure things ran well. He never gave the impression of being in control, even though he was. Larry was one of those rare people you felt you worked with rather than for. But that was Larry.

I first met Larry at Grain Valley Airport, which at the time, was Chapter 91's base of operation. I was the announcer and team manager for the Heart of America Air Show Team, an AMA-sponsored R/C flight demonstration group. We had come to perform for the airport's open house and Larry took care of providing for all our many needs. That was probably around 1989 or '90. Prior to our show, he had arranged for a member to take me up in a Tri-Pacer to get an aerial view of our show area. He made things very, very easy. We did similar performances for a couple of years, and Larry and I became a little better acquainted.

The next time I ran into him was at a square dance. Yes, Nancy and I were square dancers for several years, and enjoyed it immensely. Along with Larry was his lovely wife, Marty, and their close friends Pam and Stan Ratliff, also active square dancers. I discovered that Larry had been a square dance caller for a number of years, but had retired before we got involved. However, we saw him and Marty with some regularity and became even better acquainted.

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In 1996, I started flying again and made friends with Ken Peck, also a genius, a square dancer, pilot, and budding homebuilder. Ken and Annette spent winters in Florida but in summers lived very close to me in Overland Park, and were planning to build an RV-12. I had to get in on that, so Ken and I both decided to join Chapter 91 since it had the reputation of being a very active group. We attended a meeting in Lee's Summit and there, heading up the evening, was the president, Larry Young. By the way, Marty was there too.

Rob Schmitt has written a most moving recollection describing how he joined the chapter and met Larry in the early '90s, and how Larry made him feel so comfortable even as a newcomer. But that was Larry, and it hinted at why he was so successful leading Chapter 91 into its growth years. Apparently he had engineered the chapter's successful migration from Grain Valley to Lee's Summit airport, and had convinced the powers that be to let the chapter build its own hangar and meeting space.

I remember so well a phone call one night from Larry. It was concerning the first newsletter I edited for the chapter. I thought the newsletter could use some spicing up and had offered to help the new editor. While being a lousy photographer, I nonetheless, enjoyed practicing and began providing some images he could use. The editor was in the military and was called away on short notice, so I volunteered to serve as interim editor until someone more competent could be found. That was 2013, and I'm still the interim editor. But back to that phone call.

I guess the revamped newsletter made a positive impression, and Larry took the time to call to thank me for my efforts. He was quite effusive and enthusiastic. Personally, I didn't think it was that great, but Larry made me feel like it was. At least that's how he saw it. But that was Larry.

He was an impressive guy. Over the years, I learned some things about him. He was born in 1930 in Kansas City where he attended grade school, then high school

REMEMBERING LARRY YOUNG

in Raytown where he graduated in 1948. After graduation he joined the navy and served on active duty for one year then four more years in the reserve. He met Marty and they married in 1950.

Larry worked as a mechanic, then as manager for several departments for a local dealer, McCoure, Norrington Chevy, for more than twenty years, then went to work for Allstate Insurance company where he became the claims supervisor. The company wanted to promote and move him to Chicago, but Larry turned that down. Instead, he became an agent and stayed with the company for a total of thirty-three years. Meanwhile, in 1980, Larry joined the air force reserve and served an additional nine years which gave him twenty-one years of military service and a nice retirement.

Ultimately, Larry joined the line staff at Lee's Summit Municipal Airport where he fueled airplanes and generally served as an ambassador for the airport. I don't know for certain, but I believe he became a lineman just to stay involved with people and airplanes and to stay current on what was happening at the airport. I clearly recall renting a Skyhawk from Midwest Executive Aircraft for a cross-country flight to Wichita and watched as Larry selflessly cleaned the windshield for me. It seemed backward for him to be doing that for me rather than my doing it for him. But that was Larry.

Larry was also very deeply involved in EAA and homebuilding. Over the years, he built three aircraft – a Q-1; a Karatoo; and a Van's RV-9a, his pride and joy. I never saw the Q-1 – it was before my time. But he took me for a ride in the RV-9A and let me fly it for a while.

I remember an interesting story about the Karatoo. Larry and Pam Ratliff shared the building, ownership, and piloting duties. One day, while both were on board, the propeller shed a blade in flight, and the resulting vibration threatened to rip the plane apart. As I recall the story, Pam was flying but she deferred to Larry's experience. Larry immediately assessed the situation, reduced power (or maybe even cut the engine), and successfully landed the injured bird. Both Pam and Larry, though understandably shaken, were safe and lived to fly many times again. Cool under pressure: that was Larry.

Larry was also an avid volunteer. He was president of Chapter 91 for twenty-five years, served as VP and board member of the Missouri Pilots Association, and freely gave his time for many years at AirVenture. In his "President's Corner"

REMEMBERING LARRY YOUNG

column on Page 2, Rob tells how Larry modified his Chevy pickup and donated it as a Welcome Wagon at Oshkosh. I made my first trip to OSH last year and seeing that vehicle in action, happily carrying visitors around, was a memorable highlight.

My only regret is that some of younger and newer Chapter 91 members did not get the chance to know Larry. If they had, they would be better for it. Larry could inspire people to do more than they thought they could, then made them think that's how it was all along.

But that was Larry.





Our next meeting of the VMC Club will be **Monday, March 11th at 7:00 p.m.**

Something different this month. Instead of talking about “What would you do if . . .”, we have some folks who can talk about situations that affect all of our mid-Missouri flying that many of us only wonder about.

Air Force Staff Sergeants Albert Corona and Christian Darr will join us to talk about what they see in mid-Missouri. And they see a lot. They are tower / radar controllers from Whiteman AFB, and both have wide experience from other parts of the world.

They will be joined by Captain Curtis Lackey, also from Whiteman. Captain Lackey sees the same mid-Missouri area, but he sees it low and fast as a Whiteman AFB A-10 Warthog pilot.

This should be a real eye-opener for us all.

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.

And I realized recently that many of you are unaware that you can learn of many more in-person and on-line seminars that really interest us pilots. Just visit **<https://www.faasafety.gov/>** . Click on “Upcoming Seminars” or “Featured Courses” and see what interests you. And if you register as a user, you will get notified of this and all of the other seminars when they become available.

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

LAST MONTH'S PROGRAM



Air Force warriors fly the state-of-the-art B-2 bomber; not just anyone can do that. So it was most refreshing to meet one of those warriors at our annual banquet and find out she's a sparkly, charming, funny, and highly entertaining warrior. Jennifer (Jen) Crum graduated high school with eleven other seniors in tiny Burton, Kansas, just east of Hutchinson and was one of three to attend college. Jen wanted the Air Force Academy but was initially accepted to West Point. The Air Force, however, ultimately came through and she got her wish.

While in Colorado Springs she met her future husband, Brian, who bought a Cessna 172 and took her up for her first general aviation airplane ride. She was hooked, but a single migraine in her past scuttled her flight training plans. She and Brian married but were assigned to different duty stations, though both were in Texas and within a somewhat reasonable drive. There, Brian bought a Cessna 150 in DC, and, though still not a pilot, Jen helped him fly it back to San Angelo. A few weeks later, she soloed, eventually earning her private ticket.

Luck showed up and they were transferred to Shreveport, Louisiana where Brian trained to fly the B-52. There, they found an EAA chapter, and Jen joined the 99s. She had also become a glider pilot and enjoyed soaring. While in Shreveport, they bought a vintage 182, N914MD, which they called Mike. A fortunate twist of fate allowed her to overcome the migraine restriction and she went to Ohio for Air Force pilot training. With some 300 GA hours logged, she flew the T-38 – quite an eye-opening transition. After some six years in the Air Force, she was chosen to fly the B-2. Brian was a T-38 IP and in 2018 they moved to nearby Whiteman AFB where she flew with other B-2 pilots for a year before attending the six month initial B-2 flight school. They kept Mike at Skyhaven Airport while Jen became an IP for both the T-38 and the B-2.

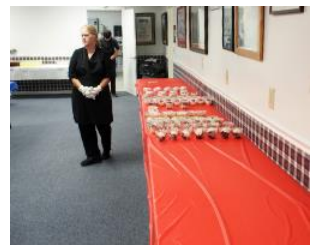
After thirteen years of service, Brian moved to the reserves and now flies for Delta. Their four-year-old son Duke loves to fly and has taken to talking on the radio – quite professionally most of the time. A new baby girl, Amelia (get it?) had logged a number of hours in both GA and Air Force planes prior to showing up in person.

Jen and Brian both have a love for general aviation and attend AirVenture as a family. Duke enjoys identifying all of the airplanes, and that's quite an accomplishment for a four year old. Jen swears aviation has kept the family together in spite of two challenging military careers. Her very natural and candid presentation gripped everyone in the audience. We hope to see more of this young lady in the future.

THIS MONTH'S PROGRAM

Our March gathering will be held on Monday, March 18, starting promptly at 7 p.m. As usual, we will meet at our clubhouse at the Larry Young Eagle Hangar. Our speaker will be well-known author and CFI, LeRoy Cook. LeRoy instructs at the Butler, MO airport and has written more than 1,700 magazine articles and even a few books. LeRoy has been a CFI since 1965 so he draws from a deep pool of experiences which he plans to share with us. This will be a bit of a homecoming for LeRoy since he is a former Chapter 91 member from back in the '70s. LeRoy's broad experience and notoriety will be shared with all who plan to attend this meeting. We hope you will be among the lucky ones.

FROM OUR ANNUAL BANQUET



CHAPTER AWARDS



Chris St. Germain



John Rice



Becca Danik



Chris Hope



Mark Burrow



Jim Brady



Griff Pickett



Sandy Rice

YOUNG EAGLES VOLUNTEERS RECOGNIZED

Young Eagles Coordinator Chris St. Germain recognized several volunteers for their outstanding participation assisting in last year's rallies. Shown are (left) Janet Pickett and (right) Hattie Cunningham. Not shown are Veronica Amburn, Earl Downs, Logan Johansen, and Madi Taranto. Chris reported that we flew 488 kids in 2023 which brings us very close to a 13,000 figure since the inception of the program.



SCHOLARSHIP UPDATES



At last month's annual banquet, Ray Scholarship Coordinator Jim Brady brought us up to date on the current status of our scholarship sponsorship chances for 2024. EAA headquarters administers the scholarships, and EAA chapters provide the candidates for this multi-million dollar program. Only select chapters are approved for sponsorships, and Chapter 91 has been most fortunate to have been chosen for the past several years. In fact, this will be our sixth year because yes, we have won a slot again. That means Chapter 91 will be able to offer up to \$11,000 in scholarship money to one lucky candidate to earn a private pilot's license. This can be done in either powered or non-powered (glider) aircraft. The selection committee will meet very soon to make the very difficult choice from three highly qualified candidates.

Jim also reported on some of our past winners. Patrick Flanigan passed his commercial written. Charlie Licata received his tailwheel endorsement from CFI Larry Rhoads. Veronica Amburn is in college in North Dakota and working on advanced ratings. Logan Johansen earned his private pilot ticket and was recognized for that at the banquet.

Rob Schmidt reported our chapter's Hedrick Scholarship is now open for applications for the spring segment. Contact Rob for an application (Email: Robert7721@aol.com or phone/text: 816 309-0099). The winner will receive this \$1,500 funds for the spring scholarship very soon. Fall's application process will be announced later this year.

If you know of anyone who needs this kind of financial assistance to either earn a rating or advance further, please contact Rob soon. Of course, he will be at our March 15 gathering, so feel free to talk with him there if you'd like. We are honored to be able to offer both these scholarships to worth, local candidates.

TRI-MOTOR IS COMING TO KLXT

Last month we hinted that EAA's Ford Tri-Motor might be coming for a visit with us this year, and we can now reveal that will happen the weekend of June 22 and probably earlier in the week. Since the Tri-Motor always draws attention, EAA arranges for a number of press and VIP flights just prior to the public being invited to take a flight. As you might imagine, there is quite a bit of help needed to sponsor the plane, and based on a number of past experiences, you can be assured these are all fun and interesting chores. Just snuggling up to a bird from the early 1920s can give a warm and toasty feel.

Rob will be providing more details on this upcoming visit at our next chapter gathering, Monday, March 15. For some of our newer members, working with the Tri-Motor will be a unique experience, and we suggest you be sure you attend this gathering to learn what's involved. Most members look forward to helping out when this plane arrives. You might also recall that a few years back, Chapter 91 donated \$10,000 to help rebuild and restore the massive wing, so we already have a significant relationship with it. We hope you will be able to join us on March 15, and stay tuned to future newsletter articles to help keep you posted.

FOR SALE

Ryan Melton recently sold his Rans S-12, and in the negotiations harvested some goodies which he is planning to sell. Before listing them on another platform, Ryan wanted to offer them to Chapter 91 members. In all probability, you will benefit from lower prices than would be offered elsewhere. Ryan reports these items all have less than twenty-five hours of use on them, and were added just last year. The items shown here are an Artex 345 ELT compact kit #84107 for \$850, a 2 1/4 inch MGL Vega ASI /VSI for \$400, a TC-4 for \$275, and an RPM-1 tachometer also for \$275. To find out more, text or call Ryan **after 6 p.m., please,** at 816 916-5507.



GRACE REBER EARNS PRIVATE TICKET



Former Hedrick Scholarship winner and Ray Scholarship finalist Grace Reber passed her private pilot check ride on Saturday, March 2. Since that was also her father's birthday, it was an added thrill and a date she will not be able to forget. Grace is shown here being congratulated by Jim Rainen, DPE for ATD Flight Systems, which is based at Wheeler Downtown Airport. Grace reported she had logged a little over 100 hours, which was higher than she

had planned thanks to Covid and a few other hiccups along the way. One of the more interesting ones being when she had to fire an instructor for not showing up for a few scheduled training sessions. That was well prior to attending ATD which runs a very professional program. Grace is in this for the long haul, meaning she will continue on through her CFI and ATP. Next up is her instrument rating which will begin very soon. Congratulations to Grace for achieving an outstanding accomplishment.

ULTRALIGHT CHAPTER MAY FORM

Chapter member Bruce Luedeman is looking for those interested in starting an EAA chartered ultralight aircraft chapter. To find out more, please call or text (preferred) Bruce at 816 353-6826. Since ultralights aren't always appreciated at many general aviation fields, he plans to base the group at the more ultralight-friendly Liberty Landing Airport off 210 Highway north of town where he has a hangar. Actual flying events will be conducted at and from that location.

SPRING CLEANUP SCHEDULED

With our Young Eagles flying season quickly approaching, it's time to perform our annual hangar and grounds cleanup. This year, we'll gather at the Larry Young Eagle Hangar on Saturday, April 13 which is one week prior to our Young Eagles season opener. If you have special skills or just a passing interest that would help us spruce the place up, we'd certainly love to have you join us for this important and necessary program. Rob will discuss it further at future chapter gatherings, so stay tuned. Our next gathering will be Monday, March 18 starting at 7 p.m. We welcome you to the gathering and the spring cleanup.

FLYING START BEING FINALIZED

Chapter 91 is planning another Flying Start program for May 4. The Sunday morning program will run from 8 a.m. until noon. This is the event that is roughly modeled on our Young Eagles platform but targets adults who want to get involved with aviation and specifically learning to fly. Again this year, the very capable Matt Williams has agreed to head it up so we know it will be successful.

The Flying Start program has two components – a classroom-type presentation that addresses the basic subject matter, and a flight module where the participants actually preflight, fly, and debrief a flight. Because of this part, attendance must be somewhat limited in order to get everyone into the air. Interested parties must make specific reservations so we can implement all the details properly.

If you know of someone over seventeen who really wants to learn more about getting a license, please pass along an invitation. We will be offering more details as we move closer to March 4. But an early notification can put them on notice, and you can help update the details as they come out.

Our past experiences with Flying Start have been extremely positive, and we expect much the same this year. If you would like to participate, either as a pilot or a presenter, please notify Matt. You can reach him via email at his office, mawilliams@integritytrans.com

POTLUCK SOCIALS RESUME IN MARCH

Spring isn't quite here yet, but we're going to jump into the spirit of the season a few days early with our first potluck cookout. The initial one for 2024 will be on Friday, March 15, starting at 8 p.m. at the Larry Young Eagle Hangar. Actually, it will not be a cookout per se, because we will hold it indoors. Unfortunately the weather can still hold some pop-up surprises, and we don't want to be caught in the elements.

Since these events are traditionally held the Friday prior to our Young Eagles' Saturdays, we wanted a warm-up session just to dust off any cobwebs that might still be hanging on from winter. This one will have a Mexican theme and the chapter will provide the hamburger and complementary condiments; we ask that you bring a dish or two that will augment the theme, though nothing special is required. Bring your favorite family member(s) and join us for the season opener. We look forward to seeing you on the 15th.

CHANGES COMING TO CHAPTER CAMPING

By Mike Dooley

It's time to register for chapter camping!

I know, it's only March but EAA opened the reservation system on March 1 and reservations are already pouring in from other chapters. So what is chapter camping? Basically, it's a reservation system that allows chapters to establish a small home base in Camp Schaller during Air Venture.

Chapters can reserve two to six campsites in advance for up to 16 days of camping through the end of Air Venture. The cost is \$324 per site. In past years Chapter 91 has maxed out our chapter group camping with six reserved sites.

To make a reservation, reach out to Rob Schmitt at 816 309-0099 or Robert7721@aol.com

EAA closes Chapter Group Camping registration on June 14, 2024.

Note that all chapter group camping participants must be members of the participating EAA chapter and an EAA national member.

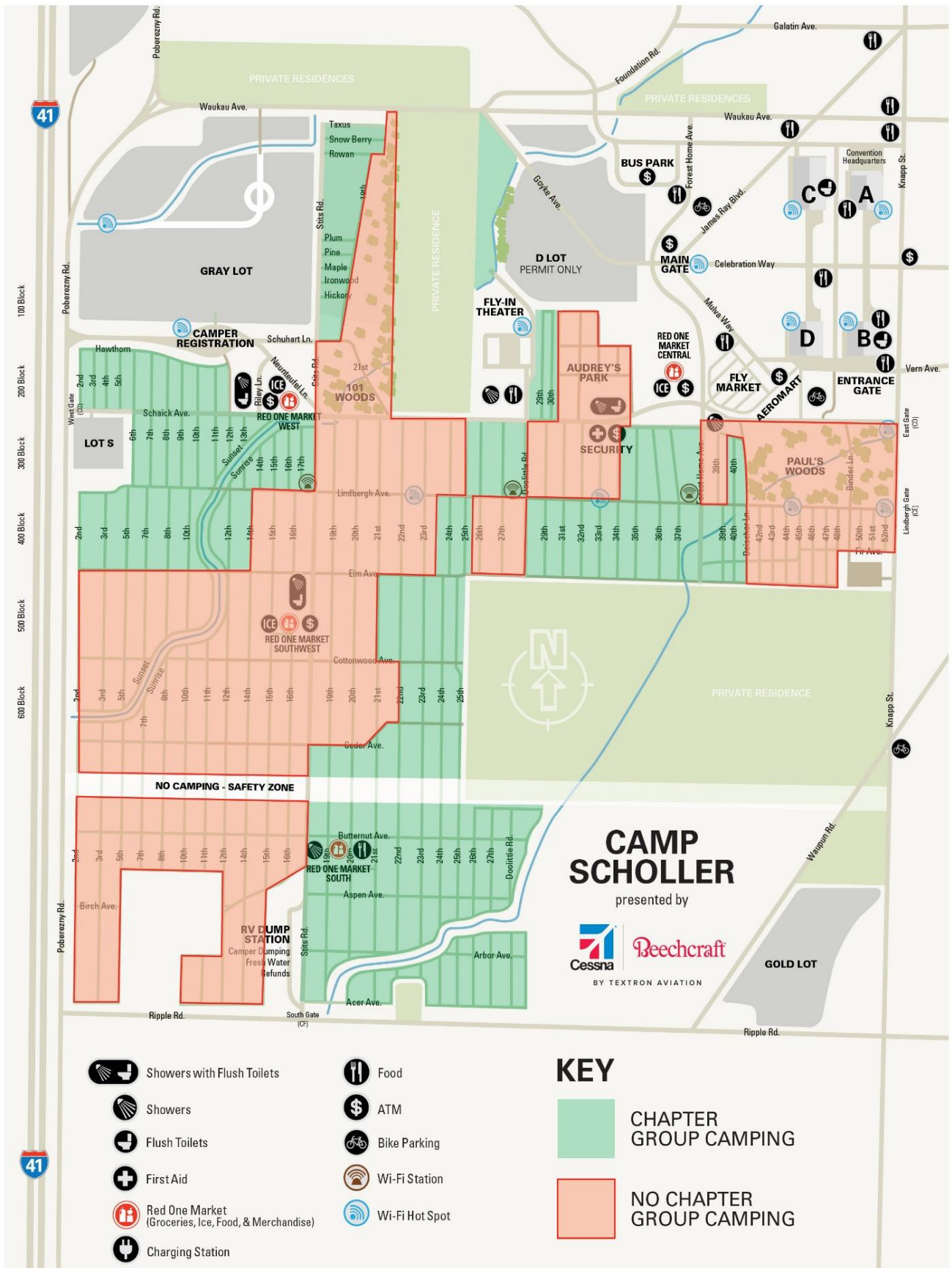
So where will the site be? To some extent, it's luck and timing. EAA staff and volunteers will mark and stake out the chapter campsites beginning on or around July 8, 2024. Chapters may occupy the group camping site as early as July 13.

A change for Air Venture 24: Due to high demand in many areas, EAA has created chapter group camping zones in Camp Schaller this year.

“Due to the campground already having been open for weeks, with many sites already occupied in highly desired areas, chapter campsites will be staked out as close as possible to the desired location listed by the chapter. It can be expected that all participating chapter group camps will be located north of Elm Street and between street number 2 and street number 41 (Deicer Lane). Due to the ever-increasing number of early arrivers after the campground opens on June 28, camp locations east of 28th street (Doolittle Road) fill early. As a result, many chapters can expect to be located west of Doolittle Road, regardless of their desired location. Chapters may suggest a location of preference for their group camp site during the Chapter Group Camping registration process. Group camping stake out order will be based on date of full payment and compliance with program policies. Chapters may request a group campsite location in any “general camping” areas. Refer to Chapter Group Camping Map below.”

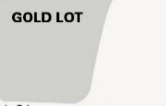
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CHANGES COMING TO CHAPTER CAMPING





CAMP SCHOLLER

presented by



-  Showers with Flush Toilets
-  Showers
-  Flush Toilets
-  First Aid
-  Red One Market (Groceries, Ice, Food, & Merchandise)
-  Charging Station
-  Food
-  ATM
-  Bike Parking
-  Wi-Fi Station
-  Wi-Fi Hot Spot

KEY

-  CHAPTER GROUP CAMPING
-  NO CHAPTER GROUP CAMPING



"Aircraft Operations at Non-Towered Airports"

Topic: Operations at Non-Towered Airports Verbal and Non-Verbal
On Thursday, March 14, 2024 at 18:30 Central Daylight Time

Location: Lee's Summit Municipal Airport
Hangar 1, 2525 NE Douglas, Lees Summit, MO 64064

Description:

18:30-19:00 Joel Arrington, Mgr., LXT - Meet and Greet

19:00-20:00 Jeanné Willerth, ATP, CFII - Marv Moore, ASI, FAA - Communications and Operations at Non-Towered Airports - Verbal and Non-Verbal

20:00-20:10 Break

20:10-21:30 Joel Arrington & Jeff Penfield - Airport Safety and Tennant meeting. **Note:** Before Wednesday's meeting if you get a chance, take a look at these websites about Traffic Pattern Procedures. The intent is for operations at non-towered airports but there is information for towered airports as well..

[Airport Operations \(faa.gov\)](https://www.faa.gov)

[AC 90-66C - Non-Towered Airport Flight Operations \(faa.gov\)](https://www.faa.gov)

[FAA Safety Briefing Magazine | Federal Aviation Administration](https://www.faa.gov)

[VFR Raster Charts \(faa.gov\)](https://www.faa.gov)

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **KC FSDO FAASTeam**

The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services.

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 1 - 1 Credit

Basic Knowledge 2 - 1 Credit

[Click here to view the WINGS help page](#)

Earn your WINGS to get a chance to win a prize. Go to <https://www.wingsindustry.com/WINGS-Sweepstakes> for more info. Join us on Facebook: <https://www.facebook.com/groups/GASafety/>



4-8-2024

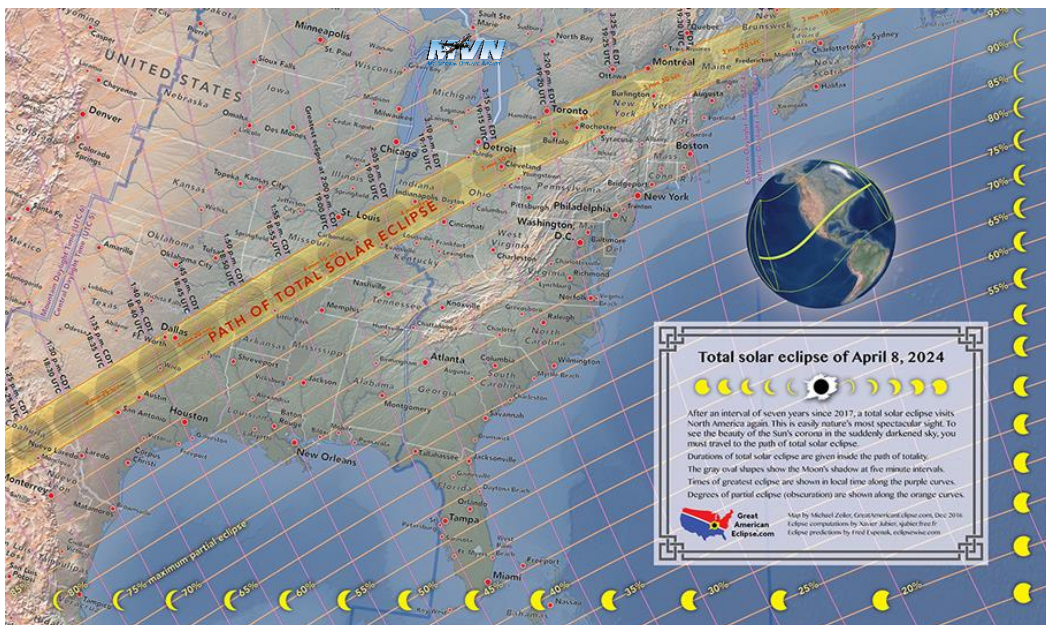
Calling all Midwest LSA Expo attendees, Airventure Cup/Air Race Classic Racers, KR/Ercoupe/Fly-Baby Builders/Flyers, Bonnie Aviator Club Members, CAA Members, and all area aviators!

At approximately 2:00 p.m. on Monday, April 8, 2024, Mother Nature will provide an airshow at KMVN not to be seen again until 2044.

You are invited to return to Mt. Vernon Outland Airport (KMVN), Mt. Vernon, Illinois to experience nearly four minutes of totality with other aviators.

All of the amenities of your previous visit(s) will remain: Free Admission, Free Camping, Free Parking, and Free shuttles (to/from local hotels). Showers are available on site

Food and fuel discounts will be extended by Bonnie Café and SRT Aviation. Come be part of the fun!



2024 CHAPTER MEMBERSHIP APPLICATION

EAA CHAPTER 91 MEMBERSHIP APPLICATION 2024

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

New ____ Renewal ____ 6 month complimentary / trial membership ____

Name: _____

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

EAA number and expiration date _____

Mailing address: _____

City: _____ State: _____ Zip: _____

Home phone: _____ Cell Phone: _____

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

Spouse: _____ Emergency contact name/phone: _____

Aircraft owned or project: _____

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

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

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

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

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

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

SIGNATURE: _____ DATE: _____

PLEASE RETURN THIS FORM WITH YOUR CHECK FOR \$36 FOR 2024 DUES PAYABLE TO:

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

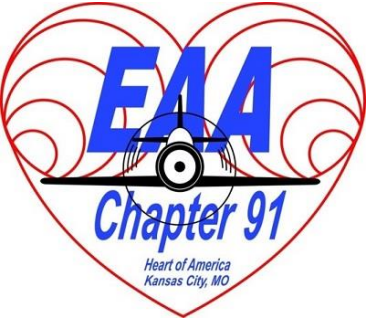
RENEWALS SHOULD BE RETURNED BY FEBRUARY 10, 2024

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

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



THE MONTHLY NEWSLETTER
EAA CHAPTER 91
March 10, 2024



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 Dine In or Carry Out

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