

## STRIKING GOLD

**Congratulations! Chapter 91 has earned EAA’s coveted Gold Chapter status for 2025. This is most impressive since it demands a great deal from any chapter. Rob received a letter from headquarters detailing how we were able to achieve this prestigious position when so many cannot. We have reproduced that letter on Page 11 of this newsletter, and encourage you to go take a look. After all, as a member, you were prominently positioned to help us achieve this goal. Our sincere thanks again to everyone!**

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### Special points of interest:

Our next gathering will be on Monday, March 16, 2026, at 7:00 pm. MC/VMC Clubs meet on the 2<sup>nd</sup> Monday of each month at 7:00 p.m. Next Young Eagles Rally & pancake breakfast is Saturday, April 18, 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**

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

# President's Corner

EAA Chapter 91 president Rob Schmitt

Spring is almost here! The days are getting warmer, and hopefully we will get some better weather soon to get out and aviate.

Many thanks to all who attended our annual awards banquet. We had a very interesting presentation from RANS aircraft that was well received. We also raised some money for our Hedrick Scholarship fund that will be well used by our chapter members. If you are interested in a Hedrick Scholarship, the window is open right now to submit your applications. Applications are due back 1 April, and we will award the \$2,000 scholarship at the April gathering. Send me an email if you are interested: [robert7721@aol.com](mailto:robert7721@aol.com). The Ray Scholarship is also open for applications. Contact Jim Brady for more information on that scholarship at [brady13381@aol.com](mailto:brady13381@aol.com).

The next couple of months, we will be ramping up the Young Eagles program, so there will be lots of opportunities to volunteer at our next meeting. First up will be the chapter's spring-cleaning day on Saturday, April 4. We will be hosting an EAA Sport Air Electric Workshop on April 11-12. Contact Mike Dooley at [jump88@aol.com](mailto:jump88@aol.com) if you want to participate. Our first Young Eagles event will be on Saturday, April 18.

It is also time to start thinking about AirVenture. If you are interested in chapter camping with us, the cost is \$378 per site for the entire show. Let me know if you are interested.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club, Monday, March 9, 7 pm.
- Chapter meeting, Monday, March 16, 7 pm.
- Eagle Hangar spring cleaning, Saturday, April 4, 10 am until completed.
- Next board meeting, Monday, April 6, 7 pm.
- First Young Eagles event of the year, Saturday, April 18.



# **EAA CHAPTER 91 GATHERING MINUTES**

**February 21, 2026**

- I. Rob led the chapter in the Pilot's Prayer prior to dinner. Nadler's catered a delightful dinner, and following the meal, Rob sadly updated the chapter on the recent passing of Marty Young and Randy Robinson. Memorial bricks will be placed in the Gone West memorial walk soon for them. Chris provided the chapter with the Young Eagles update that two youth will be attending the Air Academy this summer from Chapter 91. Jim Brady updated the chapter on the status of our current Ray Scholar, Ben Caughron, who will be taking his checkride in March. Chapter 91 has applied again this year for a Ray Scholarship and will find out by the end of the month if we will be awarded a chance to submit an applicant. Due to our chapter's excellent track record of being awarded slots, we have opened submissions for those who are interested in being considered for the Ray Scholarship. The Hedrick Scholarship is now open as well for applications to be considered for the April award. Applications are due April 1. Please reach out to Rob for an application.
  
- II. Chapter camping is coming soon for 2026, and we anticipate having 6 slots open. Please contact Rob if you are interested, as slots fill up quickly once open. Young Eagles and pancake breakfasts will start again in April, and to prepare, there will be a hangar cleanup the first weekend of April. Stay on the lookout for more details! An EAA Sport Air workshop hosted by our very own Mike Dooley will be held the second weekend of April. Rob Schmitt presented awards from EAA to board members, officers, and volunteers who have fulfilled various roles throughout this year. Thank you to all who help ensure this chapter remains successful! Congratu-lations to those who won the amazing raffle items which were graciously donated to support the chapter.
  
- III. Calendar: March board meeting: Monday, March 2, 7 pm. IMC/VMC Club: Monday, March 9, 7 pm. In-person only. March chapter gathering: Monday, March 16, 7 pm.
  
- IV. Presentation: Randy and Michele Schlitter presented a wonderful program on Rans Aircraft and Design!



Our next meeting of the VMC Club will be **Monday, March 9th at 7:00 p.m.**

Ever planned a cross-country flight, and then when the big day came, had second thoughts as to whether or not the day was right? Did you see forecasts along your route of flight that were sort of good, but not quite? Come and join us as we recreate a flight like that, see what our pilot saw out the window, and decide whether you might have made the same decisions.

Our guest speaker this month will be Sabrina Miiklejohn, a CFI new to our area, who has extensive experience with ForeFlight and Garmin, and who can show you what marginal, but legal, really looks like.

**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



Like me, you have probably found the most fun people are the ones who truly love what they do. Oh, you won't hear them say it; they don't need to. It's just evident all by itself, as clear as a bell. There's a certain ease about them, even a humorous bent, when they talk. They say that if you truly love what you do, you'll never have to work a day in your life. That's exactly what came through when Randy and Michele Schlitter told us about their business, RANS Designs in Hays, Kansas.

Randy and his brother worked for his father's FBO where they learned all about the ins and outs of general aviation. While there, Randy saw a picture of the NASA Lifting Body, a strange-looking affair, designed in the early '60s, that more closely resembled a pregnant guppy than something that would fly. Aptly named, the aircraft produced all its lift from its body – it had no wings. The purpose was to experiment with re-entry vehicles returning from space. But Randy thought he could make one, and spent a few years doing so. After his father towed the cumbersome thing down the runway behind his pickup truck, and Randy watched it oscillate severely, he was glad his dad didn't let him fly in it. But it piqued a serious interest in aircraft design, and his ultimate career was launched.

Randy explained how his business started with a trike powered by a sail, then expanded to high-end bicycles. Finally, airplanes began to come from the factory, which now employs twenty-three people and is housed under 50,000 square feet of production space. Several designs have been produced, all being simple to build yet easy to fly. The factory uses very modern equipment and is FAA certified. RANS offers a builder-assist program, but it is so popular that the waiting list is a few years long. Ah, success! One very interesting point was how the name came about. It resulted from Randy's frustration with repeatedly signing school artwork "Randy Schlitter," and ultimately became just RAN S. Take out the space, and you have it.

# THIS MONTH'S PROGRAM

Chapter 91 seems to enter an extensive *grazing* period between November and February, where our monthly meetings tend to involve eating. That's fun, but starting in March, we have to get back to normal since people start complaining about gaining weight.

So it's back to our usual third Monday evening gathering starting at seven p.m., beginning March 16. We will meet at the clubhouse located in the Larry Young Eagle Hangar at KLXT, where we will be brought up-to-date on what's happening of interest to the chapter. Our program will actually be two this month. First, our local CAP members will present a brief session showing how they marshal aircraft. This is significant since we use them extensively at our six Young Eagles' rallies, which will begin again on April 18. This is good to know since pilots and marshallers need to be on the same page.

Then, Joel Arrington, the airport manager, will brief us on what's going on at our home base. As you know, Lee's Summit Municipal Airport is growing and expanding in its services, and that impacts us more than you might think. Joel has proven to be a staunch supporter of our chapter and activities, so we look forward to hearing what he has to say.

Be sure to remember that we will be back on our normal meeting schedule which includes starting at seven rather than six in the evening. We hope you are able to join us on March 16.



# SCHOLARSHIP UPDATES

## RAY SCHOLARSHIP

Recently, Ray Scholarship Coordinator Jim Brady reported that Chapter 91 had again earned a sponsorship slot for a Ray Scholar. That means we may help a fortunate youth earn a private pilot's license by helping to administer up to \$12,000 toward that purpose. This year, Jim says all applicants must have participated in a Young Eagles flight and have a current third class medical in order to be considered for the program. Jim will cover more at our next gathering, Monday, March 16, so if you know of someone we should consider for this honor, be sure to attend.

Jim also updated us on Benjamin Caughron's continuing saga. You may recall that Benjamin, our current Ray Scholar, was almost ready to take his check ride when he left for college in California. Since then, he has had some difficulties getting his final sign-off thanks to changing venues. However, the current word is that he's just about ready to be signed off to take the exams, so Jim will keep us posted on how everything goes.

## HEDRICK SCHOLARSHIP

Rob Schmitt, our Hedrick Scholarship coordinator, says he is currently accepting applications but will have to close the process by April 1. The Hedrick is our chapter's own scholarship and is open to anyone, not just kids younger than eighteen. It is far less restrictive than the Ray Scholarship, but it has considerably fewer dollars – a single \$2,000 prize. But it can be used for any license or endorsement regardless of age. Find out more at our March 16 chapter gathering.



# CHAPTER AWARDS PRESENTED



Rob presents VP and Young Eagles Coordinator awards to Chris St. Germain



Becca Wescamp, secretary



Sandy Rice, treasurer



John Rice, tech counselor



Tom Licata, maintenance chief



Jim Brady, Ray Scholarship Coordinator



Chris Hope, IMC/VMC Coordinator



And Chris St. Germain presents president's award to Rob Schmitt

# RAFFLE WINNERS



Recently, our annual banquet and awards program has featured a raffle with prizes that are more valuable every year. For example, there were several certificates for twenty gallons of avgas, any one of which was worth more than the entry fee. But we also had a beautiful quilt donated by Hattie Cunningham, and a number of other items of significance. The proceeds from the raffle augment the chapter's Hedrick Scholarship, and the fund experienced a nice increase thanks to participating attendees who purchased tickets.

While I was unable to get all the names, here is a partial list of this year's winners: Annette Ishamel won Hattie Cunningham's beautiful quilt. Other winners included Hattie Cunningham herself, Becca Weskamp, who won twice, Theresa Schmitt, Griff Pickett, Chris St. Germain, who also won twice, Stephen Owens, and Rob Schmitt. I apologize for not noting the other winners; I just couldn't write that fast. But a big thanks to everyone who participated. Please plan to join us again next year.

***TIM'S PIZZA***  
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Dine In or Carry Out



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# REMEMBERING OUR BANQUET



# WE DID IT AGAIN!

*Recently, Rob received a letter from EAA headquarters notifying us that we had, once again, earned the Gold Chapter award. That letter is posted below. Congratulations!*

Dear Robert,

Congratulations to your chapter in successfully reaching the **GOLD** level status recognition for the 2025 year. EAA is happy to present you with a chapter recognition banner to proudly display where your chapter meets. Your level also will be displayed online at **EAA.org/FindAChapter** with a specially designed emblem. You are encouraged to use your emblem on your website, newsletter, and other promotional materials.

This program was developed and measured in partnership with EAA's Chapter Advisory Council and is based on 10 criteria that are consistently found in active and highly engaged chapters. In addition to the 10 criteria measured, EAA offered chapters to submit additional chapter activities to earn up to three more extra credit points to boost their base score, resulting in the potential to earn up to 13 points.

There are three levels of recognition: bronze (7 out of 13), silver (8 out of 13), and gold (at least 9 out of 13).

Below are the qualifying Chapter Recognition criteria, along with your chapter's points. A one (1) indicates that your chapter earned credit for the associated criteria. *Note: All points based on calendar year 2025.*

1. Attends a chapter leadership training session: **0**
2. Growing or steady membership: **1**
3. Offers IMC or VMC Club programs: **1**
4. Participates in Young Eagle or Flying Start programs: **1**
5. Has EAA-approved Flight Advisor or Technical Counselor: **1**
6. Participates in EAA's Annual Chapter Member survey: **1**
7. Participates in Young Eagles Build and Fly, Young Eagles Workshops, Ray Aviation Scholarship program, or sends a youth to EAA's Air Academy: **1**
8. Requests an EAA ChapterBlast email: **1**
9. Hosts at least two public events each year: **1**
10. Owns/leases a facility: **1**
11. Extra credit activity, such as a chapter build project, a youth build project, chapter scholarship, a chapter tool crib, IAC competition, etc.: **2**

**EAA Chapter 91, Inc.'s 2025 Chapter Recognition total is 11 out of 11.**

# YOUNG EAGLES RESUMES IN APRIL

It's hard to believe, but our next Young Eagles season is about ready to start again. Chapter 91 holds these rallies and pancake breakfasts from April through October, with an interruption in July when AirVenture lures so many of our participating members away. Our first Young Eagles for 2026 will be on Saturday, April 18, and again, Chris St. Germain will lead the charge.

Young Eagles flights are free for any young person between the ages of eight and seventeen. All flights are conducted by EAA members who volunteer their time, efforts, and airplanes. While it may seem like a benevolent thing to do, there really is more behind it than meets the eye. Several years ago, EAA recognized that the average age of a pilot was becoming older and older, which created a potential problem for the aviation industry. Where do replacement pilots come from? How do we recruit them? How would the industry survive without younger participants? Those concerns were addressed by creating the Young Eagles program. It began in 1992 with the lofty goal of flying one million youngsters by December 2003, the one hundredth anniversary of the Wright brothers' first powered flight. Since that time, nearly 2.5 million kids have been introduced to the joys of aviation, and a significant number of those have gone on to earn at least one pilot's license. Just for reference, Chapter 91 has flown well over 10,000 Young Eagles, including some 417 last year alone.

We would love to have you join us for these flagship events. Those who fly and interact with the kids need to be current EAA members and complete the EAA Youth Protection Program and background check. Then, contact our coordinator, and you'll be off and running. You can always learn more at our gatherings. This month's will be on Monday, March 16, starting at seven p.m.

Young Eagles is an outstanding program, and Chapter 91 is an enthusiastic participant. We always welcome members to join with us to help make these monthly events meaningful for the kids. Whether it's preparing or serving breakfast, flying the kids, helping with ground-related functions, or wrangling flight simulator students, there's something for everyone. You'll love it!

# HANGAR CLEANUP DAY SCHEDULED

With our next Young Eagles rally and pancake breakfast set for Saturday, April 18, a quick sprucing up of the hangar is in order. We have found that the more volunteers who come to help, the faster it goes and the quicker we get to leave. So, if you are available – even if you can work for just an hour or two – we would appreciate your help on Saturday, April 4. Typically, we start around nine o'clock and finish up around noon, or shortly thereafter. You do not need to have a well-defined talent to participate; we will definitely find something that works with your skill set. But find out more at our next chapter gathering, Monday, March 16, starting promptly at seven p.m.

## CHAPTER CAMPING

As Rob pointed out in this month's President's Corner column (see Page 2), AirVenture is coming fast, and attendees who like to camp prefer to set up with other Chapter 91 members. This is referred to as Chapter Camping, and we need to start moving on it. Sign-up date is May 1, and the cost is \$378 per campsite. We are limited to just six sites, so first come, first served. These sites will open on July 11, and you can set up on or after that date. Chris St. Germain will be handling this for us, so please contact him at [youngealges@eachapter91.org](mailto:youngealges@eachapter91.org) if you are interested in joining us for chapter camping.



# GILMORE

by Earl Downs

The Golden Age of Aviation was said to have existed from 1927 to 1939. It was an era of speed demons and barnstormers; a time when even a passenger could become famous. For example, Amelia Earhart is remembered as a pilot, yet her initial claim to fame was as the first woman *passenger* to fly the Atlantic. Gilmore was also a passenger, and in 1930 and 1931, became the most famous one in the world. His personal pilot was the flamboyant Roscoe Turner.

Gilmore's ascent to fame was directly linked to Turner. This was a time when "sidekicks" were in. Even movie stars were teamed up over and over again when the chemistry was right. The chemistry between Roscoe Turner and Gilmore was perfect.

In 1930, Turner was sponsored by an oil company that featured the "Red Lion Products." The oil company purchased Turner a bright red Lockheed Vega, and he had finally found his chance to make himself known.

The idea was to find a suitable sidekick to accent Turner's colorful style. When he found Gilmore, it was an instant match-up. Gilmore was much younger than Turner, but no less dashing or magnetic. Together, they set new speed records and were always together in air-show performances. Upon reaching their destinations, Gilmore usually got much more attention than his pilot. When Turner flew alone, he was required to pay for his own hotel rooms; with Gilmore along, the rooms were free. Turner and Gilmore flew for two years, setting new records and making national headlines. Gilmore, by the way, was an African lion!

Roscoe Turner's sponsor was the Gilmore Oil Company, and he had named his sidekick after the company's owner, Earl Gilmore. Turner was extremely fond of Gilmore, and the two were virtually inseparable. During the two years they flew together, Gilmore always wore a custom-made parachute, which had to be enlarged three times during his flying career. Finally, when Gilmore reached 150 pounds worth of lion body and opinions, he was no longer able to fly with Turner. Gilmore the lion was retired to a well-known animal farm. Turner so loved the lion that he paid for his upkeep and visited him frequently until Gilmore's death at age twenty-two in 1950. Turner then had him preserved, and Gilmore now resides at the National Air and Space Museum in Washington, DC.

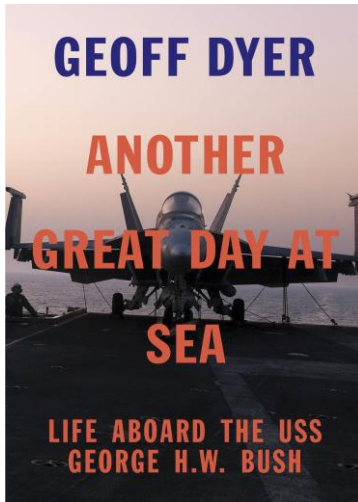
On a personal note, as a young boy in the 1940's, Roscoe Turner was one of my heroes. My father took my twin brother and me to the animal farm in Thousand Oaks, California, a few times to visit Gilmore.

# **Book Review – Another Great Day at Sea**

## **Life aboard the USS George H.W. Bush**

by Geoff Dyer

Review by Chris Hope, Master CFI



Like many pilots, I am a sucker for books about flying airplanes off boats. The idea of strapping into a jet fighter and accelerating to 150 knots within a couple of hundred feet is fascinating. And the concept of trying to put the plane down on a moving runway at the proper spot – talk about spot landings!

So, I came across an excerpt of this book in a recent edition of *Air & Space Smithsonian Magazine* and immediately decided that it needed a home on my flying-books shelf. It turns out that that was a great idea.

As surprising as the thought might be to pilots, especially to Navy fighter pilots, they are not the only folks on board. Yes, all Navy pilots believe that the mission of the ship is to launch and recover the planes that they fly. But as the Navy is currently proving, it is possible to launch and recover aircraft from a carrier without a pilot inside the plane.

No, the mission of the ship is to put ordinance on the target. According to Jim, an ordinance technician, *“If a plane’s not carrying ordinance, it’s a dang pleasure craft for a bunch of fancy, overpaid video guys putting on an airshow. It’s just another unscheduled airline. You can fly fast and track somebody, but when you catch them, what are you going to do?”* *“Blow the living @#@# out of them?”* the author replies. *“Only if you have ordinance,”* Jim responds.

And so the book goes. Author Geoff Dyer is English, very tall, and not military at all. So how does he find himself on our country’s newest aircraft carrier? He received a grant from an artist-in-residence program, allowing him to look for an interesting place to go and write. And although his previous body of work included four novels, He says:

*“Asked nine months earlier, if there was ‘somewhere unusual and interesting’ I’d like to be writer-residence, I didn’t hesitate: “Sir, an American aircraft carrier, sir!” It had to be American; circumstantially, because these days we – the British – don’t even have a carrier. Personally, because of the accents, the audible symptoms of the top-to-bottom toff-to-prol hierarchy that is so clearly in the British military.”*

So he was delivered to “the boat” via the COD, the Carrier-On-Board delivery aircraft, the aircraft that serves as the bus between land and sea. And he experiences his first

**Continued on next page . . . .**

his experiences. And seeing these experiences through his eyes is definitely not the same as seeing them through my own. He observes a maintenance technician -

*A brown-shirted woman on the wing, cross-legged as if at a festival of future archeology, concentrating closely on the all-important part she was unscrewing. Having taken the component out of the wing, she was now coating it with some kind of grease, glue, anti-freeze, lube, or whatever. I apologize for the discrepancy between the precision of the task and the imprecision of my description of that task. I have never liked anything that involves engines, oil, or fiddly intricate work*

There is a definite joy in reading Geoff's description of his experiences and his meetings with so many different crew members. He is new to this entire "military thing," which allows us readers to enjoy his discoveries through fresh eyes. Whether he is talking to first enlistees or to admirals, he finds their story captivating and worth relating. I think you will as well. I certainly did.



*Chris loves to read, write, and fly, but not necessarily in that order*

*You can reach him at: [Thehopeschris@gmail.com](mailto:Thehopeschris@gmail.com)*

*And here are more favorites: [www.ChrisHopeFAAFlightInstructor.com/books/books.html](http://www.ChrisHopeFAAFlightInstructor.com/books/books.html)*



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# TIME TO RENEW YOUR CHAPTER MEMBERSHIP

Now that 2025 is in the past, remember that it's time to renew your Chapter 91 membership. Our year begins on January 1, and we are well into 2026 already. So, if you have not already done so, please take just a moment to update your information for the chapter.

On the next page is a copy of the application, which you may print out and fill in. And you will also find a PDF version attached to the initial email message, which you may fill out directly from your computer. So, if you'd prefer to do it that way (HINT! *it really helps when we don't have to decipher handwriting*), please feel free to do so. Whichever application you decide to complete, please print it out and bring it with you to an upcoming event – like our annual banquet and awards dinner Saturday, February 21. Also, be sure to include your check for \$36 made out to EAA Chapter 91, or slip some cash in an envelope. If you prefer to mail it, you will find the chapter's address at the bottom of the application. Of course, Santa encourages everyone not to send cash through the mail.

However you choose to do it, we look forward to having you as a member again in 2026, so please take a brief moment to make that happen. We greatly appreciate your assistance.

 6717 W 119th St Overland Park, KS 66209 913-345-1380 (p) 913-345-2197 (f) <a href="http://bvgoodyear.com">bvgoodyear.com</a>	 7540 Metcalf Avenue Overland Park, KS 66204 913-232-7878 (p) 913-291-2695 (f) <a href="http://oadesbrothers.com">oadesbrothers.com</a>	 12 NE Sycamore Lee's Summit, MO 64086 816-246-7177 (p) 816-246-7132 (f) <a href="http://douglastire.com">douglastire.com</a>
<b>Andrew Gallaher</b> Manager - Douglas Tire <a href="mailto:andrew.gallaher@oadesbrothers.com">andrew.gallaher@oadesbrothers.com</a>		
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EAA CHAPTER 91 MEMBERSHIP APPLICATION 2026

Please print and complete this form. Return it with your check to the chapter's 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, then sign and date the 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 THE RELEASE OF MY NAME /ADDRESS FOR INTERNAL CHAPTER 91 ROSTER DISTRIBUTION

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

PLEASE RETURN THIS FORM WITH YOUR CHECK FOR \$36 FOR 2026 DUES PAYABLE TO:

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

RENEWALS SHOULD BE RETURNED BY FEBRUARY 10, 2026

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://eachapter91.org/>

NOTE: Jeanné Willerth sent this notice for publication. Application process opens April 1, 2026. Thanks, Jeanné

To learn more: <https://www.aopa.org/training-and-safety/students/aopa-flight-training-scholarships>



**Jeanne, check out these exclusive aviation scholarship opportunities for AOPA members!**

**NEW! Two application periods. More chances for you to achieve your aviation goals.**

#### **Scholarships for Aspiring and Experienced Pilots**

The AOPA Foundation is offering a variety of aviation scholarships exclusive to AOPA members. From earning a private pilot certificate to adding advanced ratings, transitioning to new aircraft, or pursuing specialized training, we'll help you get there.

#### **Opportunities for High School Students and Educators**

High school students and educators engaged with AOPA's High School Aviation STEM Curriculum have access to exclusive flight training scholarships, thanks to generous support from the Ray Foundation.

- \$12,000 Scholarships for High School Students: 90 scholarships are available only to AOPA High School members aged 16–18 to help earn their private pilot certificate. To apply, students must have passed the FAA Private Pilot written exam.
- Additional \$12,000 scholarships are available to educators who are actively teaching in the AOPA Foundation High School Aviation STEM Curriculum.

Know a teen who dreams of flying? Encourage them to join AOPA with our free [High School Membership](#) so they can qualify for these incredible opportunities and access aviation resources, events, and scholarships.

#### **How to Apply**

Explore all available scholarships and start your application at [aopa.org/scholarships](https://www.aopa.org/scholarships). Each scholarship has specific eligibility requirements; review them carefully. Note: the number and amount of scholarships depend on donor funding and may be finalized just before awards are announced.

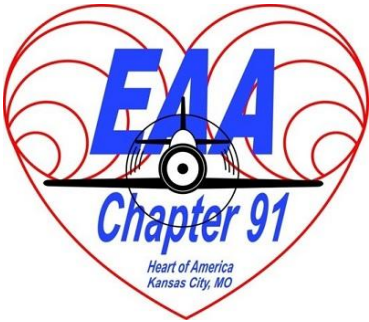
#### **Fall Application Period Deadline:**

Submit your application before the December 31, 2025 deadline to be considered for these exciting scholarship opportunities. It's not too early to begin the application process!

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**THE MONTHLY NEWSLETTER**  
**EAA CHAPTER 91**  
**March 8, 2026**



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