

WHITEMAN AIR FORCE BASE MID-AIR COLLISION AVOIDANCE



The potential for high density operations exists for the area around Whiteman Air Force Base. B-2, A-10, T-38, A-1 and numerous transient aircraft often saturate Whiteman's pattern from the surface to 4,000' MSL. If transiting Whiteman's airspace, contact Whiteman Approach Control on 127.65 for traffic advisories.



A-10 Thunderbolt II

Length: 53 Feet
Wingspan: 59 Feet
Height: 15 Feet
Color: Gray



B-2 Spirit

Length: 69 Feet
Wingspan: 172 Feet
Height: 17 Feet
Color: Dark Gray

Truman Military Operating Area (MOSA)

Altitude and Base

Altitude: 5,000 feet MSL up to but not including FL 180 up to FL 250 with ATCAA

Time: 1000-1600 Zulu. Other times by NOTAM

Primary Use: T-38, B-2, A-10

Note: Lights out training conducted in this MOSA. NOTAM will be posted 48 hours in advance

Character: Altitude: 500 feet AGL up to but not including FL 180 up to FL 250 with ATCAA

Primary Use: A-10's at low altitude and high rates of speed

Note: Lights out training conducted in this MOSA. NOTAM will be posted 48 hours in advance

Army National Guard helicopters frequently conduct night training missions using night vision goggles (NVG). When using NVG, peripheral vision is limited to about 40 degrees. Aircraft conducting this training may have their anti-collision lights dimmed, reducing the ability to see and avoid. These flights typically operate between 200 and 500 feet AGL at speeds from 60-100 knots.



Mid-Air Avoidance

Many factors can contribute to a mid-air collision. Most mid-air collisions occur when a faster aircraft overtakes a slower aircraft. An active visual scan can assist pilots in visually scanning other aircraft. Many mid-air collisions occur on final approach when one aircraft is focused on instrument flying or the runway environment.

When Whiteman is using runway 10, the final approach extends as far North as Interstate 70, and intersects Highway 50 between 2000 and 3000 feet MSL in a near perpendicular manner.

VR 1525

VR 1525 is primarily flown by T-38s between 500 and 1000 feet AGL at speeds in excess of 300 knots. The route is used only in VMC conditions between sunrise and sunset and extends 5 nautical miles from the centerline.

Contact the local FSS for status of activity on VR 1525.

North Atlantic

Edinboro 123.0 Marshall 122.8

Gettysburg 122.8 Orono 122.8

Golden Valley 122.8 Warsaw 122.9

Hagerstown 122.8

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Special points of interest:

- Our next gathering will be online, and in person, Monday, May 17 at 7:00 p.m. IMC/VMC Clubs meet online the 2nd Monday of each month at 7:00 p.m.
- Our next limited Young Eagles rally will be Saturday, May 22. No pancake breakfast.
- We're always looking for good ideas for programs. Please contact Larry Young with your information.

WHITEMAN POSTER

Last month's chapter gathering featured some eye-opening safety tips from new member, Jeff Suhr, who flies B-2s out of Whiteman Air Force Base. Jeff showed a poster detailing a number of points during the presentation, and several have asked to see it again. So we are showing about 3/4 of that poster here for anyone wanting to take another look. Sorry, but we just didn't have enough room to show the entire thing, but this should help remind you what it looked like. Just look closely.

President: **Mike Dooley**
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 Newsletter: **Bruce Hood**
 Web Editor: **James Perkins**
 Eagle Flight Coordinator: **Mitch Stafford**

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

President's Corner

EAA Chapter 91 president, Mike Dooley

We're getting busy again!

A special shout out to our Spring Cleanup crew! We made lots of progress in and around the Eagle Hangar on Saturday, April 24. Thanks to all who volunteered!

Another shout out to the Sound of Speed Airshow in St. Joe! A few of us were able to attend the airshow on May 1 and 2 and witnessed some great flying in very gusty wind conditions.

Chapter 91 calendar events coming up include:

- The VMC Club Meeting on Monday May 10. 7 pm; online using GoToMeeting. Chris Hope will lead a discussion about "The FAA and You."
- Chapter 91 will host a Flying Start Program event on EAA's "Learn to Fly Day" - Saturday, May 15. This program is intended to welcome new aviation enthusiasts to personal aviation. Eagle Flights for adults will be included with the program, weather permitting. Contact Griff Pickett at 816 405-3539 if you know of an adult interested in becoming a pilot!
- Our next chapter gathering will be a hybrid event (both online and in-person) on Monday evening, May 17. See the details in this newsletter to get connected! Social time beginning at 6:30 pm; we will start the gathering at 7pm.
 - Our topic will be backcountry flying, presented by chapter member Paul Brown. Paul has a Cessna 180 that he has flown in Alaska, Colorado, etc. He's also an airline pilot, CFI, A&P, and flies the A-10 in the USAF Reserves.
 - After the presentation and Q & A, we will have online and in-person social time available until our scheduled GoToMeeting time expires at 9 pm.
- Chapter 91 members and guests are invited to a pot-luck cookout on Friday evening, May 21 at the Eagle Hangar.
 - We will move airplanes and clean the hangar at 1 pm.
 - The "Grand Lighting of the Grills" will be at 5:30. Please contact me if you can help cook!
 - We'll open the serving line at 6 pm. The chapter will grill burgers and hot dogs; members are asked to bring a side dish to share.
 - NOTE: We will have the hangar doors open and will consider this to be an outdoor event, so masks will be encouraged but not required while you are in the main hangar. Please wear a mask -- except when eating or drinking -- if you move into the meeting room.
- We'll also host a Young Eagle Rally on Saturday, May 22 from 0830 am - 1230 pm. This will be Young Eagle flights only and will NOT include a pancake breakfast. Our intent is to use EAA's online reservation system for the first time to coordinate support, including pilots, ground crew, and Young Eagles registrations. Again, masks will be encouraged but not required if the hangar doors are open. Individual pilots may require masks while in/around their aircraft.
- Our next board meeting will be Monday, June 7 at 7 pm.

Aviate when you can See you online or at the Eagle Hangar!



EAA CHAPTER 91

April 19, 2021
Meeting Minutes

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

Agenda: The meeting was called to order by President Mike Dooley at 7:00 pm. Pledge of Allegiance was conducted. Secretary: The meeting minutes from the March gathering as published in the April Newsletter were motioned for approval by Bud Owen, 2nd by Phil Ishmael, motion passed. Treasurer updates; Mike Dooley noted that the Hendrick auction has raised over \$15k for the Chapter to date. The Chapter is planning to use a portion of the money raised for aviation scholarships.

Announcements

COVID status: There have been recent changes to the Jackson County requirements. However, the maximum gathering size is still limited by social distancing requirements; meeting room currently at 20. Main Hanger approximately 80 persons. Ray Scholarship update: Jim Brady stated that the chapter is accepting applications for this year’s scholarship. The current deadline for receiving applications is the end of April. The chapter plans to award the scholarship in May. Sales continue of items remaining in Phil Hedrick’s collection of aviation memorabilia at the Olive Branch Antiquities and Oddities shop in Odessa, MO. Chapter Camping with EAA 91 at Oshkosh AirVenture is full at six spaces; contact Mike Dooley if you want to be on a waiting list.

EAA 91 Activities: Young Eagle Build and Fly (RC) program-Susan Calvin is working toward a program restart in June. Aircraft construction skill workshops continue on a one-on-one basis; contact Mike Dooley if you’re interested in learning sheet metal basics, riveting, wiring, or composites. Tool Crib. The crib now has scales available for weighing aircraft. The propellor balancer has been used at least 6 times so far.

EAA Events for your calendar: Eagle Hangar Spring Cleaning: April 24; Starts at 9 am-complete. Sound of Speed Airshow; May 1-2 at St. Joe. Signup with Mike Dooley or Phil Ishmael. Next Board Meeting: Monday, May 3, 7 pm. Hybrid (face-to-face and GoToMeeting) VMC Club meeting: Monday, May 10, 7 pm. GoToMeeting. Flying Start Program: Saturday, May 15. 8:30-1 pm. Chapter Gathering Monday May 17, 7 pm; Hybrid (face to face and GoToMeeting. Chapter cookout: Friday, May 21. Grill lit at 5:30, serving line opens at 6. Burgers and hotdogs provided by the chapter; please bring a dish to share! Young Eagle Rally, Saturday, May 22. 0830-1230. No pancake breakfast will be served at this event. We plan to use on-line registration for Young Eagle flyers.

New Business: Wants and Needs: Please donate to our Trimotor Wing fundraiser! Les Moore: Mooney M10 Cadet for sale. Jeanné Willerth has miscellaneous 6 pack instruments and avionics for sale. Chris Hope has an Aviation Bedroom set for sale.

Presentation: Flight operations near Whiteman AFB, presented by “Igor.”

The meeting was adjourned at 8:11 pm. Attendance was approximately 37+ members via online GoToMeeting and 13 present in the chapter room.



Our next meeting of the VMC Club will be Monday, May 10th at 7:00 p.m. Central Daylight Time.

What goes through your mind when a controller says, "Please take down this phone number and call when you land"?

Or you may have committed an "oops", and now you are worried about being in real hot water.

There is some good and bad. This month we are talking about some of the new ways the FAA has to nail us, but we will also talk about the FAA forgiveness and retraining programs. Come join us.

Join us at: <https://global.gotomeeting.com/join/378199357>

Or phone in: [1 \(872\) 240-3212](tel:18722403212)

Access Code: 378-199-357

New to GoToMeeting? Get the app now and be ready when your first meeting starts: <https://global.gotomeeting.com/install/378199357>

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.

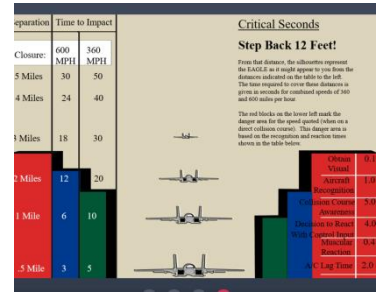
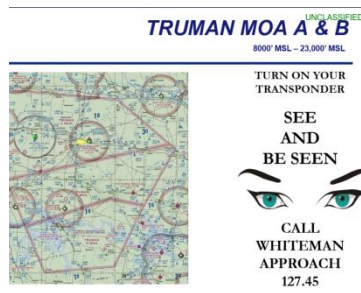
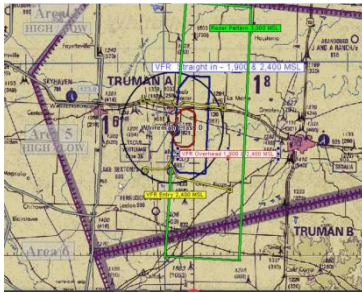
Bring a flying friend.

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



Last month we had a visit from Igor. His arrival was shrouded in secrecy but he was soon identified as Chapter 91 member Jeff Suhr. Well, actually, that would be Lt. Col. Jeff Suhr who serves as the flight safety officer and flies the B-2 bomber out of Whiteman Air Force Base.

Jeff helped remind us of the extreme need for collision avoidance when flying in the Whiteman area. In addition to UCM's lively flight training activities, there are three Truman MOAs (Military Operation Areas) and while they're perfectly legal to fly through, it's not necessarily the smart thing to do. Jeff reported that the number of mid-air collisions has actually increased, then went on to explain in more detail. MOAs A and B reach from 8,000 feet AGL to 23,000 feet, so staying below the 8,000 foot level means we should be okay. MOA C, however, reaches from the surface to 23,000 feet so we'll certainly want to know what's going on before dropping in.

Jeff discussed how some areas were used as firing ranges for the A10s, so he definitely had our attention. He went on to describe other low-level and hi-level routes and encouraged us to realize operations don't necessarily adhere to the altitudes we might expect. In addition, most of the jet aircraft based at Whiteman are not yet equipped with ADS-B – certainly the B-2 does not! So we must be even more aware of the realities that exist around this geography. Caution and a swiveling head are well advised when flying in the area.

Since the underlying theme of Jeff's talk was safety, we were riveted to his description of an unfortunate mishap between an F-16 and a Cessna 150. Unfortunately, ATC actually vectored the F-16 into the path of the 150, but the speed differentials were so great that there was no time to avoid the mid-air collision.

Jeff's talk was spot on and we appreciate the constant reminders of just how urgent safety is to pilots. He reminded us that many military guys also fly civilian planes, and that everyone has an equal stake in ensuring safe flight. It was a great presentation and we would love for Jeff to come back again. Maybe we could tak him into telling us about his experiences flying the B-2.

THIS MONTH'S PROGRAM

Have you ever wondered how great it would be to fly in the back country? You know, you have that powerful Cessna 180 with big Tundra-like tires that make getting in and out of rough spots really easy. Wow! This is the stuff those reality TV shows are made of. But for most of us, it's just a dream. Let's face it, we'd love to do it. But so far

Well, hang on because our next program will be on this topic, and presented by a guy who has enough back-country familiarity for us all. Paul Brown has graciously agreed to share his back-country flying experiences with us, and he will do so on Monday, May 17. Paul is living the dream as an airline pilot, but he's taken his 180 (with the big tires) to Alaska, mountainous Colorado, and other fascinating places. Paul will tell us all about it at our next chapter gathering. Oh! And he flies A10s for the Air Force Reserve, so there may be an added tidbit or two along the way. You won't know if you don't come, so please make plans now to attend. You can join up in the meeting room or virtually via GoToMeeting, Either way, you'll definitely want to hear more about this fascinating subject. Who knows how the spirit might move you?

RENEW YOUR CHAPTER MEMBERSHIP

A quick glance at the calendar proves that 2021 has not only arrived, it's been here for a while. Going on five months, to be sure. Most of our members have completed the new membership application and returned it, guaranteeing the most-favored treatment status they expect and deserve. A great big thank you to all who have done so. We appreciate it very much. But for a few who suffer from chronic procrastination syndrome, it's time to tackle the monster. If you would like to maintain your membership for the year, please take a few minutes now and complete the application attached to the mailing that sent you this newsletter. Then send it along with your check for \$24 (that's a bargain, folks!) to our treasurer, Rob Ravencamp, whose mailing address is printed on the application. Only those who are truly members will continue to receive those valuable and coveted member benefits after this month. We hope everyone will take the plunge so you can remain a part of the most vibrant EAA chapter in the area. We love having you and hope you'll choose to remain with us. Go do it now.

SOUND OF SPEED AIRSHOW



The beautiful weekend of May 1 and 2 found a few lucky Chapter 91 members enjoying the Sound of Speed airshow in St. Joseph. This was the area's first post-Covid airshow, and was very well attended. Of course, having the U.S. Air Force Thunderbirds performing didn't hurt at all, but there was lots more for attendees to see and enjoy. Thanks to the camera of chapter member Dave Thoeni, we are able to experience a few of the sights many of us were unable to see.

Word has it that this two-day event drew an impressive crowd, and with the very nice weather assisting, a great time was had by all who attended. This airshow first came to the St. Joe area a few years ago, and we're very pleased to see that it has returned, especially now that people are more able to get out of their houses and into the welcoming sunshine. Let's keep our fingers crossed that there will be more of these events for us to enjoy.

CHAPTER TOOL CRIB UPDATE

The next two pages outline important details concerning the chapter's tool crib program: what it is, who can use it, how to use it, and other pertinent information. As a Chapter 91 member, you have unfettered access to this valuable resource, and we hope you will take advantage of it. Any questions, please contact an officer or board member. –Ed.

Introduction

EAA Chapter 91 has invested in a selection of precision tools for the exclusive benefit of its members to build and maintain their aircraft. This document will explain how to get the most of that benefit while protecting the Chapter's interest in these valuable assets.

Basic Policy

- EAA Chapter 91 tools are intended for the exclusive use of EAA Chapter 91 members on personally owned aircraft.
- The EAA Chapter 91 tool crib cabinet is locked except during tool issue or turn-in. Keys will be held by Technical Counselors and the Chapter President.
- EAA Chapter 91 tools are not to be used in any commercial context. Specifically, they will not be loaned, shared, or rented to non-members, or used by members to provide a commercial service.
- EAA Chapter 91 tools are always the personal responsibility of the borrowing Chapter 91 member, including transit from the Eagle Hangar to the aircraft location and back. Except for normal wear and tear or product malfunction, replacement or repair following loss or damage shall be the responsibility of the borrowing member.
- Technical Counselors will answer members' questions or provide assistance in the use of any Chapter 91 owned tools.

High Dollar Value Tool Policy

- Members requiring the loan of "High Dollar Value" Tools listed in this paragraph will request training from a Technical Counselor.
- A trained "chaperone" will accompany the tool and supervise its proper use and care to ensure the member learns the proper use and care of the tool.
- High Dollar Value Tools Currently on hand:
 - Propeller Balancing Set: Dynavibe Classic.
 - Borescope with wireless adapter: Vividea Ablescope VA-400
 - Scales (three) 660 lb capacity

Mike Dooley
President, EAA Chapter 91

Continued . . .

CHAPTER TOOL CRIB UPDATE, PAGE 2

Tools included in the EAA Chapter 91 Tool Crib include:

Borescope: Vividea Ablescope VA400 with wireless link and case

Cable (electrical) tester: Eastern Tech Corp (ETC) Model E5

Electric sheet metal shear: Kett K-442

Engine Timing Indicator: Eastern Tech Corp (ETC) Model E25

Magneto synchronizer: buzz box style

Nicropress Crimper

Pneumatic rivet gun set with bucking bars

Pneumatic rivet puller

Prop balancing tool: Dynavibe Classic with accessories and case

Punch: 1" Square punch

Punch: 5/8" Square punch

Punch: 5/8" Round punch

Punch: 1/2" Round punch

Reamer: Tapered

Scales: three each *Digital Industrial Shipping Scale, Cast Aluminum Platform, Backlit LCD, AC Adapter, Max weight 660 lb, Min 1.1 lb, Readability: 3.5 oz*

Spark plug tray: Champion

Spark plug gap tool: Champion

Spark plug Lead wrenches

Torque wrench; click stop style (Ft lbs)

Torque wrench, pointer style (Ft lbs)

Torque wrench; click stop style (in lbs)

Wrenches: Lycoming cyl. Base wrenches (two styles)

Please note that other member-owned tools are available in the chapter including engine hoists, differential compression testers, oil can cutters, etc. Ask a Technical Counselor about any specific needs.

GATHERING INVITATION

Here is the invitation to access our May chapter gathering online using the GoToMeeting app. If things continue as they are, we may not need to do this too much longer, but for now, you have the option of attending either in person or via this app.

To get the app, go to <https://global.gotomeeting.com/install/752578293> and download it, then install it to your PC, tablet, or other device. To access the meeting, go to <https://global.gotomeeting.com/join/752578293> and you'll be with us online. You may also dial in from a regular telephone by calling [1 872 240-3311](tel:18722403311). When prompted, enter the access code: 752-578-293.

See you Monday evening, May 17 at 7:00 p.m.

BUILD AND FLY PROGRAM TO RESTART

The good news just keeps on coming, and that includes the recent announcement that our EAA Build and Fly program is looking to restart. This is the course that teaches young people how to build a model radio-controlled airplane, then learn to fly it. Susan Calvin heads this program and she's hopeful she can get everything back in gear in June. The airplane started taking shape prior to the untimely Covid visit, and Susan believes it's time to complete the project and get it into the air. This is a great introductory program for some very lucky kids, so please check with Susan to find out how to get involved – either yourself or some young folks you know. Learning to fly by radio control is a real challenge, since you are not physically inside the airplane. But it can be learned with the aid of patient and willing instructors, which is a significant part of this program. Let's get going!

CHAPTER COOKOUT SCHEDULED

You have to love the longer days and warmer weather. That signals all kinds of good stuff we can do in our efforts to emerge from this last icky winter. One thing you'll enjoy is attending a chapter potluck cookout at the Larry Young Eagle Hangar on Friday evening, May 21. We'll be prepping the hangar at 1:00 if you'd like to come by early, otherwise the grills will start up at 5:30 with serving lines forming around 6:00. Two points should be noted: First, this is a potluck, so please bring something to share. The chapter will furnish the burgers and hotdogs. Second, this is considered an outdoor event, so the mask guidelines will be relaxed. Wear one or don't. But if you go inside, you gotta have one. You have been warned! We hope you can make it to this long overdue event.

FLYING START SCHEDULED

After a long, dry, season, Chapter 91 is reawakening our ultra-popular Young Eagles event on Saturday, May 22. Please note that this is not our usual third Saturday as we've been used to – instead, it's scheduled differently because it's actually a bit of a dry run for us. Consequently, there will be several differences you should note. First, there will be no pancake breakfast. In fact, food will not be served at all. There will be a smaller number of Young Eagle kids present because we will be trying to work the final kinks out of the online sign-up service introduced by EAA headquarters. Other chapters have used the online system, but this will be a first for us, so we prefer to keep the background roaring to a minimum while we smooth out the details. Once we're comfortable with how the system actually works, we'll be ready to go full speed ahead.

The event will run from 8:30 till noon. Since the hangar will be open, masks will not be required, though individual pilots may specify otherwise for their flights. Again, please remember that no breakfast will be served, so eat heartily before you come. We're looking forward to seeing you for this exciting reopening of our Young Eagles season.

YOUNG EAGLES SEASON OPENER

After a long, dry, season, Chapter 91 is reawakening our ultra-popular Young Eagles event on Saturday, May 22. Please note that this is not our usual third Saturday as we've been used to – instead, it's scheduled differently because it's actually a bit of a dry run for us. Consequently, there will be several differences you should note. First, there will be no pancake breakfast. In fact, food will not be served at all. There will be a smaller number of Young Eagle kids present because we will be trying to work the final kinks out of the online sign-up service introduced by EAA headquarters. Other chapters have used the online system, but this will be a first for us, so we prefer to keep the background roaring to a minimum while we smooth out the details. Once we're comfortable with how the system actually works, we'll be ready to go full speed ahead.

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Cessna Steam Gauges For Sale!

Get Them While They're Hot!



- All electrics are 28V.
- All were working fine when removed from 1999 Cessna 182 for panel upgrade(s).
- Asking prices shown below.
- May be seen at KLXT by appointment.

Contact:

Jeanné Willerth

www.jeannewillerth.com

816-679-6084 c

Instruments from 1999 Cessna 182	Part #	Serial #	Price
Cessna 3" DG w/ heading bug for autopilot	Cessna S3330-2	T53012D overhauled 10-16-02	\$700
Cessna Altimeter	5934P-3	396297 certified 9-12-07	\$250
Attitude indicator	Cessna S3326-1	T69465N	\$350
Air Speed indicator with 182 markings	Cessna S3325-5	T38028B	\$250
Vertical speed indicator	S3327-1	284573	\$200
Fuel gauge shows left and right tanks	Cessna S3317-3	2680 mfg 10-1-03	\$250
Vac/Amp gauge	Cessna S3280-1	2127	
Entire Vacuum system			
Oil pressure/ Temp Gauge	S3279-1	2051	\$700
Dual EGT and CHT Gauge	Cessna S3305-2	489	\$500
Tachometer	Cessna S3329-4	0837	\$300
Manifold Pressure-Fuel flow Indicator	Cessna S3304-1	C99604	\$400
ADF KR 87	Bendix-King 066-3063-00	46463	\$100

Pilot Shortage Threatens Airline Recovery

Russ Niles *AvWeb Flash*
March 7, 2021



The pandemic-paused pilot shortage will be felt again by 2023 and back with a vengeance by 2025, according to a [new study](#) on the pilot supply. The report, by the consulting firm of Oliver Wyman, says the aviation industry could be short as many as 50,000 pilots worldwide by the middle of the decade after full recovery from the pandemic. The study also says North American operators will see the shortage first and feel it hardest. "In North America, with an aging pilot population and heavy use of early retirements, the shortage reemerges quickly and is projected to reach over 12,000 pilots by 2023—13 percent of total demand," the report says.

The U.S. industry has created the perfect conditions for an acute shortage by using early retirement incentives to get rid of high-price senior pilots. Most of those pilots will not return to the industry and they'll be joined by a cadre of mid-career professionals who are tired of the cyclical nature of the business and have moved on to other work. The situation is compounded by the fact that the high cost of training and the anecdotal reports of the insecure nature of the job are discouraging young people from getting in. Even banks that had recently started financing pilot training are having second thoughts.

The firm says the looming shortage is one of the greatest threats to airline recovery and says carriers must be proactive in attracting, retaining and training pilots and the sooner the better. "How quickly airlines can regrow their operation will be guided by how quickly they can regrow their pilot ranks," the study says. "Those that take action now increase the agility of the airline to capture demand as it recovers."

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Lee's Summit, MO
64064

THE MONTHLY NEWSLETTER
EAA CHAPTER 91
May 9, 2021



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