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**EDUCATING**

Passing along our knowledge and love of aviation is something Chapter 91 is known for. We often share our hard-earned experiences with the younger generation; It’s just the right thing to do. Last year, Summit Technical Academy send several students to learn from us, and they wanted to do it again this year. How could we not? The chapter will be hosting some of the area’s brightest early in December, and you may want to get in on the fun. Find out more on Page 9 inside this issue.

**Special points of interest:**

Our next gathering will be in Monday November 18 at 7:00 p.m. IMC/VMC Clubs meet the 2<sup>nd</sup> Monday of each month at 7:00 p.m. Next Young Eagles Rally & pancake breakfast is Saturday, April 19, 2025. 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

What a great finish to our Young Eagles season! We flew our highest single-day amount for the season with eighty-six in October. The weather was certainly great for this final one. Breakfast was awesome as usual. Thanks once again for all those who have regularly volunteered and supported these events throughout the year.

Our November gathering will be on Monday, November 18. We will have Dave McFarlane from McFarlane Aviation Products in house as the presenter that night. So please attend if you can.

Two Hedrick Scholarships worth \$1,500 each were awarded to Benjamin Caughron and Logan Johansen at the October meeting. Please congratulate them on this award when you get the chance! We will do this again in the spring.

Our last major event will be the chili dinner in December. So, dust off your secret recipes for our annual chili dinner and contest in December.

We are in the process of organizing a educational day with the students of Summit Technical Academy. We have tentatively set this up for Monday, December 16. We will need support for flights and ground presentations. But we'll cover more at our gathering.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club: Monday, November 11, 7 pm. In person only.
  - Chapter gathering: Monday, November 18, 7 pm.
  - Date for next board meeting: Monday December 2, 7 pm.
  - Chili contest and dinner. December 16, 6 pm.
- Summit Technical Academy Day. December 16, 6 pm.

See you at the next meeting!



# EAA CHAPTER 91 GATHERING

## MINUTES

October 21, 2024

- I. The meeting was called to order by President Rob Schmitt at 7:00 pm. To all our guests and newcomers this month, welcome! The Pledge of Allegiance was led by Dennis Bordner. In the past two months we hosted our final Young Eagles events for the year and helped with the Columbia, MO Young Eagles event. A friendly reminder that there will be no potluck in November, but we do have the chili dinner and competition in December to look forward to. Last month's gathering notes were approved as published in the newsletter with a motion from Chris Hope and a second by Bruce Hood. The memorial brick for Don Browett was placed in the memorial walk. Chris provided a brief recap of the previous two Young Eagles events and the Young Eagles event that we also ran in Columbia, MO. Rain put a damper on September's Young Eagles, but we made up for it in October and flew eighty-six kids that day! The Columbia event was regarded as the best one they had seen, and kids came from all over. Our estimated unofficial year-end count is 414 kids flown in 2024. Thank you to all who helped make that possible.
- II. Old Business: Jim Brady informed us that Layla is scheduled for her flight check next week and should be taking her checkride soon! Rob reported that the chapter received four applications for the Hedrick Scholarship this fall and all applicants were worthy. Our two winners were Logan Johansen and Ben Coughlin. Congratulations to all! The next scholarship window will be in the Spring of 2025. Our chapter has many talented members, so if you are interested in classes relating to aircraft electrical systems, sheet metal, composites, or others, reach out to Mike Dooley and/or Rob Schmitt. Susan Calvin is coordinating the RC Model Build and Fly program and provided an update that there are four sessions left and that the wings are almost complete. New shirts and hats are available for sale! It's the most wonderful time of year, Phil Ishmael has brought the chapter the gift of EAA 2025 calendars for sale.
- III. New Business: Officer elections are being held in November, and while the current slate of officers has agreed to do another term, nominations are still open if members wish to serve. The current nominations are as follows:  
President: Rob Schmitt, Vice-President: Chris St. Germain, Secretary: Becca Danik, Treasurer: Sandy Rice, Board Members: Jim Brady, Paul Rodriguez, Larry Rhoads, Phil Ishmael
- IV. Announcements/Wants and Needs: Bruce Luedeman has a Rotax 503 for sale along with props and parts. Contact him to make an offer. Jeanne Willerth has a 2024 FAR/AIM that she is willing to loan out to anyone who has a checkride. Mike Dooley donated the new Test Card Book and Flight Test Manual to the chapter library. Sara Etherington's uncle has several old avionics for donation. She is also a part of a new CFI study group. Contact her for details regarding both. Patrick Schutt has a Falconair Maranda high wing for sale along with other miscellaneous plans. Contact him at 816 405-0728.
- V. Calendar: November board meeting: Tuesday, November 5th, 7 pm. IMC/VMC Club: Monday, November 11, 7 pm. November chapter gathering: Monday, November 18, 7 pm. Chili contest and dinner: December, 16, 6 pm.
- VI. Presentation: Micki and Greg Shetterly presented to the chapter.



Our next meeting of the IMC Club will be **Monday, November 11th at 7:00 p.m. Central Standard Time.**

As instrument pilots, we are continually told to trust our instruments. But what about those times when they are giving us conflicting information? Who do you trust?

And why can I say that the airspeed indicator does not measure airspeed, and the altimeter does not measure height above anything, and the vertical velocity indicator does not really know how fast we are going up or down?

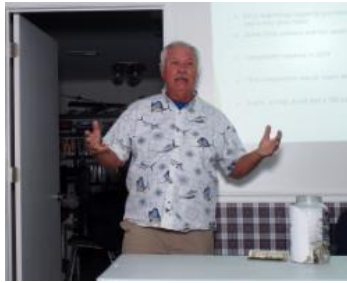
Come join us and share your thoughts.

**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. IMC 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



When Greg and Micki Shetterly got married in 1972, her father, a secret pilot, owned a Cessna 172. You see, he owned an airplane, but his authorization to fly it was – well – nonexistent. That made it easy to borrow the plane for their honeymoon. They painted the requisite “Just Married” on the sides and took off for a few days of alone togetherness. Upon returning home, somehow the wording never really came off. We can only imagine the ribbing her father must have endured. That’s how Greg kicked off the evening’s stroll through their impressive aviation past. Obviously, a great deal was left out, but with Micki cheerfully coaching from the side, Greg told us about just one flight-related segment of their lives: aerobatics.

Their first airplane was a Cessna 120. Then in 1995, they bought a Citabria in which Greg took one-half hour of aerobatic instruction before entering his first IAC competition in Joplin, Missouri. There he learned all about the “box,” a 3,200 foot cube of airspace located 1,500 feet AGL in which a required series of aerobatics must be performed. His initial maneuvers included a spin, loop, roll, and 180 degree steep turns. The restrictions imposed by the box make for some very interesting figures when seen from a novice aerobatic pilot’s point of view. Those figures are then critiqued from the ground by trained judges who know what they are supposed to look like.

Greg made his initial impressions of aerobatic flying sound a bit comical, but he continued entering competitions – Micki ultimately became a judge—and they continue performing aerobatics to this day, including flying with their sons, Joe and Jeff, in The Shetterly Squadron where Micki is the announcer.

Now, neither Greg nor Micki are “novices,” since both have accumulated massive numbers of hours. Both are CFIs, and Greg has flown as a freight dog, DPE, corporate pilot, and numerous other jobs earning him more than 20,000 hours. Now happily sort-of retired and living the snowbird lifestyle – summers at Stockton Lake and winters in south Texas – the Shetterlys continue to enjoy flying on their own terms. It was great to see them again, and we hope they’ll come back.



## **THIS MONTH'S PROGRAM**

If you've been around aviation for any length of time at all, you have heard of McFarlane Aviation Products. McFarlane is located close-by in Baldwin City, Kansas and has been in business since 1971 – that's more than fifty years of stability and aviation knowhow. McFarlane Aviation designs and manufactures thousands of FAA-compliant parts that help keep your airplane flying.

There's a real story behind the success of this internationally-respected company, and we will hear all about it from the founder and current CEO, Dave McFarlane, at the upcoming chapter gathering, Monday, November 18. You will want to hear Dave's story because he is obviously doing something right. And if you own or hope someday to have your airplane, chances are you will benefit from knowing what Dave does.

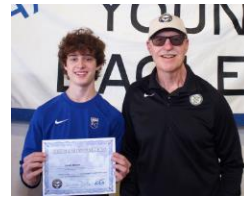
We will meet promptly at seven p.m. so you will want to grab your seat early. And if you are unable to join us in person, you may still attend the gathering using our trusty GoToMeeting app. That allows you to tune in over your PC or other smart device or even via a telephone. If you need that access, be sure to see the document attached to the supporting email message. That contains the appropriate information to get you into the gathering without actually being present. See you then!

## **NO POTLUCK COOKOUT FOR NOVEMBER**

Now that our Young Eagles season has ended, so have our monthly potluck cookouts. We just can't ask our dedicated volunteers to continue grilling in the snow. (Although, they'd probably be willing to do it!)

Consequently, we will not hold another of these until April of 2025. That doesn't mean we will give up special meals during the winter – just not the same ones. We will hold our annual chili contest and dinner in December, and February always hosts our popular annual banquet. So don't despair – you will still be invited to eat with us, just not on the same schedule. Stay tuned to this newsletter for updates on the eating front.

# SOME OF OCTOBER'S YOUNG EAGLES



# SCHOLARSHIP UPDATES

Quite a bit is happening on the scholarship scene, and we wanted you to be up to date.

## **Ray Scholarship**

At last month's chapter gathering, Ray Scholarship Coordinator Jim Brady announced that Layla Cranston had scheduled her checkride. The weather was gorgeous, except for the appointed day, when rain and wind blew in just for meanness. However, while she could not fly, she did complete the verbal portion of the exam. Then on Friday, November 1, Layla was able to complete her checkride, and we are pleased to announce that she is now a proud member of the private pilot team. Our sincerest congratulations to Layla for a job well done!

Jim recently announced that we are again planning to apply for a slot in the next round of scholarships. He was pleased to report the scholarship amount has been raised to \$12,000, making this program even more attractive to worthy candidates. Since Oshkosh administers the program for the Ray Foundation, we must apply for a slot. However, Jim is optimistic since we have been successful for the past six years, and anticipate we will earn a position again. Once that is announced, we will be seeking qualified candidates to compete for the scholarship money. If you know anyone you'd like to see receive this money, please let Jim know. You'll find him at most every chapter gathering.

## **Hedrick Scholarship**

Rob Schmitt has revealed that the chapter has presented two more Hedrick Scholarships for the fall season. These are cash awards of \$1,500 and are typically presented to two nominees. While this scholarship is not as rich as the Ray program, it comes with fewer restrictions on age and purpose. The only real constraint is that we'd like to see some financial need.

Rob recently reported that this fall's prizes went to Benjamin Caughron and Logan Johansen. Both have won the award before and have earned it yet again.

Rob thanked everyone who applied and will announce details for next spring. The amount of money available at that time will determine how many scholarships will be awarded. We'll keep you posted.



# SUMMIT TECH ACADEMY COMING



Griff Pickett (L), Earl Downs (C), and Mike Dooley (R) explain various technical aspects to last year's Summit Technical Academy students.

Last October Chapter 91 hosted a number of aviation-minded youngsters from our local Summit Technical Academy. STA has several areas of interest and study including an aviation-related course. A fairly large number of students are involved with that program and many of them came to learn more about it. These were some of the sharpest kids in the metro, and they really enjoyed their time with us last year. We provided a thorough introduction to various aspects of aviation. To illustrate some of these functions, we set up several stations through which the students rotated where they learned about aircraft building and maintenance. Some of these included working with sheet metal, composite materials, electrical systems, structures, and even how to perform a walk-around preflight inspection.

That program was so successful, they have asked to come back again this year. Of course, we agreed. We are planning to hold the event on Monday, December 16 in the Larry Young Eagle Hangar at the Lee's Summit Municipal Airport.

A major part of this presentation involves actually flying the students much like our Young Eagles program does. So in addition to the technical aspects mentioned above, we are also going to need some pilots to volunteer their time and their airplanes to make this day the success we know it will be.

We will not be serving lunch, but there's a bit more to it than is mentioned here. Rob will explain further about our plans at the gathering, November 18. You may want to join us in working with the STA kids, and if so, we would love to have you. So please be sure to attend our next gathering to learn more about it.

# ANNUAL CHILI DINNER AND CONTEST

Each year Chapter 91 has hosted a chili dinner which is held to show appreciation for our members; a year-end gift, so to speak. Originally, Pam Ratliff, longtime chapter secretary and treasurer, did the cooking and serving. It was her way to say thank you to everyone at the close of another successful year.

The popularity of that event meant it would continue after Pam retired from her positions. And, just for the fun of it, the evening has morphed into a contest where brave members may prepare and present their greatest secret family chili recipes to the membership for judging. Winners are recognized in several categories, including the best, the most popular, and the most likely to require the fire department. The ultimate winner earns the small, traveling Buddha statue earning him or her boasting rights for the year. As brutal as this contest may be, the number of participants continues to grow, offering yet one more reason to come out and put on a Chapter 91 feedbag.

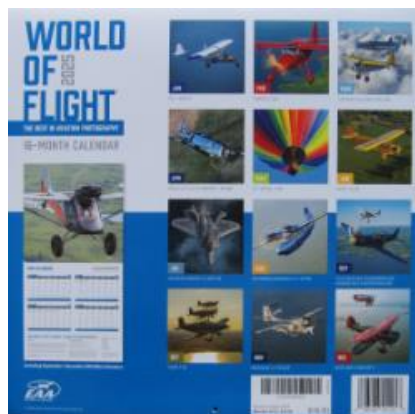


Above are 2023's winners: (L-R) Bill Dooley, Brian Tepper, Charlie Wayne Moore, and Larry Rhoads. (I'm still looking for a picture of that Buddha.)

The attendance at this event is open to any Chapter 91 member and spouse or immediate family members – within reason, of course. There is no charge, though as always, you may donate to help offset the chapter's expenses. If you would like to enter the competition, just show up a little earlier than usual with your offering in a Crock Pot or similar serving vessel. The bravest attendees will stop by to sample everyone's contribution and will vote for the various categories presented. The winners will be recognized at the end of the evening and will have their pictures taken for ultimate publication in this newsletter. That also helps enshrine those accomplishments in the vaunted annals of the organization.

We will provide further details at the November gathering, Monday, November 18, and in December's newsletter. The evening is always well attended and we hope you will be able to join us to share in the camaraderie and the fun. Oh, and BYOB, of course.

# 2025 EAA CALENDARS



In a world where fewer and fewer organizations are offering calendars, EAA has continued to support this custom. Again this year, Chapter 91 has made a bulk purchase in order to provide its members a quality calendar using some of the best aviation photography you will find. This year, the \$12 calendar (no sales tax or shipping, by the way) covers a full sixteen months starting with September of 2014 and going through the entirety of 2025. That makes these calendars just seventy-five cents per month! If you would like one of these calendars, please notify Phil Ishmael, who is once again heading up these efforts, or ask an officer or board member at the next gathering. You may email Phil at [phil@ishml.com](mailto:phil@ishml.com).

## CHAPTER HATS AND SHIRTS AVAILABLE

As a proud member of Chapter 91, you might just want to make that boast to all your friends and family. How? With a Chapter 91 cap, shirt, or both. The baseball caps are offered in two types with the chapter logo on the front, and the shirts are available in T- and polo-shirt styles. Colors and sizes vary widely so you can select what suits you best.

Phil Ishmael is handling the apparel program and would be happy to help you find exactly what you would like. He will be at our next gathering, Monday, November 18, or you can contact him directly at [phil@ishml.com](mailto:phil@ishml.com). Prices for both the caps and shirts are beyond reasonable so we would encourage you to get some of our stuff and declare your affiliation to the world. Not only that, but people may ask what it's all about. Then you have the perfect excuse to promote aviation, EAA, and Chapter 91.

Chapter 91 is one of the very top EAA chapters in the world, so showing your association is certainly something to be proud of. Please take a few minutes to find out more about our apparel. You'll look really sharp, and you won't be sorry.

# TIME TO RENEW CHAPTER MEMBERSHIP

We are rapidly approaching the end of the year, and that means it's time to renew your membership with Chapter 91. You will find a copy of the 2025 membership application on Page 17 of this newsletter and another copy as an attachment to the forwarding email. Either way, please print one out and fill in the appropriate information. For most, a check on the space following "Renewal" will get you started on the abbreviated process. However, please be sure to fill in your name, confirm your EAA number and expiration date, then make absolutely sure your current email address is listed (and that it is legible). Please take that last part seriously because we often have to troubleshoot why someone is not receiving information from the chapter. Too many times it's because we misread the squiggles in the email address. If your writing is anything like mine, it can be very frustrating to decipher what's what. Since penmanship was never my best skill I can appreciate how this happens. So please double check to be sure everything is clearly written. Remember, the newsletter and other important information now arrive on your computer rather than your mailbox.

Keep in mind that our dues have changed: they are now \$36 per year – that's equal to just \$3 per month. You can bring your completed application and a check to the upcoming chapter gathering or even the chili dinner and contest next month. Failing that, please drop it in the mail posted to the chapter's mailing address shown in the lower portion of the application. Better yet, you can even go online to [www.eaachapter91.org](http://www.eaachapter91.org) and pay using our PayPal capability. Just be sure to remember that we still need that completed application.

Please take just a few minutes to take care of this. Remember, all of us are unpaid volunteers who want you to continue receiving the benefits from Chapter 91 membership. Completing this minor but important application and providing payment will make it much easier for us to ensure you remain a valued member of one of EAA's premier chapters. Please do it now. And welcome back!



# CHAPTER ELECTION UPDATE

It must be something in the air. It seems there's a national and local election every time our chapter holds one. Or maybe it's just the calendar. Whatever, it's time to finalize our next two years' worth of officers and board members. We will accomplish that at our upcoming chapter gathering on Monday, November 18.

While all current officers and board members have agreed to serve another two-year term, any member in good standing may also run. We will solicit nominations from the floor that evening, and if any of those nominated draw more votes, those nominees will win a position.

Since we did not receive a lengthy list of candidates wanting to run, we will not submit a printed ballot. Instead, voting will be accomplished by voice acclimation. So yes, you must be present to vote. And if you want to nominate someone who is not present or has not given permission, well, that won't happen either. You'll just have to get revenge some other way.

As a reminder, all positions up for a vote will hold office for a two year period; all who win a position will officially take office January 1, 2025. The next election will be in 2026.

So, who's who and what's what? Here's the slate as of today:

## OFFICERS

President	Rob Schmitt
VP	Chris St. Germain
Secretary	Becca Danik
Treasurer	Sandy Rice

## BOARD OF DIRECTORS

Jim Brady  
Paul Rodriguez  
Larry Rhoads  
Phil Ishmael

If you would be interested in any of these positions, be sure you are present at the Larry Young Eagle Hangar promptly at 7 p.m. on Monday, November 18. And if you don't want to run, we still need you to voice your vote for those who do. Thanks to everyone willing to help support the chapter – either as an official or as an interested voter. You are what makes this chapter great!

# WHAT'S IN A NAME?

by Earl Downs

The Wright Brothers' early flights in 1903 and 1905 should have made the headlines the world over. The unusual fact is that in Europe, their successes were widely published, but in the United States very little was written about them. There is a reason for this, but I'll save that for another day.

This story is about some men you have never heard of, yet they created a giant in the aviation industry that lives on today. It started with a young immigrant named Tony Stadlman and two brothers of German descent.

Tony was a seventeen-year-old student of science in Prague, Czechoslovakia when the Wrights flew in 1903. He was fascinated by the published accounts of their feats and studied everything he could about airplanes. He left for the United States in 1905 (to avoid the Austrian government military draft) and applied for a job with the Wright Airplane Company. Not successful, he ended up in Chicago working in a hotel where he learned to speak English.

After a few years, he saved up half the \$300 tuition for the Chicago School of Aviation and enrolled. The new school did not have a plane and the students' job was to build one. Stadlman was a brilliant craftsman and was put in charge of the airplane building. In January 1911, Tony went to the Chicago Race Track to watch two brothers fly a plane they had built. Allan and Malcolm Loughead were moderately successful and after talking with Stadlman, they hired him to help build a better plane. Their company was named the International Airplane Company.

Tony worked with the Lougheads for a while and then struck out on his own. He designed a seaplane for the Howell Company that flew well but unfortunately, Tony crashed it. After the crash, he decided that building airplanes was a good deal, but flying them was not. He never flew again.

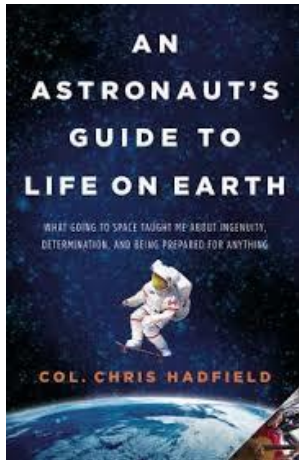
In 1918 Tony Stadlman ran into Allan Loughead again and was talked into rejoining the brothers in Santa Barbara, Calif. The Lougheads had a military contract to produce a seaplane design and wanted Tony to be the production chief. They also needed someone with expertise in structural engineering. Not having the funds to hire "the best," they sought an inexpensive answer by interviewing students at the Santa Barbara High School. They hired a high school senior by the name of John K. Northrop.

The Loughead brothers thought that their German name was not a good company name in 1918 due to what we now call World War One. They changed the spelling so that it could be pronounced correctly and would not look so German.

The new company's name became The Lockheed Corporation. Ever heard of it?  
Note: Northrop did okay for himself as well. But that's another story.

# ***Book Review – An Astronaut’s Guide to Life on Earth – What going to space taught me about ingenuity, determination, and being prepared for anything*** **by Col. Chris Hadfield**

*Review by Chris Hope, Master CFI*



Growing up with the space age, I have read my share of space biographies. From John Glenn and Neil Armstrong, through stories from shuttle pilots, I have had a front-row seat to the conquest of space. While they have all been fascinating, they have generally all been a straightforward telling of the events and the sensations of the teller. From the title to the end, Col. Hadfield’s book is different. He does talk about his life prior to NASA, and he does talk about his three space missions. But he really wants to talk about how training for space, and actually flying the shuttle and commanding the International Space Station affected his outlook on life.

For example, he talks about fitting in as “the new guy,” and he relates how he realized that he could either be a “minus one,” a person who is a detriment to the mission, a “plus one,” a person who is an asset to the mission, or “zero,” someone who is just there. And he points out that most of us want to be plus one, but sometimes when we are the new guy on the team, it is better to be a zero. If you really don’t know what you are doing yet, better to watch and learn rather than jump in with ignorance and make a situation worse.

Or, is it a good idea “not to sweat the small stuff”? His recommendation is to sweat all of the small stuff. By having all of the small stuff covered, the big stuff will be covered as well.

And what about multi-tasking? Astronauts really don’t multi-task. They focus single-mindedly on the task at hand, and when that task is past, they ask themselves, “What is the next thing that could kill me?” Let’s deal with it.



And what about moving up the career ladder? Chris was selected by the Canadian Space Agency in 1992, but his first mission did not launch until November 1995 when he held the position of mission specialist. Six years

would pass before he would fly again, and again as a mission specialist. And then he would not return to space until the end of 2012 when he commanded the International Space Station. And like all of the astronauts, during the twenty year period, he held command positions within NASA, and he held supporting positions. He notes – we all serve in the position that required at the moment.

How do you deal with being the number-one guy? By realizing that you would not be the number-one guy if you did not have a thousand and one other guys attending to every detail. And then understanding that your next role is going to be one of those thousand and one other guys supporting a different number-one guy.

Col. Hadfield tells a fascinating story of just being a guy who knew what he wanted to be from the time he was a child watching Neil Armstrong step on to the moon. And even though at the time there were no Canadians involved in space, he knew had had to be ready. And in relating his experiences on the Shuttle, in Russia, and on the ISS, he also relates the skills we all need to get along with our fellow man on earth. An enjoyable book.



*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)*

## **SOMETHING TO THINK ABOUT**

You probably know that Chapter 91 is recognized by the IRS as a charitable organization. We hold a 501(c)(3) designation which grants us certain privileges and permits us to accept charitable donations tax free. We already benefit from this by your dues payments and other contributions you so graciously make.

One area that may not be clear is our ability to receive donations from an estate through a will or trust. Providing for your family is most important, but helping the chapter can also offer a significant lifeline.

If you have not considered it before, please give some thought to remembering Chapter 91 in your estate plan. There are some very sophisticated tools available that your lawyer or CPA can explain if you'd be interested. But either way – simple or complex – by doing so, you can help sustain the chapter to keep up our valuable work. It's just something to think about.



EAA CHAPTER 91 MEMBERSHIP APPLICATION 2025

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 2025 DUES PAYABLE TO:

EAA CHAPTER 91  
2750 NE Douglas St  
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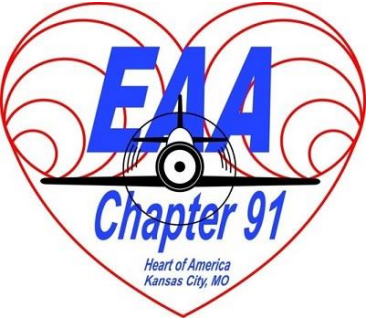
RENEWALS SHOULD BE RETURNED BY FEBRUARY 15, 2025

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/>

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**THE MONTHLY NEWSLETTER**  
**EAA CHAPTER 91**  
**November 10, 2024**



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