

## RECONNECTING

We always enjoy seeing our former Young Eagles return for a visit, and last month was no exception. Back in 2010, Chris St. Germain (left) flew Melissa Saylor (center) on her first Young Eagles flight, and in 2004, Jeanné Willerth (right) did so again. But last month, Melissa stopped by to visit her stepmother, Chapter 91's former secretary/treasurer Pam Ratliff, and helped us put together this photo recalling that warm reunion. We were pleased to be able to document this heartfelt remembrance.

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### **Special points of interest:**

Our next gathering will be in Monday September 16 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, September 21, 2024. We're always looking for good ideas for programs. Please contact Chris St. Germain with your information.

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

EAA Chapter 91 president Rob Schmitt

August certainly turned out to be a busy month for our chapter! We successfully pulled off another outstanding Young Eagles and pancake breakfast and supported another event in Ottawa, Kansas. Much thanks to all our volunteers once again. If you haven't heard, we are going to support a Young Eagles event in Columbia, Missouri on Saturday, October 5, so if you can, please participate. I am sure we can use both pilots and ground support for this one. Breakfast will be served by the host facility, the Jet Center FBO.

We are back at it with another Young Eagles rally and pancake breakfast event this coming September 21 as well. Hope to see everyone there!

Our Hedrick Scholarship is open for applications right now, so if you are interested, please contact me at [robert7721@aol.com](mailto:robert7721@aol.com). Applications are due by 1 October, and we will award the winners at the October gathering.

A quick note on the security of our Eagle Training Room and the hangars: please remember to lock them – with the deadbolt – when you leave. We haven't lost anything recently but let's be vigilant to keep our valuables secure.

There is lots going on in the chapter for the remainder of this summer and fall. Please help us out where and when you can! Oh, and Go Chiefs as they start off another football season!

Upcoming Chapter 91 highlights include:

- The IMC/VMC Club meeting on Monday, September 9, 7 pm.
- Next Gathering Monday, September 16, at 7 pm.
- Young Eagles hangar setup at 1 pm, and our potluck social at 6 pm on Friday, September 20. Italian theme.
- Young Eagles flights/pancake breakfast on Saturday, September 21.
- Next board meeting is Tuesday, October 8, at 7 pm.



# EAA CHAPTER 91 GATHERING

## MINUTES

August 19, 2024

- I. The meeting was called to order by President Rob Schmitt. To all of our guests and newcomers this month, welcome! After being led through the Pledge of Allegiance, Rob Schmitt presented a recap of last month's event. Over the past month we raised \$1,950 from EAA for the Ford Tri-Motor visit and approximately \$800 from our own sales. The chapter experienced great turnout for the various events held at AirVenture. Meeting minutes from August were approved as published and Becca updated that a memorial brick for Don Browett is in the works. The next Young Eagles event is September 2, 1 and Chapter 91 will be running a Young Eagles event in Columbia, MO on October 5. If you are interested in helping with Young Eagles or pancakes, please reach out to Chris St. Germain.
  
- II. Old Business: Jim Brady shared the good news that Layla has soloed! Her training is progressing along nicely. Rob informed the chapter that another round of Hedrick Scholarships is now open for applications. If you are interested, please contact Rob. All applications are due by October 1. 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. Chapter members have recently been flying to different breakfast events on a regular basis. Currently there 20 members on the distribution list for these events, so if you want to be added, please let Rob or Chris St. Germain know. Any ideas for fly-outs are welcome! Susan Calvin is coordinating the RC Model Build and Fly program, but sadly the Boy Scouts troop has backed out. If anyone knows youth that would be interested in participating, please let the chapter know! New Chapter 91 shirts and hats are available for purchase.
  
- III. New Business: There was no new business.
  
- IV. Calendar: September board meeting: Tuesday, September 2, 7 pm. IMC/VMC Club: Monday, September 9, 7 pm. September chapter gathering: Monday, September 16, 7 pm. Potluck and hangar setup: Friday, September 20. Young Eagles and pancake breakfast: Saturday, September 21.
  
- V. Program: Earl Downs talked about purchasing an experimental aircraft.



The next meeting of the IMC Club will be **Monday, September 9 at 7:00 p.m. Central Standard Time.**

**VOR** – And old instrument, a relic of the last century. Right? Not necessarily. Come join us for a discussion on why it is still relevant for instrument pilots, and how we pilots in the Kansas City area need to make sure that it is accurate when we need it. (If you are a GPS kind of pilot, you may be surprised at what you are overlooking.)

**We meet at the EAA Chapter 91 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.

This seminar will qualify for credit by the FAA Wings Program.

*Chris Hope, CFI-I, IMC Club Facilitator  
2015 FAA National Safety Advisor of the Year  
2018 FAA Flight Instructor of the Year, Central Region*

# LAST MONTH'S PROGRAM



Let's say you earned your pilot's license and developed an itch to have your own plane. That can get expensive, so what are your options? A flying club can help, but will sharing the plane with others affect your flight schedule? You can certainly buy a new or used airplane, but that comes with its own caveats too. Thanks to EAA, you can also build one. But are you really up to that? You'll save money, but building takes lots of time. Well, how about purchasing a homebuilt, either completed or in semi-completed form? That would expand those options.

Earl Downs knows of what he speaks. Having run a very active FBO and flying school, plus years as a DPE, Earl also built a Zenith 601 and sold it to someone like you. Earl calls it "Downline ownership," and explained what needs to be understood for the purchase to be fulfilling.

Earl had an aborted start on a Wittman Tailwind, and an unfinished rebuild of a Luscombe. He did complete a Kit Fox which won a Lindy award at a past AirVenture before building a Zenith CH 601 XLB. So he's been down the road personally, and offered some well targeted thoughts. If you decide to purchase a completed EAB (Experimental, Amateur Built), EAA offers some pertinent documentation to help you after you own it. One key is in who can maintain it. Wichita iron is handled by someone else – a licensed A&P. But an experimental may not be welcomed by most of these technicians. If the builder owns that plane, he or she can have the authorization to perform most of its maintenance, but when someone else buys it, that rule does not apply to the new owner. Such routine functions as annual inspections can become far more complex.

Earl covered many technicalities which exist thanks to the government-regulation nature of aviation. He also discussed variations of ultralights, airworthiness certificates, manufacturer designations, which homebuilts have and do not have support from their originators, and other items most of us never thought about.

Since our chapter exists for homebuilders, the scope of Earl's talk was well received, and those of us who have not built, learned a great deal. Thanks, Earl! We appreciate your insight.

## THIS MONTH'S PROGRAM

Last month this newsletter published a story on one of our Chapter 91 members winning a Gold Lindy award for his outstanding Lancair Legacy at Oshkosh in July. That same member, who also races at Reno, received even more notoriety as the winner of the 26th annual EAA AirVenture Cup Race, held just prior to opening day at AirVenture 2024. And it just so happens that our next speaker will be that member, Tom McNerney. Tom has promised – weather permitting, of course – to have his beautiful plane (race number 55, “Unleashed”) parked on the ramp just outside the Larry Young Eagle Hangar for all to observe. If you have not seen it, it is impressive! But so is Tom, who owns Laminar Consulting, LLC, a local business focused on aiding airplanes to get built and go faster.

Tom, whose flying bug bit years ago at a Young Eagles event, has spoken to us before, though it's been several years. Those who remember will agree that he presents a most interesting and informative program. While we expect Tom will tell us about winning the Grand Champion Kit Built award and will undoubtedly entertain us with details of that recent race win, we can expect a bit more as well. We hope you can join us on Monday, September 16 starting promptly at seven p.m. As usual, the location will be our clubhouse at the Lee's Summit Municipal Airport. See you then!

## SEPTEMBER'S POTLUCK COOKOUT

Our traditional potluck cookout will be held on Friday, September 20 starting at six pm. It will be preceded by our typical hangar setup which involves the monthly airplane moving party and rearranging for the following day's Young Eagles event. That hangar party typically kicks off around one p.m. but contact Rob Schmitt (816 309-0099 or [robert7721@aol.com](mailto:robert7721@aol.com)) for the latest details and more precise information. Or join us at September's gathering, Monday, September 26, and find out everything you ever wanted to know.

At the potluck, we will follow an Italian theme where the chapter will furnish spaghetti, meatballs, and a couple of sauces. You are asked to bring a favorite side dish to share with the other diners. (Hint: your secret lasagna recipe would work real well for this one!) Salads, baguettes, and tiramisu would also be in vogue, but bring what you like. And no, you do not have to participate in the hangar setup in order to come eat with us. And yes, you can bring you spouse. And no, there is no cost to attend, although the collection jars are always available in case you have a few dollars you'd like to drop in to help offset our direct costs. We hope to see you there.

# SOME OF AUGUST'S YOUNG EAGLES



# MORE OSHKOSH '24

First time AirVenture attendee Holly Matthews sent more images captured in Oshkosh this summer. That's Holly in the lower left image. Thanks for these, Holly, and for everyone else who also took the time to share some of their memories. We're looing forward to next year's event.





# NEXT YOUNG EAGLES

Our hugely successful Young Eagles program has just two more months to go for this year. Last month's turnout was typically outstanding, and with September's nicer weather, we would expect this one to be pretty similar. Young Eagles Coordinator Chris St. Germain is working hard to maintain the very high standards of this event, and he welcomes everyone's help. Generally, we fly well more than sixty kids between the ages of eight and seventeen, and serve an optional pancake breakfast to the families. If you can help out, we'd love to have you.

Since the recent upgrade to our kitchen has moved us into the more professional category, anyone who prepares or handles food must have a Jackson County Food Handler's Permit. We would encourage every member to take the online training and certification course in order to help back up our efforts. The small training and testing fee is totally refundable by Chapter 91, so jump in there and earn your ticket. If you want to find out more specifics, contact Mike Dooley (816 956-1887 or [jump88@aol.com](mailto:jump88@aol.com)) or Rob Schmitt (816 309-0099 or [robert7721@aol.com](mailto:robert7721@aol.com)).

We can always use extra hands for anything from escorting the kids to and from the airplanes, showing them how to fill out their logbooks, helping to tear down and reset the hangar, answering lots of questions from visiting families, or any number of other jobs. Yes, there's truly a place for everyone. So if you can join us on Saturday, September 21, please do so. The chapter has flown more than 12,000 Young Eagles over the years, making us one of the most active groups in EAA to do so. Come join the fun.

## FOR SALE

Selling for a St. Louis friend: A single place, five-year-old, nearly completed Merlin aircraft with a 60 horsepower Hirth engine and prop. The builder is asking \$28,000 and an N-number has already been assigned. Contact Bruce Luedeman at 816 353-6826 for photos and more information.

## CORRECTION



In August's newsletter, I failed to give Adrian Moses credit for the cover photo, and I misidentified Theresa Schmitt. My apologies to both.

# SCHOLARSHIP UPDATES

## Ray Scholarship

Coordinator Jim Brady recently announced that our current Ray scholar, Layla Cranston, is flying several days per week, striving diligently to earn her private pilot's license. We know Layla, as driven as she is, will do very well, and we wish her continuing good luck.

At our last gathering, Jim also announced former Ray Scholar and Hedrick recipient, Patrick Flanigan, had earned his CFI rating. A big congratulations to our newest instructor!

## Hedrick Scholarship

Rob Schmitt, Chapter 91 president and Hedrick Scholarship coordinator, stated that the window for our two fall awards is now open and ready for applicants. He has received at least one application so far and has been asked for two more. Rob and his selection committee will gather soon to choose the two winners, so if you would like to apply for this money, or if you know potential candidates who should, please get in touch with Rob quickly. You can reach him at 816 309-0099 or [robert7721@aol.com](mailto:robert7721@aol.com).

## **COLUMBIA, MO YOUNG EALGES PLANNED**

In October, Chapter 91 has been asked to conduct a Young Eagles rally in conjunction with an FBO, Columbia Jet Center, at Columbia Regional Airport (KCOU), in Columbia, Missouri. Columbia, interestingly, doesn't have a local EAA chapter, but somehow they found out Chris St. Germain does a great job, so thanks to Griff Pickett, we were contacted. Chris will head our project and will explain more at our next gathering, Monday, September 16. He expects to draw some pilots from the general Columbia area, but still anticipates we will need volunteers from Chapter 91 to help augment those efforts. This will take place on Saturday, October 5, so please check to see if your calendar will allow you to help. Rumor has it a pancake breakfast will be hosted by the FBO so we won't need cooks or servers. However, ground help will be needed. Please plan to attend our September 16 gathering to get all the details.

# CHAPTER 91 HELPED WITH OTTAWA EVENT

By Chris St. Germain

Ottawa, Kansas, held its annual Airport Days on Saturday, August 24, and wanted to incorporate a Young Eagles event at the activities. Since Ottawa doesn't have an active EAA chapter, the chair of the airport board asked Gardner's VAA Chapter 16 to run the that portion, and through that contact, we were asked to assist further. Our role was to bring more planes and pilots for the flights since Gardner was only able to wrangle three aircraft and crews for that day.

Gardner typically fulfills a similar schedule to ours – April through October – but generally sets the maximum number of participating Young Eagle candidates to forty-two kids. That's because they normally can only get five or six planes to come. For the Ottawa event, they had three pilots participate (including their Young Eagles Coordinator, who bases his Arrow at LXT!), so our participation was significant. Thunder storms moving through the area delayed four of our aircraft coming over from Lee's Summit. That forced a deferred start – about forty-five minutes – and ran late by about an hour. However, we were able to get all the kids flown.

Static displays at Ottawa featured local police, a large ladder-fire truck, a bounce house, food, a DJ from the local radio station, info booths, and more. Various airplanes, of course, were on view for all to see, including ours when they were not flying.

The final passenger tallied fifty-four kids flown; exactly half per chapter. Chapter 91 pilots were Larry Rhoads, Griff Pickett, Rob Schmitt, Sara Etherington, and Dennis Bordner. Our sincere thanks to all of these pilots for taking time to assist with this event. I helped with the ground-based administration and was able to pass along some tips to VAA Chapter 16. But I also picked up a thing or two from them. So it was a profitable day all around.

## A NOTE ON SECURITY

Recently, the officers and board became aware of a couple of incidents where doors to various Chapter 91 buildings were found unlocked. It's easy to miss this critical step when leaving, but we would encourage everyone to take just a brief second to double check that lock when exiting. Think of it as your home, and you'll be on the right track. Locking the door means to be sure that dead bolt is fully engaged. We might recall it was only last year when LXT experienced some notorious break-ins. We certainly don't want to make things easier for criminals. So if you would take a note to double check just one more time when leaving, everyone would appreciate it. Thanks for your help.

# IT'S ELECTION SEASON AGAIN

Chapter 91's bylaws mandate elections for officers and board members to be held in November of even-numbered years. That means 2024 is an election year, and it's time to seek qualified candidates. By the way, those same bylaws require a nominating committee, and I'm it. So if you have aspirations of moving into a recognized leadership position for our group, I'm your guy. Contact me at [BruceEHood@gmail.com](mailto:BruceEHood@gmail.com) or 913 544-8406, and we'll get you on the voting list. Candidates will be announced at the October gathering, and voting will take place at November's. The new slate will officially take office January 1, 2025.

The term of service is two years, and requirements are straightforward – you must be able to fog a mirror and raise your hand. There are four officer positions: president (currently Rob Schmitt), vice president (Chris St. Germain), secretary (Becca Danik), and treasurer (Sandy Rice). There are also four board members, presently held by Jim Brady, Paul Rodriguez, Larry Rhoads, and Phil Ishmael. The officers are responsible for the day-to-day operations and chores of the chapter, and the board holds them accountable and provides added guidance. It's similar to our U.S. government, except ours actually works.

Together, the board and the officers also appoint people to hold various positions. For example, the program chairman, currently being filled by VP Chris St. Germain, is one of those slots the leadership appoints. And Chris would love to offer that position to a worthy member. (We would be glad to pass along your interest to Chris if you'll contact me.) Likewise, the newsletter editor is not elected but is appointed. And speaking of that, if you'd be interested in taking over the newsletter, I am more than willing to step aside. I've enjoyed being the *interim* editor for the past eleven years, but would be happy to hand those duties off to someone else. I know of several members who could do a better job. (Heck, I'd even help you get started if you wanted.) Now, that illustrates the power of the officers and board, so if you'd dream of replacing me, here's your chance!

While all the current officers and board members have agreed to accept another two-year term, each position is still up for grabs. Just because someone is an incumbent doesn't guarantee another term. If you'd like to be on the board or become an officer, whoever receives the greatest number of votes cast by the membership will win. We are always on the lookout for quality people to step into some of these roles, so please let your desires be known. But time's ticking away quickly. Please let me hear from you soon.

# BOOK REVIEW

## ***A Flight of Passage***

**By Rinker Buck**

*By Chris Hope, Master CFI*

A fantasy that will never come true for me is a flight in a rag-and-tube aircraft from coast to coast. And not just any aircraft; One that is equipped and outfitted with just the very basic flying necessities. We don't need no silly electrical system. No radios, nav or otherwise. No cell phones, no iPads, to GPSs. Just give me a sectional and a whiskey compass to navigate by, and tach, fuel gauge, oil pressure and temp gauges, and I would be happy. (OK, a credit card in my pocket would be nice as well.) And wouldn't it be fun to do this as a teenager with your brother in an airplane that the two of you built together?

There are a couple of reasons why this fantasy is out of my reach. I don't have a brother and it has been a long time since I saw the age of 15. But this was the adventure of Rinker Buck, and he tells his story in "*Flight of Passage*."

This book has been around for about 15 years, but I just recently came across it. Rinker Buck tells of listening to the stories of his barnstorming father when he was a little kid, and his dad traded the flying circus days for mundane office work of New York city. He tells of flying with his dad and his older brother during the 1950s when Class A-B-C-X-Y-Z airspace was an unknown.

The idea was Rinker's brother's, and it came out of an act of teenage defiance as so many ideas do when kids are that age. But after an initial round of head-butting between teenagers and Dad, Dad agreed that it might be ok for fifteen-year-old boy to join his seventeen-year old brother in their rural New Jersey barn for a winter of aircraft rebuilding. And then it might be fun

for the two of them to take off for California to visit their uncle. What could go wrong?

Anyone who has built or re-built an aircraft knows what can go wrong. But even with school and chores, the two of them (and their sister) stripped and rebuilt a J-3 Cub, including all of the recovering, over one winter.

And then, Fourth of July weekend, and it is time pull out the sectional, find a river to follow, and light out to the Southwest.

This is a charming story of flying though the Mississippi Valley, Texas, and the Southwest. Of meeting with crop dusters, Texas girls on horseback, and dropping Moon Pies on prairie dogs.

But it is also a story of growing up, of coming to terms with the different personalities of brother and sister, and of coming to the realization that Dad and Mom are more than just Dad and Mom. All of us in adulthood eventually realize the Dad and Mom were people just like us. They were kids with dreams and adventures, they were young adults with the anxieties of new parents, and they were older adults with the pressures and pains of jobs and dreams unfulfilled.

Rinker Buck writes this memoir after the passage of enough years to allow him to hone his writing skills and see himself with a bit of distance. But the charm and excitement of so many years ago still shine through.

Follow your dreams.

Fly safe.

# Fun and Games for Safety

by Earl Downs

Wouldn't it be fun to learn new maneuvers to improve your piloting skills without the pressure of preparing for a test? Well, the FAA is all in for this.

The FAA considers loss of control accidents to still be one of the major causes of aircraft accident fatalities. As a matter of fact, they consider loss of control to be the most critical threat to aviation safety today. They see the problem to be a lack of training, no recent experience practicing stick-and-rudder skills, and the deficiency of a clear understanding of airspeed and attitude versus angle of attack.

Well, the FAA is pointing its finger in the right direction. However, most of the things that they're pointing at are not covered in the private and commercial pilot ACSs. So, the FAA is recommending that flight instructors teach more maneuvers that relate to stalls, angle of attack, and additional extreme maneuvers, even though pilots will not be tested on these issues.

Background: Advisory circular AC: 61-83J lists the topics to be covered for training flight instructors during their biennial refresher course, and they are being advised to demonstrate and teach more advanced maneuvers in primary training and flight reviews.

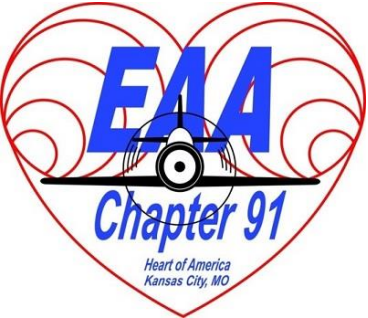
Suggestions: These maneuvers could include such things as : stalls with crossed controls, learning the FAA recommended way of determining your minimum altitude for returning to the airport if an engine fails on takeoff, and introducing the "falling leaf" maneuver. None of these are considered to be acrobatic operations. Of course, the airplane used for this training needs to be suitable and the instructor must be qualified in teaching these more advanced maneuvers. None of these, incidentally, require a parachute.

Speaking of parachutes, spin training is now okay without parachutes provided the training flight is for the purpose of obtaining a pilot certificate of any kind (this used to apply only to flight instructor training). If you're already a certificated pilot and are just doing some spin training, both occupants must still have parachutes. Remember, the airplane must be certified for spins. Instructors are being urged to move beyond the ACS by teaching maneuvers like this with the understanding that the pilot learners will not be tested on them. All of these maneuvers can be performed safely when normal precautions are observed.

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**THE MONTHLY NEWSLETTER**  
**EAA CHAPTER 91**  
**September 8, 2024**



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