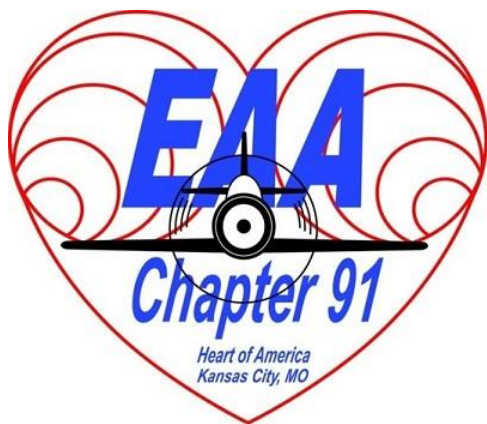




MOVING ON

Here today, gone tomorrow. That's how our current Ray scholar's life is going. Benjamin Caughron (center) and his friends attended our Young Eagles rally and pancake breakfast last month, but he has now moved to California, where he is a freshman college student. Benjamin has been working to complete his private pilot license, and was ready for his checkride until time caught up with him. But he's still working toward his goal. See more of Benjamin's story on Page 9 of this month's newsletter.

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Special points of interest:

Our next gathering will be on Monday, September 15, at 7:00 pm. IMC/VMC Clubs meet on the 2nd Monday of each month at 7:00 p.m. Next Young Eagles Rally & pancake breakfast is Saturday, September 20, 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

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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

August was a hot one for both the weather and the EAA chapter. We managed two Young Eagle events, our normal one at Lee's Summit, plus one at Ottawa, KS as well. The weather for our Lee's Summit one was typical for August, but at least the winds were reasonable. We had a major rain delay at Ottawa, which probably resulted in missing out on several kids getting rides. Once again, all our volunteers at both locations did an awesome job and made the best of adverse conditions. We still have two more Young Eagles events left to complete this year. Please keep supporting these events in whatever manner you can. We can always use help with setup, teardown, cooking, flying, or ground support.

The Hedrick Scholarship is now open for applications. This fall we will be giving away one \$2,000 scholarship. Applications are due back by 1 October, and we will award the scholarship at the October gathering. If you need more information on the program or an application to fill out, please send me an email at robert7721@aol.com.

Lots of changes are coming to the aviation community with the passing MOSIAC this summer. We will be putting out as much information as possible in our next VMC meeting and the October Gathering.

Lots of great events remaining for this year. Upcoming Chapter 91 highlights include:

- IMC/VMC Club, Monday, September 8th, 7 pm.
- Monthly chapter gathering, Monday, September 15, 7 pm.
- Hangar setup/potluck dinner, Friday, September 19. BBQ theme.
- Young Eagles/pancake breakfast, Saturday, September 20.
- Next board meeting, Monday, October 6, 7 pm.



EAA CHAPTER 91 GATHERING MINUTES

August 18, 2025

- I. The meeting was called to order by President Rob Schmitt at 7:00 pm, with Jeanné Willerth leading the Pledge of Allegiance following a warm welcome to all our new members and guests. Rob provided a recap of the past two months, which included AirVenture and August's Young Eagles event. There was a great chapter turnout at AirVenture with forty people attending the chapter lunch. A huge congratulations to Mike Dooley, who received the Volunteer of the Year Award! June's gathering minutes were approved with a motion by Chris Hope and a second by Larry Rhoads. Reminder: there is no longer a member login on the Chapter 91 website. Chris provided a recap of August's Young Eagles event, where we flew fifty-three kids! This month suffered from a higher-than-normal no-show rate, but walk-ups helped soften the blow. The next Young Eagles event will be on September 20th at Lee's Summit. If you are interested in volunteering, please contact Chris.
- II. Old Business: Jim Brady provided the chapter with updates regarding Ben's Ray Scholarship journey. Despite Ben having all his requirements met, he was unable to complete his checkride before he left for college. Fortunately, he is already in contact with EAA 723 and is looking to get right back into flight training! He will get to experience the fun of now flying a 172 in addition to his experience at Summit flying Cherokees. He hopes to have his license before Christmas. Congrats on all the success so far, Ben, and best wishes for your college journey! Rob shared that this year, only one \$2,000 Hedrick Scholarship will be awarded. Applications are now open and are due by October 1. So far, the chapter has given away \$18,000 in scholarships. Susan Calvin and the RC model program has been in full swing with nineteen signups and about ten attendees so far! They are preparing for their third session and have almost completed the wings. If you are interested in volunteering with the RC model program, or know any student who may be interested, please contact Susan.
- III. Calendar: Ottawa, KS Young Eagles: Saturday, August 23, 8 am to 11 am. September board meeting: Tuesday, September 2, 7 pm. IMC/VMC Club Monday, September 8, 7 pm. The topic will be MOSIAC. Next chapter gathering Monday, September 15, 7 pm. Presenter: Noel Duerksen. Hangar setup/potluck Friday, September 19. 1 pm for setup, 6 pm for the potluck. September Young Eagles/pancake breakfast Saturday, September 20.
- IV. Announcements: Nancy Inderwiesen has a bunch of shirts and hats for free! Please see her if you are interested. There are ID holders available for a \$2 donation to the Hedrick Fund. Jeanné Willerth is interested in knowing if you are going to the Rowell Air Races. She was looking for someone to split costs with! Griff Pickett is looking for $\frac{5}{8}$ x 8.5 x 3-inch length of spruce.
- V. Presentation: Jim Cavanagh presented on his background and experiences gained as an aviation writer.



Our next meeting of the VMC Club will be **Monday, September 8th at 7:00 p.m. Central Daylight Time.**

Twenty-one years ago, the FAA rolled out a collection of regulation changes which gave us permission to fly without a medical certificate, and without a lot of the training time required for a Private Pilot's License. But with a lot of restrictions. Those reg people are back, and for 2025 a program they are calling MOSAIC (Modernization of Special Airworthiness Certification). And they have eliminated a lot of those restrictions.

Come join us and let our special guest speaker Doug Tilghman explain how those changes will affect us all.

We meet at the Chapter 91 EAA hangar at the Lee's Summit Airport. Driving directions - take I-470 to Exit 9, Douglas Drive / Lee's Summit Drive, and turn north. At the bottom of the hill, turn right and follow the road to the end. The Larry Young Eagle hangar is on the west side of the parking lot next to the Cessna on a Post.

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



We all enjoy reading aviation articles and stories. Those authors focus on a very narrow swath of consumers – we who love flying. At our last chapter gathering, we hosted one of those authors: Jim Cavanagh. Jim learned to fly locally, and his late wife flew Young Eagles with us. Many of us have read some of Jim's articles, because he has written extensively for magazines such as *Kit Planes*, *Flying*, *Plane & Pilot*, and the *Cessna Owner Magazine*.

While Jim has flown 220 different aircraft, he began his aviation-writing career based on a love affair with a Cessna 195. He wrote about how it shared similarities with all airplanes while pointing out its differences. That ultimately led Jim to write for the *Cessna Owner Magazine*, to which he still contributes today. Consequently, Jim met many prominent people, including Jack Pelton, Burt Rutan, Jim Bede, and Ed King, the former founder of King Radio. He met King upon entering the company's offices to research an article about one of its radios, and accidentally encountered Mr. King, who conducted a personal tour of the facilities.

Jim explained how Cessna maintained copies of everything the company ever made but guarded access as if it were a state secret. However, when Jack Pelton became president, he granted Jim its use for research. That allowed him to write many interesting articles. He expanded that theme to how meeting Jim Bede and Burt Rutan (who once worked for Bede) influenced several speed modifications he made to his Yankee to enhance its racing capabilities.

Jim began to explain how to get into aviation writing. Initially, it's difficult to make a living in such a small niche, but he explained how he submitted articles for free to help get his name in front of the right people. That ultimately led to some of those organizations and publications asking him to write on specific topics for them. For example, a single article about Garmin brought an offer to write all the Garmin advertising copy. Over time, his reputation spread, and his career flourished.

Understanding his topic thoroughly required extensive research. Those efforts led Jim to develop interests in several areas, including a product called Cam Guard. Cam Guard is an oil additive developed by Ed Collins, a true genius, and Jim had to translate his super-scientific jargon into more meaningful information for the general public. That led Jim to a lifelong interest in that product and ultimately led to exploring the new aviation fuels, where Jim has become somewhat of an expert as well.

THIS MONTH'S PROGRAM

You may not be aware, but one of our Chapter 91 members built the aircraft that won the Grand Champion Rotorcraft award at AirVenture in 2024. Yes, we are in the midst of greatness, and he has graciously agreed to tell us all about this impressive two-place heli at September's monthly chapter gathering on Monday, September 15. Our speaker, the award-winning builder, will be Noel Duerksen, and if the weather gods are smiling, he will fly this gorgeous chopper into KLXT for us to see. Noel and his wife, Barbara, live in nearby Springhill, Kansas, and hangar the RotorWay Talon Turbo, N91BD, at New Century Airport. We are certainly pulling for great weather because rumor has it this is one incredibly good-looking helicopter.

We understand Noel will discuss how his RotorWay Talon was created, but Noel has an illustrative background in engineering, education, and aviation, so we expect his topics will be well worth listening to. Noel holds a bachelor's, master's, and PhD in aerospace engineering and has worked at Beech as an advanced design engineer and test pilot. He also spent considerable time with Garmin, where he helped develop many of those cutting-edge avionics and systems. He was deeply involved in the highly successful Auto Land program. Noel holds an ATP and is a single and multi-engine CFI and a helicopter and helicopter instrument instructor. He has also consulted with the FAA and NASA, so he is no lightweight. We look forward to Noel's presentation and hope you can join us on Monday, September 15, starting promptly at seven p.m. As usual, we will meet at the Larry Young Eagle Hangar at Lee's Summit Municipal Airport. We look forward to seeing you there.

NEXT POTLUCK COOKOUT

On Friday, September 14, we will once again be setting up the Larry Young Eagle Hangar for Saturday's Young Eagles rally and breakfast. If you can help wrangle airplanes, set up tables, distribute chairs, and otherwise assist in the preparation, please present yourself around one p.m. Then, once that work is completed, we will hold our monthly potluck cookout that begins at six. You are not required to help with the hangar setup to attend, but you are encouraged to bring your favorite partner with you to share in the camaraderie. This month, the chapter will be serving pulled chicken and pulled pork in holding with the barbecue theme. Attendees are asked to bring a side dish(s) to share with everyone else. So, what goes with barbecue? Hmmm. Just about everything! So, your options are essentially limitless. Based on that, why not plan to join us? We'd love to see you.

SOME OF AUGUST'S YOUNG EAGLES



NEXT YOUNG EALGES

September has arrived, which means our penultimate (that's one of those buck-2.98 words that means "second-to-last") Young Eagles rally and pancake breakfast for the year is upon us. This one will take place on Saturday, September 20, at the Larry Young Eagle Hangar at KLXT. Chefs and sous chefs will arrive around 0 dark thirty to start the food prep, while the rest of us will stagger in as the sun directs us. Young Eagles Coordinator Chris St. Germain has proclaimed the manifest is full, so we can anticipate another fun but busy day introducing some of the area's great kids to the joys of flight.

As always, we encourage members to join us for this event. We can always use good help, and we know you're at the top of that game. Last month, Earl Downs was out of town so, Stephen Owens and Jason Cowley stepped in to help with the important job of explaining logbook entries to the returning participants. That's something even a knowledgeable non-pilot can do, so maybe you could jump in for something like that.

Enjoy flight simulators? We always have a line of kids backed up to try their hands at one of our two computer stations. That means we need volunteers to corral the kids, help orient them to their computerized flight, and console them when they crash into the cyber-earth. Any parent can relate to that, and those comforting skills will be well-received. And remember, a sim doesn't require a pilot's license. If you have ever tried Microsoft Flight Simulator (you know you have!) and love kids, you'll fit right in.

Of course, if you have a Jackson County Food Handler's Permit, our kitchen staff and serving folks would love to have you join them. Whether it's cracking eggs, preparing plates and eating utensils, serving coffee, cooking bacon, or flipping pancakes, there's something for you. And after the fun ends, we can always use help with breaking down the tables and chairs and returning the hangar to its intended purpose – housing airplanes.

Yes, there really is something for everyone. If you have never been to one of these events, or if it's been a while, you really owe it to yourself to come out and join the fun. As an important component of Chapter 91, your support and participation are what make this chapter one of the nation's best. Plus, just being with like-minded people can always make your day a little brighter.

SCHOLARSHIP UPDATES

RAY SCHOLARSHIP

Ray Scholarship Coordinator Jim Brady reported that our current scholar, Benjamin Caughran, has moved to California to attend college. Benjamin was rapidly approaching his private check ride, having checked all the other boxes on the curriculum. Of course, the unfortunate unavailability of DPEs (Designated Pilot Examiner) to handle that final item stalled his progress. And now that he has moved away, he's facing a few added complications in achieving his license. However, Benjamin has made contact with an EAA chapter in his town and has enlisted its help. We know Benjamin will persevere and achieve his goal, but he will have to become familiar with a Cessna 172 since he was trained in Piper Cherokees at home. We have ears at that California EAA chapter and will keep you posted on the outcome. However, Benjamin is on record as saying he is focused on earning his private ticket before the end of the year. Let's keep our fingers crossed. Good luck, Benjamin.

HEDRICK SCHOLARSHIP

Rob Schmitt, coordinator for Chapter 91's own Hedrick Scholarship, recently reported that we have awarded some \$18,000 in scholarship funds since that program's inception. A generous contribution of money and aviation memorabilia was donated by the estate of the former Phil Hedrick. Mr. Hedrick had often assisted us financially and bequeathed even more upon his passing. However, most of that money has been awarded through the eponymous scholarship, so the balance has shrunk considerably. That's okay since our purpose was to pass those gifts along to others who could benefit from them. However, Rob says he and his selection team will be handling future contributions differently. Where we used to award two \$1,500 scholarships twice each year, we will now offer just one for \$2,000 each fall and spring. Of course, since the chapter is a bona fide 501(c)(3) organization under IRS rules, any contributions to this scholarship fund are tax-deductible. We would welcome and encourage bequests from any interested parties who share our desire to help qualified people advance their flying careers. Rob said applications are currently being accepted and must be returned by October 1. The selection team will be working on the fall award very soon.

THE REWARD



When the boss has his hands full and you step in to help out, you may be treated like a queen. That's what happened to chapter president Rob Schmitt's wife, Theresa. The back story, as I understand it, is that Mike Dooley had been given a lot of responsibility at July's AirVenture in Oshkosh, and why not? Mike has demonstrated his strong leadership skills many times, and we know he's more than up to the job. But, when AirVenture opened and several key people assigned to help were sidelined with illness and other legitimate maladies, well, the show still had to go on.

As you might imagine, several jobs went begging when those assigned to handle them were unable to attend due to last-minute circumstances. For example, one of Mike's Oshkosh responsibilities was an on-premise retail store that, due to unavoidable circumstances involving the couple originally assigned to man it, was not going to open. Mike quickly approached several chapter members in attendance, and Theresa immediately stepped up to help. She took over the store and saved the day – or week, to be more accurate.

Upon returning home, Mike wanted to make sure Theresa was recognized for her enormous unselfish contribution by crowning her at our recent potluck cookout. The proof is in the photo above, and we were most honored to share in the experience. Great job, Theresa!

RELIEVED: CROSSING THE ENGLISH CHANNEL

by Earl Downs

In June of 1783, the Montgolfier brothers made the first manned balloon flight, and the fad caught on. Within a year, a rubber-coated material was developed that made hydrogen-filled balloons more practical (okay, they did explode now and again), but the question of “what good is it?” remained unanswered.

A poor Frenchman by the name of Jean Pierre Blanchard thought he had the answer. He obtained a meager financial backing, constructed a hydrogen balloon, and toured the French countryside in his new aircraft, charging crowds to watch him fly his “aerostat.” By 1785, Blanchard proclaimed he had devised a way to steer the balloon. Before a large, paying crowd, he failed dismally to prove his steering capability and was run out of France when he refused to refund the people’s money (A minor detail).

Blanchard went to England and teamed up with an English physician named John Jeffries. Dr. Jeffries had been experimenting with small balloons but lacked the knowledge to build a large one. With Blanchard’s technical experience and Dr. Jeffries’ money, the two teamed up to attempt a balloon crossing of the English Channel.

A large balloon was constructed, and the gondola that hung below it was a small boat (good planning). Other English and French aeronauts were also working on crossing the Channel. With national pride at stake, Jeffries and Blanchard agreed to fly both British and French flags. In an attempt to steal the glory, Blanchard had a tailor make, lead-lined coat for him. He planned that on the day of the launch, they would “weigh in” too heavy and only he would go, thus giving the French all the glory. Unfortunately for Blanchard, the coat was delivered to Dr. Jeffries by mistake, and his dirty plot was uncovered.

Dr. Jeffries forgave Blanchard for his scheme, and on January 7, 1785, they left the cliffs of Dover for France. They were equipped with oars, blankets, cork jackets, mail, ballast, and brandy. Shortly after lift-off, it was clear that they were too heavy. Two-thirds of the way over, they had dumped all ballast, but they were still going down. Next, they jettisoned all the cargo. As they approached the coast of France, it appeared they would not clear the bluffs, so Blanchard suggested they throw their clothing overboard, which they did; they cleared the bluffs in the buff!

Book Review – Amazing Women (Part 1)

Review by Chris Hope, Master CFI

Do you remember when the flying bug hit you? Did it hit you hard enough that you wanted to give up a successful career to become a professional pilot? Did it hit hard enough that you were willing to travel to a distant country, learn a new language, and then walk nine miles each way to flight school? Well, we have a couple of books about two remarkable women this month. Although their lives overlapped in time, there is no indication that they ever knew each other.

Bessie Coleman was born in 1892, the daughter of George and Susan Coleman. Her mother was the daughter of a slave, and her father was a Choctaw Indian. She spent her early years picking cotton in the fields surrounding Atlanta, Texas, and then moved to Chicago as soon as she was old enough to do so.

Half a world away, in British East Africa (now Kenya), Beryl Markham was born in 1902. Her upbringing was at the other end of the social scale. Born in England, at an early age her parents divorced, and her father moved to East Africa to indulge his passion -- raising race horses. Beryl was the only white child in her world, and she grew up a tomboy and racehorse trainer.

But when the flying bug bit each of these women, it hit hard. Bessie Coleman attained her International Pilot's License in 1921 in France, and was the first black woman to do so. Beryl Markham turned her back on a successful horse training career, and became the first person to fly the Atlantic Ocean from east to west.

Beryl's autobiography, "**West with the Night**," is a masterpiece of prose. Her descriptions of East Africa, her tracking wild game, and her relationship with her horses are lyrical. For example, she describes her flight training:

"We began at the first hour of the morning. We began when the sky was clean and ready for the sun, and you could see your breath and smell traces of the night. We began every morning at that same hour, using what we were pleased to call the Nairobi Aerodrome, climbing away from it with derisive clamor while the burghers of the town twitched in their beds and dreamed perhaps of all unpleasant things that drone – of wings and stings and corridors in Bedlam."

Beryl wrote of her life while on board a ship returning from Australia to South Africa. She had received acclaim as a racehorse trainer, she had been a renowned commercial pilot in Africa at a time when that in itself was a rare accomplishment for a man, and she had been the first person to fly from England to Canada. If there is any shortcoming to this life's accounting, it is that she wrote it when she was not yet forty years old, and she had another full life ahead. But fortunately, when you finish this book and ask for the rest of the story, there is a

Continued on next page

Amazing Women, Part 1 – continued

place to turn. In 1986, shortly before Beryl Markham's death, she was "discovered" by writer Mary Lovell. Mary had the opportunity to meet with her, to reminisce with her about her experiences, and to write "**Straight on to Morning**." In that account, we learn of Beryl's relationships with Ernest Hemingway, poet / flyer Antoine de Sainte-Exupery, and pilot Tom Black, as well as her later life in Hollywood, her marriages, and her return to horses.

And Bessie Coleman? What was her part in this world of flying in 1920's and '30's? Doris Rich, in **Queen Bess – Daredevil Aviator**, describes Bessie's effect on women and black aviators. But that discussion will wait until next month.

What's on your book shelf?

*Chris loves to read, write, and fly, but not necessarily in that order
You can reach him at: Thehopes-chris@kc.rr.com*

Editor's comment: *Please note that this is the first part of Chris's book reviews. The second one follows right along with this one, and you will enjoy reading it. Stay tuned because it will be featured in next month's newsletter.*

We thank Chris for his many contributions.

EAA introduces Young Eagles Connect

By [General Aviation News Staff](#) · August 31, 2025



EAA Chapter 534 pilot Rick Rademacher in Leesburg, Florida, gets ready for takeoff in his Piper Cub with Young Eagle Emily Lininger. (Photo by Ted Luebbbers)

EAA AVIATION CENTER, OSHKOSH, Wisconsin — Young people who are pursuing an interest in flight through the Experimental Aircraft Association's Young Eagles program now have additional free

support as they learn, thanks to the new Young Eagles Connect portal that connects them with mentors who can offer encouragement and guidance.

The support is available to all EAA Young Eagles who enroll in the free Sporty's Learn-To-Fly Course that is available to all youth who complete a Young Eagles flight. It allows students to share their course progress with a mentor, such as their Young Eagles pilot or an EAA chapter member, so mentors can follow the young person's training journey.

"The goal of Young Eagles Connect is to have aspiring aviators stay connected, stay inspired, and stay on course," said David Leiting, EAA Eagles Program Manager. "This connection is an added benefit to Young Eagles who look to discover more through EAA's programs that are available to follow their initial Young Eagles flight."

Mentors can also view video progress and FAA practice test results through Sporty's CFI Portal. If the mentor is a CFI, they can create a free account at Sportys.com/CFI and will receive automatic access. Those who are not CFIs but want to mentor Young Eagles and track their progress can contact the Young Eagles office at YEagles@eaa.org to request access to Sporty's CFI Portal.

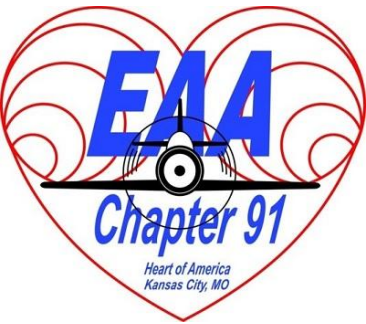
The EAA Young Eagles Program has given more than 2.4 million free flights since the program's launch in July 1992. It is the foundation of a suite of EAA youth aviation education programs, ranging from online and EAA chapter-based activities, to the EAA Air Academy summer residence camp and activities associated with the annual EAA AirVenture Oshkosh fly-in convention.

For more information: EAA.org

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THE MONTHLY NEWSLETTER
EAA CHAPTER 91
September 7, 2025



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