



VOLUME 24, ISSUE 9 September 13, 2026

Inside this Issue:

President's Corner	2
Minutes	3
IMC Club	4
Last Month's Program	5
This Month's Program / Build and Fly	6
Young Eagle Pictures	7
Scholarship Updates	8
Next Young Eagles	9
Ottawa Young Eagles	10
More from AirVenture	11
Pulsar Fly-In / Next Potluck Cookout	12
EAA Leadership Bootcamp	13
Special Olympics Event	14
Chapter Elections	15
Helicopter Turbulence – Earl Downs	16
Book Review by Chris Hope	18
Support our Sponsors	19

Special points of interest:

Our next gathering will be on Monday, September 21, 2026, at 7:00 pm. MC/VMC Clubs meet on the 2nd Monday of each month at 7:00 p.m. The next Young Eagles Rally & pancake breakfast is scheduled for Saturday, September 19, 2026. We're always looking for good ideas for programs. Please contact Chris St. Germain with your information.



@#&^%*!

Our thanks to Hattie Cunningham who shot our caption picture at the Ottawa, Kansas, Young Eagles event. It depicts what we were up against trying to wrangle enough flights to please the kids who showed up. Like many things, aviation is weather-dependent, so this is nothing new, but it was a challenge trying to make all the loose ends fit. Heavy winds and intermittent bouts of rain created multiple pauses throughout the day, but in the end, we succeeded – even when the weather gods thought otherwise.

President: **Rob Schmitt**

Vice President and Young Eagles Coordinator:

Chris St. Germain

Secretary: **Becca Weskamp**

Treasurer: **Sandy Rice**

Board: **Jim Brady, Larry Rhoads, Phil Ishmael, Griff Pickett, Tom Licata, & Alexandro Paredes**
Tech Counselors: **Bill Gill, Mark Burrow, & John Rice.**

Flight Advisor: **Bill Gill**

Program Chairman: **Chris St. Germain**

Maintenance: **Tom Licata**

Newsletter: **Bruce Hood**

Web Editor: **James Perkins**

Eagle Flight Coordinator: **Matt Williams**

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

President's Corner

EAA Chapter 91 president Rob Schmitt

It is time to finish out the flying season strong! Our EAA chapter will be very busy for the next couple of months as we close out the season. We have just a couple more Young Eagles events on the calendar for this year: September 19 and October 17. Setup for the Young Eagles events is always on the Friday before at 1 pm. Don't forget our potluck dinners on that same Friday night. The theme for the September potluck is hamburgers and hotdogs. Please bring a side dish or dessert if you can.

We are finalizing details for the Special Olympics fundraiser on September 19. We will be supporting the Lee's Summit Airport with food service during lunchtime for the event at Hangar 1. We do have a solid list of volunteers to cover this event right now, but we will let you know if we need more. This will be in addition to our Young Eagles rally on that day, so we will be working with two sets of volunteers.

The Hedrick Scholarship is open for applications! If you are interested in the \$2,000 prize being awarded this fall, please contact me at robert7721@aol.com. Applications are due back on 1 October, and we will award the scholarship at the October gathering.

Upcoming Chapter 91 highlights include:

- IMC/VMC Club Monday, September 14, 7 pm.
- Hangar setup and potluck dinner September 18. 1 pm for setup, 6 pm for potluck.
- Young Eagles/pancake breakfast, Saturday, September 19.
- Special Olympics lunch Saturday, September 19, 9 am – 3 pm.
- Chapter monthly gathering September 21, 7 pm.
- Next board meeting Monday, October 5, 7 pm.



EAA CHAPTER 91 GATHERING

MINUTES

August 17, 2-26

- I. The meeting was called to order by President Rob Schmitt at 7:00 pm with Buzz Hetrick leading the Pledge of Allegiance followed by a warm welcome to all our new members and guests. Rob provided the president's announcements and reviewed all the happenings at AirVenture and the previous month's events. The chapter received three different thank-you letters, one from Paul Caughron who has finished Air Force Academy Basic training, and one each from Anthony Widham and Tyler Lindel whom the chapter sent to participate in the EAA Air Academy this year. A huge congratulations to Doug Ewart as well who won the Outstanding Mooney Award at AirVenture this year! The meeting minutes from June's gathering were approved with a motion by Chris Hope and a second by Bruce Hood. The motion passed. The brick for Matt Swope has been placed in the Memorial Walk and the brick for Bill Hayden has been ordered. Chris St. Germain provided the Young Eagles' update and shared that in August, Chapter 91 flew 61 kids. The next Young Eagle event will be September 19th. September has a busy schedule so all volunteers are appreciated!
- II. Old Business: Jim Brady provided a brief history of the Ray Scholarship and this year the scholarship is \$12,000. Jim also announced this year's scholar, Luke Zylstra! Luke is training at Summit and is almost ready to solo in addition to having passed his written. Make sure to congratulate Luke! Rob shared that our Hedrick Scholarship winner Charlie Licata has completed his IFR check ride. Congrats Charlie! The chapter has now opened up the application window for the fall Hedrick Scholarship, which will be one \$2,000 scholarship. If you are interested, see Rob for an application which will be due back by October 1st. The winner of the scholarship will be announced at the October gathering. A signup sheet was passed around for the Young Eagles event and pancake breakfast on Saturday, September 19. The hangar setup and Potluck dinner will be on Friday, September 18, and the theme is burgers and dogs. The Special Olympics event will also be taking place at the Lee's Summit Airport at Hangar 1 on September 19 from 9 am to 3 pm. The chapter will be serving a lunch of hamburgers, hotdogs, pulled pork, and pulled chicken along with sodas and water. If you are interested in volunteering at that event, please contact Rob. The hangar waiting list has openings with a current open spot in the Eagle Hangar.
- III. New Business: It is election time! Nominations are now open for the election of officers and board members for next term which will be from January 2027 through December 2028. If you are interested, please let Rob or a board member know. Voting will take place in the fall.
- IV. Wants and Needs: Barb reminded the chapter that we have a cool library! The chapter is also accepting magazines if anyone has ones they would like to donate.
- V. Calendar: September board meeting: Tuesday, September 8, 7 pm. IMC/VMC Club: Monday, September 14, at 7 pm. In-person only. Hangar Setup: 1 pm. Potluck: 6 pm, September 18. Food: Burgers and dogs. September Young Eagles/pancake breakfast: September 19. Special Olympics Lunch: Saturday, September 19, Hangar 1. September chapter gathering: Monday, September 21, 7 pm. Pulsar gathering: Sept. 24 - 27.
- VI. Presentation: Katia Van Horn gave a presentation on soaring.



The next meeting of the IMC Club will be **Monday, September 14th at 7:00 p.m. Central Daylight Time.**

As instrument pilots, we are always planning on fixing the problem that has yet to occur. But what if they come at you in groups? Come and chat with us about a situation where you have multiple problems at once. Learn from others or let us know what you did went everything went wrong for you.

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.

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



CHRISTOPHER HOPE

FAA Certified Flight Instructor

Single \ Multi Engine; Instruments

Master Flight Instructor - Certified Beech CFI

www.ChrisHopefaaFlightInstructor.com

9717 Harvard Kansas City MO 64134

816-763-5205 / 816-868-7655

thehopesChris@gmail.com

LAST MONTH'S PROGRAM



Veteran members may recall Katia Van Horn as a fledgling CAP cadet. We recall her achievements as a Ray Scholar who became an active CFI, helping other Ray Scholars (like Veronica Amburn) earn their licenses. But we also know she has a passion for soaring and had heard rumors she was actively entering competitions around the country. Now, many of us secretly embrace the desire to earn a sailplane rating, so we were pleased to hear that Katia would be talking about that for our August chapter gathering. We were not disappointed.

Katia, who is now twenty-two years old, began flight training at sixteen and has logged more than 1,800 hours – 300 of which are in gliders. In her talk, she described the pertinent features of a sailplane, including its much longer and thinner wingspan, greatly reduced weight, the fact that they are trailerable, and that competition sailplanes use water as ballast to increase speed. I had no idea! We also discovered that off-airport landings are common, especially in competitions. She went on to describe the various components that define the parameters of a contest, known as tasks: Fixed Tasks (racing) and Assigned Area Tasks (AAT). Each has its own rules and challenges. Both involve flying a predetermined course, but one requires GPS-confirmed turns at precise points, while the other permits course changes within a broader geographical area.

Both types allow pilots to earn badges verifying their ever-increasing skills. Plots become accomplished at locating and using nature's lifting devices (like thermals and the actively moving air around elevated ridgelines), and develop exceptional skills at observing and dealing with weather – something we all could appreciate.

Personally, as a skydiver who, in fact, pilots a "glider" which deploys after freefall, this all holds special interest. Someday I may hitchhike on Katia's enthusiasm and get a glider rating, too. I'll bet others are harboring similar thoughts. Thanks, Katia!

THIS MONTH'S PROGRAM

With so many aspects of flying, most of us have fantasized about what it would be like to experience more exciting and even romantic sides of aviation. Could we handle the challenges of crop dusting? How about fighting forest fires on the West Coast? Or maybe, what would it be like to be a bush pilot in Alaska or northern Canada? Well, Pete Langworthy, a CFI at Summit Flight Academy, will address his personal experiences living and flying in Alaska at our upcoming gathering on Monday, September 21. I'm sure that after our extreme heat signature experienced locally this summer, he is looking forward to returning to a cooler environment.

Pete is squeezing us in shortly before he leaves, so we hope you will be able to join us to hear his stories of flying in the extreme north. As always, we will begin promptly at seven o'clock at the Larry Young Eagle Hangar at the Kansas City Lee's Summit Regional Airport. Rob will cover several topics of interest, including any last-minute updates on the Special Olympics fundraiser, and our favorite doughnut dude will wrangle enough of those delicious delicacies and coffee to make it more than worthwhile. Remember, visitors are always welcome, so bring a friend along if you can. We'll look forward to seeing you on Monday, September 21.

BUILD AND FLY RESSCHEDULED

For a few years now, Chapter 91 has promoted EAA's Build and Fly program, which introduces young people to aviation by learning to build and fly an R/C airplane. Susan Calvin has aptly shouldered this program, and she coordinates with Kansas City Radio Control Club (KCRC) for supplemental support. However, Susan recently announced that due to some supplier-related issues, airplane kits are not being shipped with all the necessary components. Consequently, she is having to reschedule this year's program until later this fall. When those hiccups are corrected, we will once again reach out to the appropriate sources to find the right candidates to participate. This program has proven popular in the past, and we anticipate it will continue to be so, even with the detour. Susan will let us know how things are progressing, and we will pass that information along as we receive it.

SOME OF LAST MONTH'S YOUNG EAGLES



SCHOLARSHIP UPDATES

RAY SCHOLARSHIP



Jim Brady, Chapter 91's Ray Scholarship Coordinator, announced the winner of 2026's winner, Luke Zylstra. Luke was introduced to the chapter members at our August gathering and has already jumped in by logging several hours at a local flight school. We fully expect that Luke will earn his private pilot's license within the allotted time required by the \$12,000 scholarship. We extend our sincere best wishes to Luke. He will be at a number of our chapter events, so please introduce yourself to him when the opportunity permits.

HEDRICK SCHOLARSHIP

Rob Schmitt has announced that applications are available for the chapter's own \$2,000 scholarship. He said that several applications have been requested, and he expects a number of them to be returned by the October 1 deadline. This scholarship, while not as financially robust as the Ray program, is far less restrictive, allowing the winner to use the funds for any aviation-related purpose, rather than being aimed specifically at a private license. Past recipients have earned tailwheel endorsements, multi-engine ratings, instrument tickets, advanced their CFI hours, and other similar endeavors.

If you would like to apply, or know someone who would, please contact Rob at robert7721@aol.com.



NEXT YOUNG EAGLES

While it seems like it just began, we must acknowledge that our 2026 Young Eagles season is swiftly drawing to a close. Our next Young Eagles rally and pancake breakfast will take place on Saturday, September 19, at the Larry Young Eagle Hangar. This will set the stage for our season finale, which will be next month. It has been another highly successful year of Young Eagle flights, and we are most grateful for the outstanding volunteerism and participation our chapter members display. You are the best!

If you are not a regular volunteer, we have a couple of areas where we would love to have some help. Specifically, we need a couple of greeters to welcome attendee families when they come through the door and direct them to the registration table. You might think this is not necessary, but it is. Since Chris has begun limiting repeat flights, we are experiencing more first-time people who would appreciate a little help with where to go and what to do. Remember what it's like when you go somewhere for the first time? Yeah! That's it. This will be a natural job for a number of you, so if you would like to participate and meet some new folks, please let me know. We would welcome your help.

We have also noticed that Earl Downs can get swamped with the large number of Young Eagles needing an explanation of how to fill out those logbooks and answer various aviation-related questions. Earl does a great job, but he's only one guy, and the sheer number of kids needing this service can get backed up and prove frustrating to the families. Interestingly, many of the parents show renewed interest in learning to fly as a result of listening to Earl. That shows how significant this job is. Honestly, you do not have to be a licensed pilot, but should understand and explain how to fill out a logbook. It does not have to be in intricate detail. In fact, a brief session watching Earl would quickly prepare you to launch into it yourself. If you like it, you can use the next two sessions to get ready for 2027. Again, if you can help with either of these jobs, please let me know. You can reach me at BruceEHood@gmail.com, and I'd be glad to help clarify any questions.

Thanks for your consideration, and we look forward to seeing you on Saturday, September 19.

OTTAWA YOUNG EAGLES



It's amazing how different the weather can be when it's only fifty miles away. The weather gods have always been a consistent challenge to aviators, no matter where they are from or where they are going. A case in point was Saturday, August 22, when several Chapter 91 pilots flew to Ottawa, Kansas, to hold a special Young Eagles event at the request of the Ottawa airport.

Young Eagles maestro extraordinaire Chris St. Germain headed up the effort and had recruited the perfect cohort of pilots, support personnel, and aircraft. Upon arrival, however, the weather began to assert its belligerence, and the entire operation found itself placed on indefinite hold.

As you might imagine, inexperienced locals in Ottawa didn't know whether to go to the airport or sit it out at home. Consequently, some of the participants who had registered for the event showed up, and others did not. As usual, however, several walk-ins requested flights, and chief scheduler Mike Dooley did a masterful job of explaining the necessary priorities and procedures. Of course, we had no way of knowing how many would actually show up or when. Clearly, pre-registration took priority over wannabes. That, and the ever-present misunderstanding about who could sign waivers for the kids, proved Mike's ability to handle what could have been a difficult situation. But in the end, he prevailed, and the audience was happy.

After all was said and done, we were able to fly some fourteen kids for the day, despite the weather's significant challenge. We found that our efforts were appreciated by the airport officials, and by those who attended the event. Our sincere thanks to everyone who participated.

MORE FROM AIRVENTURE '26



Several members graciously responded to my request for pictures from this year's AirVenture at Oshkosh. A short time ago, I received these shots from Stephen Owens, and they are truly outstanding. I didn't know Stephen was a photographer in the making, but the secret's out. And it helps keep the spirit of Oshkosh alive even a few months after the fact. I hope you enjoy Stephen's contributions as much as I did.



PULSAR REUNION COMING TO TOWN

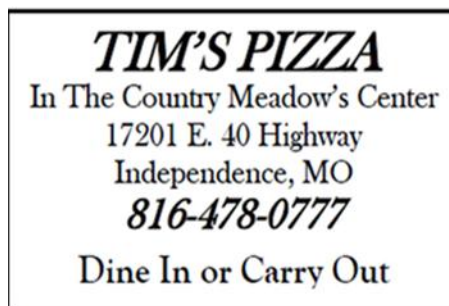
During our Young Eagles season, it is necessary to ask for help preparing the Larry Young Eagle Hangar for the event. We do that starting at one o'clock on the Friday before the event – this month, that's Friday, September 18. You would be surprised how quickly that goes with the help that turns out.

Then, starting at six o'clock that evening, we hold our monthly potluck cookout, where any member and his or her significant other may join us for dinner. This month, the chapter is providing hot dogs and hamburgers with the appropriate buns and condiments. We do ask that you bring a side dish to share with everyone else, but that's why it's a potluck.

So, even if you do not help with the hangar prep, we still encourage you to join us for the enjoyable potluck social hour with other chapter members. We hope to see you there.

NEXT POTLUCK COOKOUT

The weekend of September 24 through 27, the Kansas City Lee's Summit Regional Airport will play host to Pulsar aircraft pilots and enthusiasts from around the country. This will be the thirtieth "reunion" for the group, and the second consecutive year it will be held here. While not a Chapter 91 or even EAA-sponsored event, board member and proud Pulsar owner Phil Ishmael has asked for and been granted the use of our facilities to accommodate the group. Several Pulsars will fly in, but an even larger number of attendees will drive to our location to participate. Apparently, our amenities have made a lasting impression on these folks, and it is our honor to grant them use of the premises. Phil has graciously agreed to provide some photo coverage of the event, and we look forward to publishing some of them in the next newsletter. Stay tuned. Phil will be glad to update us at our upcoming chapter gathering on Monday, September 21.



EAA LEADERSHIP BOOTCAMP SCHEDULED

The weekend of March 20, 2027, Chapter 91 will host an EAA Leadership Bootcamp where new, prospective, and even current leaders receive training on how to run and build a chapter. We held one back in 2020, and had both an excellent turnout and great results. It is important to understand that many chapters have folded, primarily from a lack of leadership, so this event has real significance. While it's easy to think of Chapter 91 as typical, it is not. We are truly an outstanding organization, and the reason for that is specifically thanks to some exceptional leadership in the past and present. We have been very lucky, but we want to ensure our luck does not run out. This program can help immensely in that area. Again, EAA's Director of Chapters Charlie Becker will bring his able stable of presenters to help unleash our growth and sustenance potential.

Many chapters from the area will be invited, so you will get to meet a number of likeminded advocates. The cost for this leadership bootcamp is nothing. Zero. Not one dime out of anyone's pocket. We have more than enough time to preplan your schedule for March of the coming year, so please give some serious thought to joining us for this impressive program. It is not a boring academic lecture you will look forward to forgetting. In fact, it's truly eye-opening, so you will learn a lot. The future of our chapter is within the membership now, and we will always need qualified leaders to step up to keep us viable. Even if you have no thoughts of becoming an officer, please consider investing a few hours to learn more about what makes and keeps these chapters running. We'll keep you informed as the time draws closer.



SPECIAL OLYMPICS AT KLXT

On Saturday, September 19, Chapter 91 will participate in a major fundraising event for the local Special Olympics organization. It will coincide with our regularly scheduled Young Eagles event, so we have had to recruit additional volunteers to help fulfill our role. And as is so typical of Chapter 91 members, that was the easy part. Our volunteer spirit is truly something to behold.

The event begins at nine o'clock and runs through three that afternoon. We will be selling hot dogs, hamburgers, pulled pork, and pulled chicken lunches, which makes it a fundraiser for us as well. And, since we are not conducting this out of our kitchen, we are not required to have Jackson County Food Handler permits.

This event is expected to attract a large contingent of people, with the keystone event being an airplane pull, where contributors will tug a corporate jet a predetermined distance across the tarmac. Apparently, teams of up to twenty-five people vie to see which can pull the jet the fastest, and, of course, the friendly competition comes with beefy contributions thanks to the competitive nature of the teams. I've never seen an airplane pull before, so I look forward to marking it off my bucket list.

The airport folks approached us several months ago about helping with this event, and the board approved it enthusiastically. True to the name, the Special Olympics kids are pretty special in their own right, and we are glad to aid them. Plus, since we benefit financially, it is really a win-win all the way around.

We anticipate a lot of fun and a nice addition to our treasury, so our sincere thanks to the members who have gone above and beyond to help us fulfill our contribution to this worthwhile event.

 6717 W 119th St Overland Park, KS 66209 913-345-1380 (p) 913-345-2197 (f) bvgoodyear.com	 7540 Metcalf Avenue Overland Park, KS 66204 913-232-7878 (p) 913-291-2695 (f) oadesbrothers.com	 12 NE Sycamore Lee's Summit, MO 64086 816-246-7177 (p) 816-246-7132 (f) douglastire.com
Andrew Gallaher Manager - Douglas Tire andrew.gallaher@oadesbrothers.com		
Family owned and operated for over 25 years		
  		

CHAPTER ELECTIONS COMING

It's time to start thinking about whom you would like to have for officers and board members for the next two years. Yes, our bylaws tell us to hold chapter elections in the even-numbered years, and 2026 is it.

At a recent board meeting, Rob indicated he would be willing to serve another two-year term, but that will be his last one. After he asked if anyone wanted to vacate his or her current position, no hands went up, so on the surface, we have an initial slate of candidates.

However, anyone may jump in and seek election, so it's still open. The offices are: president (currently Rob Schmitt), vice president (Chris St. Germain), secretary (Becca Wescamp), and treasurer (Sandy Rice). The board members are Larry Rhoads, Jim Brady, Phil Ishmael, Griff Pickett, Tom Licata, and Alexandro Paredes. Alexandro was not at the meeting, so we really don't know his preferences.

So, be thinking about the chapter's leadership. We would welcome nominations from the membership, and who knows? You might win! The election will be held in November with the new term beginning in January 2027. That means you still have a couple of months to decide.

If you would like to know more about the various offices, feel free to contact any officer or board member to find out. As an aside, while the position of newsletter editor is appointed and not elected, your current editor is willing to pass along those duties to another member. He would also be happy to help with the transition for however many months it might take. The editor also serves on the board, but it is a non-voting position. But the board meetings provide much clarity for what goes into the newsletter, so they are a valuable resource, not to mention very interesting. Please give it some thought. Thirteen years really is long enough, and it's time for someone else to take over. Please feel free to ask any questions of me or any of the current officers or board members.

HELICOPTER WAKE TURBULENCE

by Earl Downs

When I write these articles, I usually come up with something lighthearted and maybe a little bit informational. This time, I feel a need to get serious. A recent accident involving a landing Cessna 150 and a hovering helicopter near the same runway resulted in a collision between the two. The pilot of the Cessna suffered fatal injuries, and one of the two helicopter occupants was seriously injured. We have to wait for the NTSB to make an official report as to what happened, but I would be surprised if the helicopter's rotor downwash so close to the runway is not carefully examined in the investigation.

If you go to the FAA regulations or the Aeronautical Information Manual, you will see practically no reference to helicopter wake turbulence and downwash. So, I visited an organization known as the United States Helicopter Safety Team (USHST) and found an article, written by *Jessica Meiris*, that addresses this issue. I urge you to visit the website to get the full story. (See below) I have pulled out some of the points that I think are particularly interesting.

The amount of wake turbulence a helicopter produces is dependent on its size and weight. Larger, heavier helicopters produce more wake turbulence that can affect a broader area when compared to smaller helicopters. As an example, a larger helicopter like a Blackhawk weighs 22,000 pounds and has a rotor diameter of fifty-three feet. Studies have shown that helicopters in that size and weight class can generate winds up to thirty knots even at 150 feet away! Think of **any helicopter in a hover as a moving, man-made microburst**. A few guidelines have been developed to increase awareness around helicopter wake turbulence because of the downwash of the helicopter when hovering:

Prevention and Safety Measures

- Maintain Safe Separation: Keep adequate lateral and vertical distance from hovering or low-flying helicopters.
- Acknowledge Ground Proximity: Recognize that ground effect **intensifies rotor wash turbulence during low-level operations**.
- Tower and Pilot Communication: Air traffic control **and pilots** must sequence arrivals and departures carefully at shared heliports and runways.
- For hovering flight or a hover taxi, stay at least three rotor diameters away.

Continued on next page . . .

For forward flight, a minimum of three nautical miles separation is recommended, especially from larger helicopters. It has been discovered that even at this distance, airplanes may encounter uncommanded pitch-and-roll oscillations. Leave two minutes for the rotor vortices to dissipate behind a helicopter in forward flight.

Don't get caught in the wake! Follow the 3-3-2 rule: 3 rotor diameters away on the ground, 3 nautical miles of separation, 2 minutes for rotor vortices to dissipate.

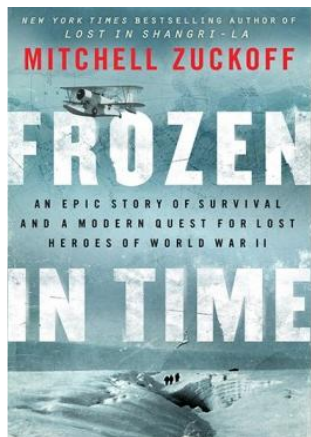
When I had my aviation business in Cushing, Oklahoma, for several years, there was a helicopter medevac operation located on the airport. We had one fuel Island, and we carefully made sure that such things as wheel chocks and ladders for fueling were secured at all times. All of our parking areas in close proximity to the fuel Island were equipped with tie-down ropes. Think about that when you head out to your favorite airport for a hamburger, and it only provides self-service fuel. A calm day may lead you to believe chocking the wheels is enough, but if a helicopter shows up, you may find your airplane parked in a different location.

United States Helicopter Safety Team <https://ushst.org/avoiding-helicopter-wake-turbulence/>



Book Review – Frozen In Time – An epic story of survival and modern quest for lost heroes of World War II
by Mitchell Zuckoff

Reviewed by Chris Hope, Master CFI



So, I can picture you reading this review in front of a warm fireplace, with your favorite beverage at hand. And you are looking at the snow outside and wondering if you should go out and shovel, or maybe wait until tomorrow. Or maybe you live in one of those parts of the country where you never worry about snow.

For those pilots who flew into, out of, and across Greenland during World War II, snow was always on the mind. Mitchell Zuckoff has woven several stories of Greenland flying into this book, because none of these stories can be told without the others. Some of the stories are short because the Greenland climate is unforgiving. Some take longer to tell, because the pilots

eventually won, not Greenland.

The first story is that of a crew of a cargo plane, a C-53 Skytrooper, which is lost on the ice in early November, 1942. The reason for the forced landing was never determined, but its loss triggered the second story, that of the people sent to find it, a B-17 crew which also landed on the ice. This story is longer because some of the crew lived to tell of their life on the ice. The third story is that of the crew of “The Duck”, an ungainly Grumman bi-plane used for search and rescue, which also ended up somewhere on, or in, the ice while looking for the first two planes. And the fourth story is that of the author and a most unusual group of men, who are attempting to find “The Duck” and the remains of the men who have been held by Greenland’s glaciers for sixty years.

The research from the 1940s stories is phenomenal. The accounts of the survivors are told in their own words, gathered from official documents of the time, from newspaper articles, or, in some cases, from the survivors themselves. The return to Greenland in the last few years to attempt, once again, to locate the Grumman Duck and return the remains of the crew is fascinating, both in the challenges of the Greenland weather and of the military bureaucracy.

Mitchell Zuckoff is a reporter for the Boston Globe, and his ability to relate the facts reflects that background. But he has also written a number of books, and he displays an ability to weave straightforward facts into an edge-of-your-seat suspense story. This book is well worth your time.



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

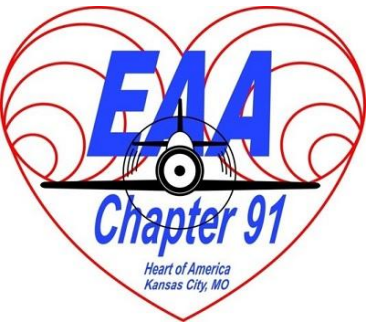
You can reach him at: Thehopeschris@gmail.com

And here are more favorites: www.ChrisHopeFAAFlightInstructor.com/books/books.html

2750 NE Douglas St.
Lee's Summit, MO
64064



THE MONTHLY NEWSLETTER
EAA CHAPTER 91
September 13, 2026



TIM'S PIZZA
In The Country Meadow's Center
17201 E. 40 Highway
Independence, MO
816-478-0777
Dine In or Carry Out

LS LEE'S SUMMIT MISSOURI
Lee's Summit Municipal Airport
2751 NE Douglas Street | 816.969.1800 | LSairport.net

RICK'S
Auto Clinic & Collision Center
Personal Service - Professional Quality
8214 Westridge Road • Raytown, MO 64138
816.353.3777 | 816.353.2639
Mon-Fri 7-5:30

OTTO 4 KC METRO LOCATIONS
CAR WASHES® 2 TOPEKA LOCATIONS
8609 E 63rd St - Kansas City, MO
6545 Troost - Kansas City, MO
920 E 23rd St - Independence, MO
2163 NW 7 Hwy - Blue Springs, MO
You OTTO Wash Today!

 **CHRISTOPHER HOPE**
FAA Certified Flight Instructor
Single \ Multi Engine; Instruments
Master Flight Instructor - Certified Beech CFI
www.ChrisHopefaaFlightInstructor.com
9717 Harvard Kansas City MO 64134
816-763-5205 / 816-868-7655
thehopesChris@gmail.com

 6717 W 119th St Overland Park, KS 66209 913-345-1380 (p) 913-345-2197 (f) bvgoodyear.com	 7540 Metcalf Avenue Overland Park, KS 66204 913-232-7878 (p) 913-291-2695 (f) oadesbrothers.com	 12 NE Sycamore Lee's Summit, MO 64086 816-246-7177 (p) 816-246-7132 (f) douglastype.com Family owned and operated for over 25 years
Andrew Gallaher Manager - Douglas Tire andrew.gallaher@oadesbrothers.com		


LAMINAR CONSULTING.COM
CUSTOM COMPOSITES
AIRCRAFT & AERODYNAMICS REPAIRS
COMPOSITE TOOLING BUILDERS ASSIST
RAPID PROTOTYPES CAD TO CNC
TOM MCNERNEY
(816) 309-6038
TOM@LAMINARCONSULTING.COM

Be sure to visit our sponsors