



EXPERIMENTAL AIRCRAFT ASSOCIATION



**CHAPTER 66 FORT MYERS, FL – PAGE FIELD (KFMY)
50 YEARS STRONG * THE SPIRIT OF FLIGHT * 1967 – 2017**

66 SQUAWK SHEET AUGUST 2017

PRESIDENTS NOTES

What is happening now!

I didn't realize the pressure there would be in writing something meaningful each month that would enlighten our pilots and builders and members in general. I received a message today that it is time to write some "President's words of wisdom" for the newsletter. While I love to write words that will inspire and motivate and help others to keep a positive attitude, I realize it is the TEAM that keeps our spirit alive.

When I see people like Neal Trombley, who's already ridiculously busy with his business and his wife's business, yet finds time to shop for the groceries and other commissary items, I'm almost moved to tears. Not only does he deal with the obvious hassles of

shopping, waiting in line, bringing the stuff back to our clubhouse and whatever other inconveniences he deals with that we don't even know about, he does it with an energetic, positive attitude. He doesn't look at it as "beneath him". He looks at it as doing something good for our club. He's a smart man and a very good man. He is a true leader.

I think of guys like Ray Romeu and Paul Yocum who work full time, yet find time to help others with their projects (they spent all afternoon Sunday helping me with my weight and balance and there's still more to do.) I'm sure they had other things they would rather do, but they gave their afternoon to a fellow builder and club member and quite possibly (they would probably rather I use the term loosely... a friend). Again, they are true

THINGS TO REMEMBER

Next Breakfast
Sunday September 2,
2017

Board Meeting
Thursday August 10, 2017
@ 6:30 PM
Thursday September 14th
@ 6:30 PM

General Meeting Tuesday
August 15, 2017 @ 7:15 PM

**Young Eagle Pilots
Needed for the
Sunday Pancake
Breakfast**

Please contact Cheri Short
at
skydiver36c@yahoo.com

leaders and I am proud to know both of them.

I met up with Tom Irlbeck the other day (came back from Wisconsin for a few days to check on his house). He is our Flight Advisor and is going to do my test flights and give me transition training in my Hatz Classic biplane. I felt like I have a guardian angel watching over me, who's not going to let me go until he feels I'm ready. Again, a true leader.

Cheri Short, a mother, a teacher, a dedicated and selfless person has been handling the Young Eagles program for years. Because of her, many kids have gone on to pursue a career in aviation. I wish there was a woman like her in my life when I was young. She too, defines what leadership is all about.

Then there's David Burns and Steve Gagnon, who have worked tirelessly on the newsletter, bringing us more complete and insightful articles that are informative and educational. Great job, my brothers and you too, are great leaders.

So, I don't think of myself as a leader, but I get plenty of strength and confidence from knowing I'm surrounded by true leaders.

Thank you all and God Bless you.

We are working on some good productive seminars through Dan Mahoney as he has access to people in the FAA and other agencies that will be of great benefit to our members. One of the topics will be first flight preparation. We're talking about a seminar right after the breakfast in September (Labor Day weekend). We'll keep you informed.

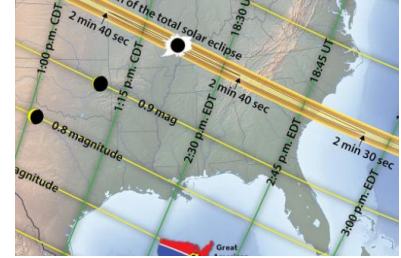
Bill Bresnan - President
EAA Ch.66

What is Happening

Solar Eclipse

Just a reminder, August 21 a Monday is the solar eclipse. Be sure not to look at the sun without the proper glasses. If you want to watch the progression of the moon across the sun make a simple shadow box. All it takes is two pieces of paper with a pin home in one. Hold up the pinhole paper so the light shines through onto the other paper. You will be able to view the entire eclipse process.

<https://www.space.com/33797-total-solar-eclipse-2017-guide.html>

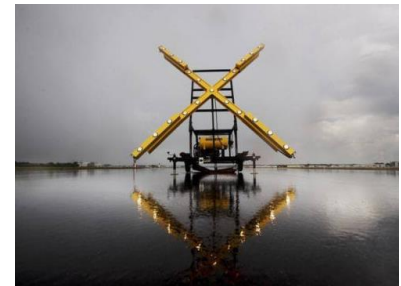


Or

<http://www.eclipse2017.org/2017/maps/ga-sc.gif>



Going Flying?



Be Sure to Check FSS for TFRs

I don't know if you remembered last winter and how Pres Trump caused a bunch of headaches with TFR's when he went to West Palm Beach almost every weekend. BUT, he's now going to New York and New Jersey during the

summer. This puts a TFR over all of Central NJ and parts of Western PA. It just goes to show ya, like Rosan Rosanna Danna said, “If it ain’t one thing, it’s another.”

Builder Updates

Lots of builders' reports include:

- David Burns Glasair Sportsman 2+2 – Engine installed
- Bob Willaford RV9 – Working on final steps to complete the aircraft.
- Art Coll & Mike Degeorgio Zenith CH 750
- Jerry Strom Zenith CH 750
- Bill Bresnan HATZ – Weight and Balance and then FAA inspection. Almost ready to fly!



- Raymond Kennedy RV-6 (RV-7 Plans)

- Ray Romeu is continuing to glue toothpicks together at his hangar at PGD Final wing in nearing completion then on to the fuselage.
- Neal Trombley RV9a – Found some wings that are being shipped, almost has a quick build airplane.
- Dietrich and Ulla Fecht CH 640 (4 seats) building based on CH 640 drawings complete out of raw materials. Some modifications are made. For example: use metric stainless break stem rivets and metric stainless bolts in 6061 T6 AL alloy materials. (Some Sonex kits include stainless fasteners too).
- As a second parallel project I am preparing for trying to build a 500 to 600 HP experimental plane gas engine based on a 12 cylinder Mercedes car engine.
- Tom Peppers is working on his electrical and his Revmaster engine.
- Steve Gagnon – is building a plastic airplane. (yes David, there really IS a Cozy in Slatedale, PA)

Steve Gagnon - Newsletter Editor

David Burns – Adventure Photographer



Young Eagle Updates

Cheri Short
EAA 66 Young Eagles
Coordinator

Breakfast Highlights

Lance Hooley joined us for last Sunday's breakfast and brought his 2010 LongEasy 95 hours IO360 cruise at 192 knots or less.



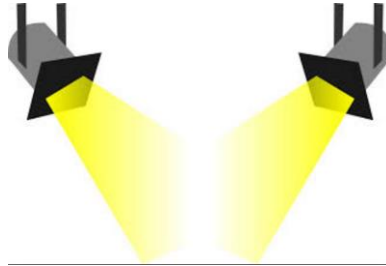


Thanks Lance, we hope you will bring your other airplane down in **October** or September.

Ray headed up to Punta Gorda caught a ride. Sorry do not have the details on the airplane but Ray liked it and if Ray likes it it has to be good!



EAA 66 Spotlight



Going Direct: Case Study: When Private Companies Were Given A Big FAA Job

Think privatization is the way to go for more efficient operation? Consider this case from just 20 years ago.

One of the major arguments for President Trump’s proposed ATC Modernization plan is that private companies are inherently more efficient than governmental agencies. The example for this case is the FAA’s slow moving Nex-Gen airspace modernization program. Critics claim with some justification that the program is way behind schedule and over budget. But the argument then that making air traffic control operations a private venture doesn’t seem to jibe with the FAA’s recent history on this subject. Indeed, instead of private industry saving the day, in several noteworthy cases, the FAA was forced to cancel programs for non-performance and take charge of getting the program back on track.

No example of this is perhaps more dramatic than that of the development of WAAS. Today, we take for granted the wide area augmentation system, which is the technological backbone of the augmented GPS system that is the foundation for many elements of Nex-Gen, from RNAV approaches to RNP to ADS-B and runway safety technologies. But the success of WAAS was far from a given.

The original 1995 contract was issued to Wilcox Electric, which performed so badly the FAA had to cancel its \$1.8 billion contract for cause within a year of Wilcox getting to work on it. The next player, Hughes Electronics, was under fire for years after it assumed ownership of the program—Hughes was later acquired by Raytheon Systems. Under its auspices, the program was late by several years and went billions over budget. The FAA’s original cost estimate for WAAS was less than a billion dollars. Within five years, in 2000, Congress was investigating program delays and cost overruns. At that point, the program under Raytheon was 15 months behind schedule and around \$4 billion over budget. Originally scheduled for deployment in 1999, WAAS finally launched for public use in mid-2003, four years

late and billions over budget.

The FAA has traditionally blamed at least part of its program completion and cost overrun problems on its revolving funding mechanism, which is tied to annual budgetary battles, so while Congress is fond of slamming the FAA for its failures, many of them, the FAA has long pointed out, are at least partially the fault of Congress itself.

So the administration's claims **that a private sector firm will be able to "more quickly and securely implement Next Generation (NextGen) technology"** flies in the face of the story of the private industry's poor record of performance in the development of WAAS. But perhaps of even greater concern to general aviation advocates is the administration's claim that a privatized ATC will be able to **"expand the availability of the National Airspace System (NAS) for all users."**

There is no record of private firms overseeing ATC operations in the United States, but if the record of countries like Australia, Canada and many in the EU is any indication, private industry's performance on

this count could be even tougher to achieve.

AND FROM JACK PELTON...

The annual EAA AirVenture fly-in at Oshkosh, Wis., is the must-attend event of the general aviation year, drawing 590,000 people and 10,000 airplanes in categories from sport and recreational flyers to astronauts and everyone in between. The event celebrates individual passion and innovation through the freedom of flight that we enjoy in the U.S. unlike anywhere else in the world.

This year we saw the Blue Angels, a 75th anniversary tribute to the Doolittle Raid flown by vintage B-25 bombers, and a reunion of Apollo astronauts, not to mention thousands of flying machines large and small. Unfortunately, this year's festivities took place against the backdrop of a major threat to free skies: the proposed, so-called "privatization" of the U.S. air traffic control (ATC) system. That's right: a bill now before Congress, supported by President Trump, would remove day-to-day operations for ATC from direct management by the Federal Aviation Administration and hand the

whole thing over to a non-profit corporation controlled by commercial aviation interests. This is not just a bad idea – it is a disingenuous attempt to disguise a huge corporate giveaway as a pro-market reform, deepening the very problems it is intended to fix.

It's also not privatization in any meaningful sense of the word. Real privatization means applying for-profit principles and benefits to a market opportunity with the goal of enhancing choice, efficiency and freedom. This proposal does none of that — it simply creates a corporate monopoly largely under the control of commercial aviation interests.

Advocates for the mislabeled "privatization" of ATC argue that it would make commercial air travel faster, cheaper and safer by enabling speedy adoption of new technology – but these claims don't stand up.

Here's an example: the FAA is rapidly modernizing the country's ATC infrastructure, employing a new satellite-based GPS system called NextGen. It has already transitioned to new technology at all 20 of the country's "enroute" centers for managing high-altitude traffic, and is using satellite technology to

reduce congestion at 12 of the country's "metroplex" air traffic hubs. General aviation has been using and benefiting from GPS technologies for navigation, instrument approaches, and direct routing for decades. NextGen has already saved around \$1.6 billion, with another \$11.4 billion in projected savings over the next 15 years. And the benefits aren't just financial: more efficient routing and scheduling means lower fuel consumption, a smaller carbon footprint, fewer delays and less time in the air for passengers.

This is not a love note to the FAA. The agency has challenges. But air traffic operations are not among them. The system works. Most delays in the system, often cited by proponents as a justification for privatization, are caused by airlines overscheduling limited resources such as available runways and gates. When bad weather moves in, the effects of this overscheduling are compounded, resulting in airplanes backing up across the system. FAA's air traffic controllers are efficiently and safely moving aircraft through the airspace, they simply have no place to go when they get there.

NextGen, whether fielded by the FAA or a privatized entity will serve to

modernize what is already an effective system air traffic system but will do nothing to address the core problem of delays; a lack of airport and runway capacity to meet the scheduling whims of the airline industry. We strongly support the modernization of the air traffic system for its own sake, but so-called privatization of ATC would leave implementation of complex new systems to a consortium of airlines that have not exactly distinguished themselves in matters of technological prowess in recent years.

Arguments based on safety are also bogus. The fact is America's air traffic system is the safest in the world, despite being the busiest one in the world. It is safer now than in any previous period. It's hard to see how pseudo-privatization, with all the hazards of "changing horses midstream" and removing congressional oversight, could possibly improve on this record.

Precedents for privatization in other countries are not without difficulties. In Australia, privatization led to an immediate and dramatic drop in general aviation flight activity. In Canada, fees had to be dramatically increased to cover fixed costs when revenue fell during the most recent economic downturn

further compounding a problem of reduced flight activity. In the UK, taxpayers were forced to bail out the nation's privatized air traffic system when flight activity plummeted after the 9/11 terrorist attacks in 2001.

Given ATC's critical role as a backbone of the U.S. economy, in the event of financial difficulties the government would undoubtedly be forced to step in with a taxpayer-funded bailout. Like financial institutions in the last decade, a privatized ATC system would simply be too big to fail – only now without congressional oversight and funding, making such a debacle that much more likely.

There are plenty of other reasons for concern. General aviation enthusiasts like myself rely on the unfettered and equal access to airports ensured by Congress and overseen by the FAA, but commercial airlines would have no reason to maintain the same degree of access to other users of the system, endangering America's thriving general aviation marketplace, and with it millions of jobs. Many within the Pentagon have voiced concerns about privatization's implications for national security. And why

should we simply turn over billions of dollars of taxpayer-funded infrastructure to corporate control for free?

The one rationale that makes any sense – protecting funding from the whims of a deadlocked Congress – isn't really an argument for privatization at all. True, the FAA's modernization program was delayed by the government shutdown in 2013 and years of inconsistent funding by Congress, but this is hardly a reason to turn the whole show over to an unelected board of companies whose primary concern is profit-driven, not public interest. Congress should just do its job and provide long-term consistent funding to an air

traffic system that was founded on the premise of an infrastructure for everyone, not just commercial aviation.

On that note, the Senate Appropriations subcommittee for Transportation and Housing recently rejected the privatization proposal, with Sen. Susan Collins (R-Maine) aptly observing that it “appears to be a solution in search of a problem.” That's a good start; let's end this nonsense once and for all.

Jack J. Pelton is Chairman of the Board and CEO of the Experimental Aircraft Association and the former CEO of Cessna Aircraft Company.

SO, IN CONCLUSION

Even though the boys in Washington didn't act on this issue before they went on their August Vacation, it is still a very active issue. It will most probably surface again. So, keep those cards & letters going to our representatives. Do not let them forget how we feel on this issue of OUR AIRSPACE.

Stephen T. Gagnon, ed.

EAA 66 Classified Ad's: Any items you wish to list in the Classified Section of the Newsletter contact Steve or David

CHAPTER 66

General Meeting

Third Tuesday – Each
Month @ 7:30 PM

Board Meeting

2nd Thursday of each
month 6:00 PM

Pancake Breakfast

First Sunday – Each Month

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David Burns, Bean
Counter

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David Burns

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