



EXPERIMENTAL AIRCRAFT ASSOCIATION



WEB ADDRESS
EAA66.ORG

CHAPTER 66 FORT MYERS, FL – PAGE FIELD (KFMY)
51 YEARS STRONG * THE SPIRIT OF FLIGHT * 1967 – 2018

EAA 66 NEWS LETTER DECEMBER 2018

PRESIDENTS MESSAGE:

As this is my last message, I want to thank you all for putting up with me for two years. We had elections at the last meeting and I would like to welcome our new president, Charley Valera, a smart, well educated and easy going man, who has served in his previous EAA chapter as president for five years. He also owned a flight school and has his commercial rating. He has written a book about our nation's World War II veterans, compiling interviews with many of them, entitled My Father's War. His father had served and it prompted Charley to write this book. In addition he has done a feature film which is presently being shown in three different major film festivals. Good luck, Charley!

I think he will be a good fit for our club as he will bring to the table many skills that I do not possess. He is in contact with many of the influential powers within EAA headquarters as well as the FAA. He's also in touch with several people who will be interesting and compelling speakers at our general membership meetings. I hope you will cooperate with him and contribute some of your time and energy as the club cannot survive without it.

I said in the beginning that many hands make light work and there is no task within our chapter that is so demanding that we can't give at least a portion of our time. Even if you have a PhD, there is no reason you can't mop the floors of the clubhouse on the Saturday before the pancake breakfast. Even if you were the CEO of a major corporation, there is no reason you can't make coffee or scrub the toilet bowls of the clubhouse.

No matter who you are, no matter how talented and

THINGS TO REMEMBER

Next Breakfast
Sunday January 6, 2019
8:00 to 10:00 AM

Board Meetings
-Thursday Dec 13 @ 7:00
P.M. at Base Ops

General Meeting 3rd
Tuesday of the month
Dec 18 @ 7:30 Food
served 6:30 until 7:00 PM

Builders Night is every
Thursday 7:00 – 9:00PM



intelligent, there are plenty of good, healthy, demeaning jobs that you can do if you live your life with humility. Nothing is beneath you. It's all in the attitude. Instead of complaining or trying to embarrass others by pointing out their flaws, you should ask only this one question. "What can I do to help"?!

Bill Bresnan -President-EAA Ch.66

And from our new President, Charley Valera:

Hi All,

As your 2019 incoming president, I'd like to thank you for the opportunity to keep us moving forward with old plans and some new ones. I'll start by looking for your input on a few things. In February, I'll see about getting us a tour of the tower. Probably in groups. I'll post it on our Meetup site so we can count who may be interested in attending. Please join so we can all keep advance attendance to our fly outs and meetings and no one gets left out. <https://www.meetup.com/Chapter-66/>

Also, I'll need some help coordinating some of our speakers and fly outs. Even if it's for a month or two. Let's pick your favorite places or some you've been wanting to fly to and make it happen. In addition, any speakers or topics you'd like covered in 2019, please let me know. Lastly, the chapter also needs a Vice President, if you'd like to join me this year, please let

me know. This is all of our chapter, let's make it a great year.

Fly often and fly safe,
Charley Valera
Incoming 2019 President
EAA Chapter 66
Charleyvalera@me.com

Another Chapter for the Chapter

Here's where you come in. First, please join us all at <http://meetu.ps/e/G4Qx7/HyGkQ/c> this is an interactive site. Here you'll be able to reach out to members and sign up for our meetings and events. Please add a photo and details about yourself. Include flying and any of your life's additional useable skills.

Welcome back to EAA Chapter 66

November General Meeting Minutes

EAA CHAPTER 66
GENERAL MEMBERSHIP

NOVEMBER 20, 2018

Meeting called to order at 7:30 PM by President

Bresnan followed by the Pledge of Allegiance

Executive Committee Members Present: President Bill Bresnan, Len DeNardo

Vice President and temporary Treasurer, Secretary Ruth Ann Worman and Tom Peppers - Committee man.

TREASURERS REPORT

Hangar fund includes the monies \$2100. from the sale of the Sky Bolt. Plane was sold to a person from Tulsa. In addition Ray and Doris Kennedy donated \$500.00 to the Hangar Fund.

HANGAR FUND: \$60, 129.00

SPECIAL RESERVE: \$1,964.00

OTHER ACCOUNT \$4636.00

TREASURER'S REPORT-

Position is up for nomination. It was suggested that the Membership and Roster Update be given to a second person. Duties would be to collect

membership monies, give out cards and maintain an up to date roster list.

MOTION ; To accept treasurers report by BOB Willaford, motion seconded. Vote: carried by membership

NEW TREASURER: To get laptop, printer and access to Q BOOKS

OLD BUSINESS:

Welcome Back Snowbirds Dinner was catered by Carrabba's. Attendance was 53 people which generated \$795.00. Some attendees shared comments both pro and con. Food received was not what Len had agreed to. Lots of pasta very little chicken,

Meatballs in gravy were not enough for all attendees. Comment also, not all food was hot. No bread. Cannoles were good, but not sure if everyone got any.

FISHING TRIP:

Suggestions- Kevin suggested someone to fly out over the gulf to check on red tide. Bill said it was to be simple. Keep in touch with Captain Tony.

Bob Willaford suggested not to postpone.

_____ suggested if enough can go, then plan for December. Emails will follow to verify date and trip.

OLD BUSINESS Kevin was checking dates, and Fort Myers flying club has Dec 15 as their party night.

Paul asked if decorations were going to be used. Vote taken: 6 before Christmas, 17 in January. As Len counted 28 people present. Majority want party after the new year.

January 5, out because it is before the Sunday breakfast.

January 12--- Famous Dave's,,,,,,,Boston Chicken no decision made

LEN - Stated that the General membership has no choice as to the dinner.

No covered dish dinners in the future

DISCUSSION; What about Sammy James Birthday Fly Out? Date needs to be set

January 12-LaBelle Fly Out- here at clubhouse

January19 Holiday Dinner here at Clubhouse

MEMBERSHIP VOTE:

Show of hands ... see how we don't go by the book. Bill Bresnan made motion for Charley Valera, new member, to be nominated for position of President.

Len DeNardo seconded the motion. Bill then introduced Charley and he spoke to the group about his experiences, and qualifications for future CHAPTER 66 President

NO DISCUSSION WAS GIVEN BEFORE THE SPEAKER

NEW BUSINESS; Tri Motor is getting new wings. Asking all EAA locals to help:

Project Tin Goose, especially those who have hosted them in the past.

Bob Willaford asked about their reason for asking funds from units that made them money in the past. Maybe a committee could get donations from other.

Bob said just write a check for \$100.00 or so....to show good faith.

Charley suggested the fact that out giving of monies drains our account.

Vote to adjourn meeting follow by a sound vote

Meeting adjourned

Respectfully submitted by

Ruth Ann Worman EAA
CHAPTER 66

What's Happening

From Len DeNardo:

We are considering a Holiday dinner on Saturday, Jan. 19 to be catered by Boston Market. We will discuss at the December meeting, Dec. 18th.

We will be having a talk at the Dec. meeting by Mark Steinberg of the Sundowners. He will discuss trips to the Bahamas. He has made many trips there and is knowledgeable about the requirements. This is one topic we can all benefit from.

EAA 66 Receives Vans RV 6

Many Thanks to Chuck Black for the donation of a VAN'S RV 6 kit.

Chuck purchased the kit from Vans a number or years ago and started building a wing and the tail feathers but like so many projects his ownership of another airplane and flying to many places got in the way of completing the airplane. So to benefit the club Chuck has donated the project.



Over this past week the parts were moved to the

storage hangar and are waiting a new home.

Anyone interested in purchasing the kit should contact Len DeNardo or Ray for details. Make an offer and you can be the owner of this RV6.

Written by David Burns.

We invite/encourage all of our new & old members to attend all of our events. After all, this is your Chapter too.

Chapter Website

EAA66.org

Check it out. Be sure to sign up as a member and receive special information.

THIS JUST IN...

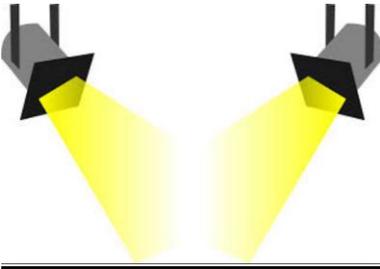
The Sam James Fly-in is now scheduled for January 5, 2019. Presently it is 10:00am to 2:00pm. The Chapter will be cooking hot dogs & Hamburgers at the Fly-in.

Going Flying?



**Be Sure to Check FSS
for TFRs**

EAA 66 Spotlight



**KFMY to LWN
Fort Myers, FL to
Lawrence,
Massachusetts**

By David Burns

It was two years ago when our niece decided to get married over the Thanksgiving Holiday weekend. Now you know that this is one of the worst weekends to travel by air and not to mention the changing weather conditions as the arctic jet stream begins its move south along with the changing weather.

Well this year the Glasair Sportsman had become

airworthy and along with the 25 hours of break-in and a trip to Oshkosh Wisconsin had been completed this past summer. The aircraft performed well and would fly at 130 knots and well at 10,500 feet.

So why take commercial when we can fly in our own airplane? Not worry about how much luggage we needed to take! You know the new fees at some airlines requiring you to put bags under the seat or pay \$25 for each bag in the overhead bin was part of the decision process. Besides the return flight was leaving Boston at 5:00 PM and going through Charlotte North Carolina and finally getting back to Fort Myers around midnight. What a great opportunity! What could go wrong?

As the date approached the decision to go by Burns Air was made. A check of the weather showed that a dip in the Jetstream was bringing weather across the Midwest and we headed toward the northeast. The forecast was for wind from the west and at altitude from 25 to 45 knots. My destination showed clear skies although a little chilly. I must bring a good jacket!

So we are planning on leaving Page at 6AM on

Wednesday to get a good start on the trip. I estimate flying time to be about 9 hours with 2 stops for fuel.

Now when I planned the trip I used ForeFlight to check fuel prices and to avoid TFRs and MOAs. My plan was to fly at 6,500 feet avoiding the airport airspace.



To assure myself on the trip I met with a CFI to review my choices and the weather. All looked good to move forward.

Wednesday morning at 4:00 AM the alarm goes off. Time for a shower and breakfast and over the airport to pull the airplane out of the hangar into the dark and early morning.

Shortly thereafter the airplane was loaded with more baggage than we could have taken by common carrier and a warm jacket.

We had fueled the day before and were ready to take to the air at 6:00 AM. A run-up check, everything according to the checklist. Call out on 119 we are taking runway 5 and departing to the north!

Contact ATC 126.8 and now on flight following and settling in for the first leg.

About 40 minutes into our flight we see the sunrise under our right wing.



A good place if you are headed north and better now that we can see the fog below and it is much better flying in the daylight.

Our trip took us outside Class B by Orlando and then over to the coast by Jacksonville. Nice flying, slight wind from the west and good speed. As we entered into Georgia we continued north over Savannah, GA to fly into Hampton County airport for refueling. There was little or no wind and we approached using runway 29 coming in over trees to the runway. A short back taxi to the center of the field where the fuel and FBO were located. We were greeted and welcomed by the attendant who also helped to fuel the airplane.

Now I would recommend stopping by if you are in the area for fuel. Hampton County, South Carolina, 3J0.

Back into the air and a bottle of water. It gets dry when you travel at 6,500 feet and it helps to stay hydrated.



Passing over the South and North Carolina line.

So for the next hour everything was going well until my kidneys decided to process the extra water!



Now I am on flight following and we are just passing Raleigh-Durham. A quick check of the map and Triangle North Executive is

close. A call to ATC, cancel the flight following and point the nose down. Now LHZ is a nice airport with a long runway.

Now relieved and on to the next stop we again pick up flight following and head for 2W6, St. Mary's Co Regional airport (2W6)



St. Mary's was an easy stop just to the south of the District of Columbia. Not familiar with it? Well you need to be if you are planning a trip through that area and be well aware of the FRZ and no fly areas around Washington DC.

It was about 2:00 when we left with full tanks and acquired flight following again. Still headed North East to fly over Baltimore and avoid the New York Class B airspace. It was getting colder so we added heat to the cabin air and were comfortable.

As we approached the New York airspace a layer of clouds appeared on the horizon. Not too much to worry about. A quick check of the weather on the ADSB

showed that it was clear in Easter Massachusetts at our destination and should be when we arrived.

We were seeing the leading edge of the storm as it moved east along the northern tier of states. It was getting later, one extra stop had delayed us by about an hour and the sun was getting lower on the horizon.



As we continued I noticed that the cloud layer was not too thick as from time to time I could see the ground in small openings.

Continuing on we could see the clouds beginning to build above our position and I contacted ATC for an altitude change to increase our opportunity to get above the clouds. The cabin was starting to get colder and a quick check of the OAT indicated a dropping temperature, now in the lower 20's.



ATC contacted me about my destination, I indicated we are headed for Lawrence, Mass but we were still headed somewhat north east with a 40 mph side wind. We got clearance to head more easterly and our speed increased to 185 knots ground speed. Nice as the temperature had continued to fall into the lower teens.

Again we were faced with some higher clouds, a call to ATC and we could go as high as we needed.

Now I have to say that my training has all been in the south. No issues with icing and now with clouds right below images of water dripping off the spars came to mind as I remember penetrating clouds when I had worked with Skip on my pilot license. If I were to penetrate the clouds now and with an outside air temperature of 2 degrees would ice likely form on the wings? I am not going to find out! Higher we go!

It was now getting dark and I was transferred to Boston Approach. Nice to know that I was making progress. The outside temperature had remained steady and a chilly 2 degrees and was still worried about ice. The air

was clear but had a slight fog to it as I passed closer to the tops of the clouds than I would have liked. I made a few maneuvering turns to stays as far away as I could and soon began to see light as the clouds began to part.

Again it was time to start the decent and a few more turns to stay out of the clouds.

It was approaching 6:00 PM when I was told to contact tower and by this time I was shivering it was so cold in the airplane. My heavy jacket was in the back out of reach and now I was focused on finding the airport. Winds were from the west at 25 gusting to 35 knots.

Where is the airport? I continued to follow my GPS and looking for the row of lights that would indicated a landing strip. Where is that airport?

Tower understood my dilemma as we dropped below 1,800 feet and gave me headings to follow. Turn right and then right to heading and runway will be on your right. The lights were turned up and there it was. A turn to final, lowered the flaps to 10 degrees and the wind blew hard from the left. Over the threshold and now holding

centerline as the airspeed bled off. First the left then the right main on the ground and finally the noes wheel, touchdown! Perfect. (Didn't think I would tell it any other way did you? 😊)

Tower directed me to parking as I had made arrangements before I left to keep the airplane in a hangar while we were there.



Nothing better than getting back on the ground knowing you had a great flight. A short drive to the FBO and signing for the rental car.

Now off to the Hawthorn Hotel in Salem and some fun.



Thursday Thanksgiving dinner was a treat. So much to choose.



That evening we saw a clear sky to the west.



We just hoped it was not the last.

Santa showed up just after dark. The local firefighters went to the top of our hotel and brought him down from the roof

where the reindeer were left waiting.



Even the town witches made an appearance.



The Saturday wedding was outstanding with our niece and her sister as maid of honor and had a beautiful ceremony.



We were in for a relaxing night and planned to leave on Monday. The evening was clear and cold. A nice omen for what was not to happen.



Well good morning Massachusetts and overcast skies. The clouds were 700 feet AGL and lower in some areas. Not leaving today.



So the weather is not cooperating, what do you do? In Massachusetts I would go to Maine.



The nice thing is that the states are relatively small and close so off to another state.



In Maine, where else would you go but to L. L. Bean.



Open 24 hours a day 365 days a year. Now I have to say that the first time I went there is was a small town and shopping was limited to just a couple of stores. Now it is like an outlet town. All of the major outdoor and

sporting goods stores are there and it makes for an interesting stop if you are ever in the area.

95 Main Street
Freeport, ME 04032

And yes there was snow up there.



It was not until Wednesday that the METRS indicated we could leave. It appeared that we would have VFR weather around 9:00 AM. So up early, breakfast and off to the airport.

9:00 AM ceiling around 300 feet. The same at 10 and 11. At 12 we went to lunch and by the time we got back the weather was clearing and the clouds had lifted to a VFR condition. Off to the hangar and load the airplane. A detailed

check of all flight surfaces, oil and verify the check list.



Taxi out to the ramp and off we go departing toward the west at 3,500 feet. A call to ATC, and we pick up flight following.



One of the things I learned was that we could fly down the Hudson River right by New York City. There is a corridor over the Hudson that is VFR and can be flown by following instructions.

New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area (SFRA)



Mandatory reporting points shown. Note: Not for navigational purposes.

Important Frequencies

East River operations	123.075
LGA Tower Authorization	126.05 or 263.00
Hudson River Operations	123.05
Skyline Route Southbound	126.05 (LGA)
Skyline Route Northbound	127.85 (EWR)

Circling the Statue of Liberty

- Do so at the highest practical altitude below 1,000 feet MSL
- Circle in a counter-clockwise direction
- Be aware that local helicopter tour operators fly an irregular pattern near the Statue of Liberty at approximately 500 feet
- Remain especially vigilant for other traffic in the vicinity of the Statue of Liberty

New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area (SFRA)

Prerequisite Planning:

- Familiar with SFRA rules, procedures, and current charts

In BOTH Exclusions:

- Airspeed - Not more than 140 knots
- Anti-collision lights - ON
- Aircraft position/navigation lights - ON
- Landing lights - ON (recommended)
- New York TAC or Helicopter Route Chart - Onboard (current edition)

SKYLINE ROUTE (Class B VFR Transition Route)

- Obtain clearance prior to:
 - Verrazano Bridge, Northbound - 127.85 (Newark Tower)
 - Alpine Tower, Southbound - 126.05 (LaGuardia Tower)

HUDSON RIVER EXCLUSION (CTAF 123.05)

- Fly in proper altitude range
 - Transient operation* [1,000 ft up to, not including, 1,300 ft MSL]
 - Local operation** [Surface up to, not including, 1,000 ft MSL]
- Fly within the boundaries of the exclusion along the:
 - Southbound - West shoreline
 - Northbound - East shoreline
- Self-announce at mandatory reporting points (CTAF 123.05)
 - You must include: aircraft type, current position, direction of flight, and altitude

Example
"Cessna, GWB, 900 feet, southbound."

* Transient operation: Aircraft transiting the Hudson River Exclusion from end to end without intending to significantly change heading, altitude, or airspeed.
** Local operation: Any aircraft within the Hudson River Exclusion that is conducting an operation other than overflying.

EAST RIVER EXCLUSION (CTAF 123.075; LGA 126.05/263.00)

- Fixed wing aircraft are prohibited unless authorized by ATC
 - Contact LaGuardia Airport Traffic Control Tower prior to Governors Island on 126.05 or 263.00
- ALSO, monitor and report on CTAF 123.075

OK, here we go! I received permission to enter Class B at 1500 feet and down the Hudson we go.



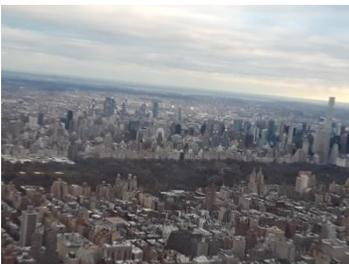
Statue of Liberty



After leaving the area, I continued south west towards Delaware and decided to stay overnight at Dover. It had been a long day and the daylight was fading fast. Tomorrow would be better flying and I was assured that we would be in VFR conditions then next day.



Central Park



Down Town Manhattan



After tying down the airplane we called and got a room at a nearby hotel.



On Wednesday we continued our journey at 6,500 feet. There was a wind from the north west around 35 to 45 knots and because we were headed more toward the south we got a helping hand with our ground speed.

A fuel and lunch break back at 3J0 again and full fuel. We headed more south and this time picked up a little more speed. We passed over Hunter Air Force Base outside Savanna Georgia where I spent 5 years as a kid when my father flew B 47's for SAC.

It was not long as until we started our decent into page. RSW kept me high and we entered Charlie at 2,000 feet, contacted Page and landed on runway 5.



We quickly unloaded the airplane, backed it into the hangar and checked all of the surfaqces, cleaned the bugs and tied it up for the day.

Stats:
Almost 1,200 miles one way.
2 fuel stops

9.1 hours going up
9.2 hours coming home.

Lessons Learned

- 1) If you are planning a flight in the winter check with a CFI and review your plans.
- 2) Do not be in a hurry to return home.
- 3) Be prepared to stay twice as long.
- 4) Plan by taking contact numbers and all of your medications and extra clothing for an extended stay.
- 5) Talk to the people in the area. I only went to NYC because I was informed by the local FBO that I could.
- 6) Have fun and fly as if your life depended on your decisions. Oh yea it does.
- 7) Do not be in a hurry to get home because of the weather.

I learned about the no fly zones in the Washington DC area and avoided them using ForeFlight. I also decided to take the course that would allow me to skirt the area a little closer. I would recommend staying away.



By the way, Nancy said the flight was fabulous and looks forward to doing the next flight/adventure.

David Burns

(Proof positive that a Pilots License is really a license to learn. Steve G, ed.)

Congratulations to

Mike DeGeorgio

and

Art Coll

First Flight December 11, 2018. Art and Mike completed their Zenith Cruiser and first flight was flown by Dave Stone.

After 2 years of building the dream of flying has come true.

Congratulations! Job well done.



Builders Night

Builders Night is a hit! Lots of new members are attending builders' night and we are seeing more interest in building airplanes. If you have not attended one recently come by on Thursday night and see what is happening. Learn how to bend, rivet and read blueprints to make an airplane.



Young Eagle Updates

From Candy Rhodes: EAA 66 Young Eagles Coordinator

I would like to thank all of our Pilots who have flown flights over this past year. Our November pancake breakfast and Young Eagle rally was another successful morning. We flew four new Young Eagles and had five returning Eagles. Thank you to Dean Martin, Tom Kracmer and Rich Zeidman for flying our eagles today!!

We also had the EAA Young Eagle Simulator running today thanks to Greg. Pepper mentored our new Young Eagles on the simulator and they all did great!!! Our hard-working re-occurring Eagles are coming up on their quarterly flight. It would be great to have a few extra pilots for December!!

Thank you Cullen for all of the fantastic pictures!

We are currently updating all Young Eagle Volunteer and Pilot requirement documentation. Pilots can scan their info and email to youngeagles66@gmail.com or you can bring copies to the next meeting.

To fly passengers in the EAA Young Eagles® program, you must:

- Be an EAA member.
- Complete the [EAA Youth Protection Policy](#), which includes a short training session and background check.

Have a valid airman's certificate (sport pilot or greater).

- Possess a current medical certificate or BasicMed (if applicable).
- Be current to carry passengers in the aircraft you plan to use.
- Have a current biennial flight review.
- Conduct flights in an aircraft that is in airworthy condition.
- Have Aircraft Passenger Liability Insurance for the aircraft used (owned, rented, or borrowed).
- Adhere to all applicable Federal Aviation Regulations.
- Complete a Young Eagles registration form **before** the flight, signed by you and a parent or legal guardian.

If you are going to be here for the next three months and can fly, please let me know.

Thanks
Candy Rhodes

We closed out our last Young Eagle Rally of the year with a few flights for our youth volunteers who come back each month to mentor and make our

Young Eagles feel welcome each month. A special thank you to Rich Zeidman, Len DeNardo, Anthony Greco, and Tom Kracmer for providing the flights for the 4 Young Eagles flown. We would like to thank all of our pilots who have flown flights this year and we are looking forward to a better 2019!

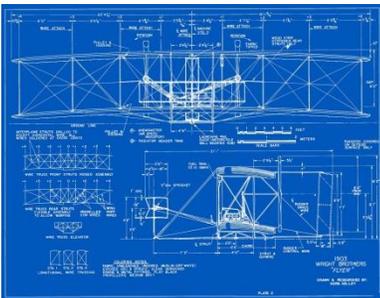
Candy





Just Wondering...

Construction updates



Letters to the Chapter:

CHAPTER 66

General Meeting

Third Tuesday – Each
Month @ 7:30 PM

Board Meeting

Thursday before the
general meeting
Base Ops. 7:00 PM

Pancake Breakfast

First Sunday – Each Month
8:00 to 10:00AM

Chapter President

Bill Bresnan
Anniebill343@yahoo.com

Treasurer

Membership Chairman

Tech Counselors

Rich Zeidman
610-613-4184
When he is not in
Colorado

Barry Marz
239-567-2271

Sam James
863-234-1096

News letter

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Flight Advisor

Kurt Hosterman

Board Members

Neal Trombly
Tom Peppers