



EXPERIMENTAL AIRCRAFT ASSOCIATION



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

66 SQUAWK SHEET JANUARY 2018

PRESIDENTS MESSAGE:

Well to start off, let me just wish everyone a Happy New Year and I hope you enjoyed the holidays with your families. We had a nice Christmas dinner at the club house, catered by Boston Market and special thanks to Len for putting it together.

January's pancake breakfast had a good turnout in spite of the cold and several planes flew in and a few young eagles were flown. Saturday set up for the breakfast was a bit shorthanded (I'm guilty as well). Only a couple of people showed up to help. Thank you to Ray Romeu, Paul Yocum and David Burns for setting up. As it turned out, the funeral for John Sloss was Saturday and members who knew him attended the funeral.

Thanks to Steve Gagnon, Neal Trombley, Tom Peppers, Bob Ackert and Eddie Hayward for serving breakfast on Sunday and to Ray Romeu for cleaning the pots and pans as usual.

I'm thinking we need to start requiring our members to sign a volunteer sheet to give us a certain amount of hours each year as part of their membership. They can sign up to serve at a breakfast or at least help set up or clean up and pick a date when they are willing to do so. They can also help at other events. Everyone should give at least 10 hrs. a year of volunteer help. It's the right thing to do.

Incidentally, my sincerest apologies to Katy Irlbeck. I squeezed the sugar-free syrup bottle too hard and accidentally gave her a syrup bath. She was pretty good natured about it and everyone helped clean up the mess I made, but I don't think I'll ask them if I can sit at their table for a while.

Next Breakfast

Sunday February 4, 2018
8:00 to 10:00 AM

Board Meetings

-Thursday January 11,
@ 6:30 PM AT Base Ops
-Thursday Februar 8th @
6:30 PM at Base Ops

General Meeting Tuesday
January 16, 2017@ 7:30
PM

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

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

Please contact Cheri Short
at
skydiver36c@yahoo.com

We have the LaBelle fly-in coming up at Sam and Patti James hangar on Saturday, Jan.13th. That is always a fun event. We can use help with that, too. Anyone want to cook? We barbecue hamburgers and hot dogs.

Okay, I think I'll end this one here, but I hope the new year brings you peace and continued health.

Bill Bresnan - President - Chapter 66

What's Happening

Events coming up

January Flt-in Hangar Party

Saturday January 13, 2018 will be the annual PATTY & Sam James HANGAR PARTY, Fly-In. This event takes place at the James Hangar at LaBelle Airport. Festivities commence about 10am and go to 2pm (or whenever we run out of food). Come out and enjoy the camaraderie and exhibits of all of the aircraft that fly in and are on display. BBQ will be the usual hamburgers & hot dogs for \$6.00.

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

Going Flying?



Be Sure to Check FSS for TFRs

Page Field Update

We are nearing the end of Program 1 of the Page Field Pavement Rehabilitation Project. Paving of the newly constructed section of Taxiway C between 13-31 is expected to commence on November 13th.

I am also pleased to announce that the rehabilitation project for Runway 13-31 has officially started. This project includes pavement rehabilitation on 13-31, new lighting and signage for the runway and Taxiway B, and extending Taxiway E from E2 to the approach end of Runway 13.

As part of this project it will be necessary to schedule overnight closures on Runway 5-23 to allow for work on 13-31 that falls within the 5-23 safety area. The first round of overnight closures is scheduled to begin on Sunday, November 12 and end on Friday, November 17. We will close 5-23 each evening at 2100 local and reopen the following morning at 0700.

Please continue to check NOTAMs for the most current airfield information. Thank you.

Regards,

*Scott C. Sheets
Sr. Manager
Maintenance and
Operations
Page Field (FMY)
239-590-6603*

Please go to <http://www.flylcpa.com/fmyairfieldimprovements/> for a diagram of current runway and taxiway closures at Page.

As always, please continue to check NOTAMs for the most current airfield information. If you forget all that, be sure to listen very carefully to the KFMY ASOS. It also has current information. Thank you.

STAYING INFORMED

7 Things Pilots Say that Nobody Wants to Hear... Don't Be The Unprofessional One!

Check out this video for some great Communication tips.

<https://www.youtube.com/watch?v=uyi5xbAhI0&feature=youtu.be>

WHAT US TAX BILL MEANS FOR GENERAL AVIATION

Tax reform legislation passed by the House and Senate December 20, 2017 includes several changes for aircraft owners and general aviation businesses.

The bill, which was signed by President Donald Trump in late 2017, would lower five of the seven personal tax brackets, cut the corporate rate from 35 percent to 21 percent, and make a number of changes to business and personal deductions... READ MORE...

<https://www.aopa.org/news-and-media/all-news/2017/december/19/what-the-tax-bill-means-for-general-aviation>

Call it the gift for special interests that didn't show up for the holidays. December 21, 2017 By Dan Namowitz

As 2017, with all its late-breaking legislative drama on Capitol Hill, headed for the history books, the airlines and their supporters were still waiting for a present they had hoped to receive from the chairman of the House Transportation and Infrastructure Committee: Control over the U.S. air traffic control system.

Whether that package is lost in the mail for good remains unclear. H.R. 2997 has not emerged from committee because its chairman, Rep. Bill Shuster (R-Pa.) has so far been unable to find enough votes to move along the proposal he championed again in 2017 after suffering a rebuff in 2016.

Even if it were to pass, the bill, known as the 21st Century Aviation Innovation, Reform, and Reauthorization Act (21st Century AIRR Act) faces more hurdles, especially with the Senate where

there is no appetite to hand over our ATC system to special interests.

The Senate's FAA reauthorization measure, which has already been approved by the Senate Commerce Committee and does not seek to separate the Air Traffic Organization from the FAA, is expected to move through the Senate, on a bipartisan basis, early next year. The Senate measure includes AOPA-supported provisions of the Forward Looking Investment in GA, Hangars and Tarmacs Act (FLIGHT Act) that would "almost overnight" provide millions of dollars for infrastructure projects at "non-primary entitlement" airports.

Throughout the year, opponents of the House proposal to place ATC in the hands of a 13-member board on which the majority would be controlled by commercial special interests, with general aviation and business aviation each holding only one seat, have stepped up to make the case against the measure.

"This whole debate, for decades, has and is about controlling the system. The proposal before us will not reduce the cost of flying, it will not reduce delays, and it will not speed up the deployment of NextGen

technologies. It's a solution in search of a problem. We are fortunate to have the largest, most complex, and safest system in the world and it works for all the users not just a few, so why do we want to mess with that?" said Jim Coon, AOPA Senior Vice President of Government Affairs.

AOPA and 156 general aviation organizations from type clubs to state aviation entities have put up vigorous resistance, as members of Congress—who have received more than 150,000 contacts from the public on the issue—have affirmed, Coon said.

Not only have those contacts with members of Congress by AOPA members and others raised the profile of the issue among elected officials, but many of the lawmakers have been impressed by the knowledge exhibited by constituents who have contacted them, causing the lawmakers to pay serious attention to their concerns, Coon said.

Opponents of the House bill have pointed out that despite claims to the contrary by the proposal's adherents, an ATC system removed from the FAA would not remedy most airline-flight delays, because most delays are

not caused by ATC operations or technology, but rather by airline scheduling, airline maintenance issues, airline crew scheduling, and adverse weather.

As for the purported management expertise of an airline-dominant ATC entity, on the other hand, one need not delve far back into the headlines to recall several major airline computer system crashes that spread havoc through the system, stranding travelers and offering them cumbersome rerouting options once it was possible for operations to resume.

More recently—as if to provide a glint of a “privatized” future—an airline flight-crew scheduling glitch that cropped up as holiday-period pilot schedules were being arranged was not resolved until American Airlines paid its way clear by negotiating a more-than 200-percent pay increase for crews, a move that's estimated to cost the airline nearly \$10 million.

Would a private-monopoly ATC system managing the operations of 15,000 air traffic controllers and thousands of other employees of the FAA's Air Traffic Organization be exempt

from such systemic failures?

Opponents also have effectively countered “privatization” supporters' dated arguments critical of the progress of the FAA's NextGen modernization program—which consists of six major technological platforms including Automatic Dependent Surveillance-Broadcast (ADS-B) for which most aircraft will be required to have equipment installed by Jan. 1, 2020.

They note that while the FAA fully deployed ADS-B technology in 2014, the airlines have lagged with only about 20 percent of the commercial fleet currently equipped to use ADS-B.

Also, opponents cite the opinion of the FAA's NextGen Advisory Committee that NextGen is now “on track, and on budget,” Coon said. (It was after opponents rebutted the NextGen critiques successfully that pro-privatization interests “pivoted” to the equally flawed arguments citing ATC delays as a rationale for taking ATC away from the FAA, Coon added.)

Then there is the “too big to fail” issue that overhangs Shuster's proposal. Opponents point out that although the House bill would give away a public asset to a

private ATC entity, that entity's failure to operate the system cost-effectively might dump a high-cost dilemma back in the lap of taxpayers in the form of a bailout of the ATC system—minus the direct oversight taxpayers now have through the accountability the FAA bears when justifying its \$16.1 billion budget.

Another doubtful detail about establishing a non-governmental ATC monopoly is the time, expressed in years, and the cost, expressed in billions of dollars, it would take to bring about the transition.

In contrast, the resources expended could be used to pursue the ongoing modernization of the ATC system.

AOPA details the association's many concerns about the House bill in this "emergency checklist" document titled "Why AOPA Opposes ATC 'Privatization'" that you can download to explain the issue to others who may have asked why the proposal is controversial.

Coon also notes that opposition on fiscal grounds has also come from nonaviation organizations such as the American Conservative Union, which in a statement issued in September cited a

Congressional Budget Office evaluation that the House bill "would increase net direct spending by \$90.7 billion, increase net deficits by about \$20.7 billion, and result in discretionary outlays totaling \$52.3 billion over the 2018-2027 period, contributing to the already out-of-control spending problem we desperately need to curtail. Much like other quasi-private entities like Fannie Mae and Freddie Mac, H.R. 2997 would produce a hybrid organization exhibiting both government and private-sector legal characteristics, resulting in a scenario where taxpayers would be exposed to undue risk while the labor costs associated with this new entity would go unchecked."

Looking forward, the FAA's current extension of operating authorization is set to expire March 31, 2018.

"We remain focused on stopping this so-called 'privatization' proposal and look forward to working with Congress on a long-term FAA reauthorization bill that will ensure our system remains the largest, most efficient, and safest in the world and one

that continues to benefit all users," Coon said.

From December's

Chapter Meeting

- The Hangar Fund is now at \$50,000.

-Tom Krachmer is looking into organizations such as the Community Foundation of Sarasota for grants for the Hangar.

-Pets and cigar smoking will be taken up by the Executive Board to decide if they should be banned from EAA functions that have food out. A member had an allergic reaction to the pets that were at a recent function & cigar smoke has been a problem in the past.

-LaBell airport had contracted to close the airport for drag racing activities. That was stopped with the Orlando FSDO's assistance since Federal funds were used for the airport.

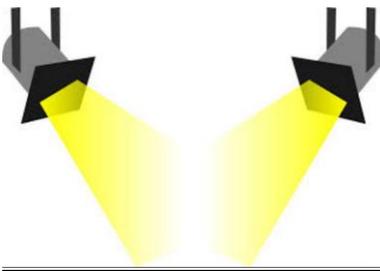
-The Executive Board will discuss whether to invest the Hangar Funds into stocks & bonds to improve the yield on the funds.

-David Burns now has the Chapter website up & running as <aaa66.ourhomeassociation.com> . Check it out.

COOL STUFF



EAA 66 Spotlight



Builder Updates



The following pictures are to provide an idea of what the completed plane may look like by the builders. If we get some new pictures we can update the newsletter on where the builders are at in the process.

- David Burns Glasair Sportsman 2+2



Working on the firewall forward & wing wiring.

- Art Coll & Mike Degeorgio Zenith CH 750. Working on the baggage compartment.



- Jerry Strom Zenith CH 750 – Engine received.



- Raymond Kennedy RV-6 (RV-7 Plans) Mounted his wings on Oct 4th (I believe)



Congratulations Ray!

- Ray Romeu and Bob Ackert continuing on

their biplane.



- Neal Trombley RV9a



- Tim Parker – RV 9a



Working on the wings

- Dietrich and Ulla Fecht CH 640 (4 seats)



- Tom Peppers Sonex now has as airworthiness certificate. His wings are off &

getting ready to paint them.



- Steve Gagnon – is building a plastic airplane. (yes David, there really IS a Cozy in Slatedale, PA.) The engine is being rebuilt this winter. It will be the subject of many builders' nites. Anyone interested in seeing how this process goes is invited to the Thurs builders' nights.



The following is a new item for our newsletters.

EAA 66 Flyers

We have a lot of people that are flyers and have or access to a flying aircraft. We are going to list these here so we can help remind people that we are not just for builders! EAA 66 is made up of 4 groups.

1. Our Builders
2. Our flyers
 - a. Home Built
 - b. Certified
3. Our social group

4. Anyone else that knows our members!

We would like to recognize more flyers in this area so please send in a picture and some information about your airplane or the plane you have access to fly.

Rich Zeidman – RV7
 David Stone – American Legend Cub
 Bob Willaford – RV9
 And the others that we have not listed, please send us a photo of your airplane so we can recognize you in our organization.

Charles Black – Cessna Cardinal RG – N2199Q – sitting on airstrip at 12 Oaks Fly-in near Inverness FL.



Bob Willaford – RV9 Flying the northern leg of his test area. Bob has his test hours flown off and is now flying his bird A LOT instead of painting it. Someday, he will.



Tom Kracmer – RV9a Taking his airplane on a flight review.



Tom Irlbeck – RV8
 PIK-20B Glider:
 This is a picture taken in Wisconsin with my glider, a PIK-20B. I had made a "land out", ran out of thermals and landed in a farmer's hay field, 15 miles short of our home airport of Osceola (KOEO), Wisconsin. It is also a 15 Meter glider, 40-1 glide ratio, which wasn't enough to get me back.



Tom's RV6



Kurt Hosterman's RV7



Creighton Smith's Europa



This is my Europa, the second completed in the USA. I rebuilt it over a year and a half and we flew to New Hampshire and back, to Wyoming for the eclipse, to Nova Scotia, Canada and lots of local flying. It has an 80hp Rotax and trues 125kt @ 70%

Coleman 1976 C 182



We need to know what you have and would like to share with the rest of the members. Pictures are great! Please send info to the following email address:
eaachapter66@gmail.com

David Burns – Action Photographer/ Asst Editor/ Janitor/ Treasurer/ Does NOT Do Windows



Young Eagle Updates

Cheri Short: EAA 66 Young Eagles Coordinator

4 Young Eagles and 1 Eagle were flown at the Jan 7th breakfast. HEY!! Let's bring those kids so Cheri has something to do.

Thanks again to Cheri Short and her crew for coordinating our Young Eagle and Eagle programs. Flights were conducted by Tom Irlbeck, Rich Zeidman, & Tom Kracmer.

Breakfast Highlights

100 breakfasts were served. Our outlook is for more breakfasts in the coming months as our snowbirds begin to arrive. Here's some pics of the crowd...



My O My... 5 airplanes fly south!

On a clear and windy day 5 of our compadres flew south to Everglades City for stone crabs.

The adventure was enjoyed by Rich and Pat Zeidman, David Stone, Kim and Curt Hosterman, Bob Willaford

Tom Irlbeck, David Burns
and Barry Marz



It is time to start planning
more trips together flying
fast and slow, just having
fun!

More trips need to be
planned in the future for
more airplanes. So those
that are building, get er
done!

EAA 66 Classified Ad's:

Any items you wish to list in
the Classified Section of the
Newsletter contact Steve

STEEN SKYBOLT (BI-
PLANE) KIT: \$9,500 All
wing ribs (1/4" spruce with
mahogany gussets),
epoxied using aircraft nails,
spars cut and tapered plus
all wing bows and
compression
struts. Fuselage and tail
feathers appear to be
professionally jigged and
welded 4130 tubing, primed
and ready for epoxy
primer. Included is fabric to
complete the
aircraft. Landing gear has
already been fabricated,
streamline tubing is
included to fabricate wing
struts. This is a magnificent
find which will save years of
work on a time proven and
well-regarded aircraft. A
STEAL at \$9,500. All
reasonable offers
considered. Located at EAA
Chapter 66 at Page Field,
Ft. Myers, FL. Contact Bill
Bresnan, 239-898-6694 or

Len DeNardo, 239-849-
7984.



DAR is Coming



Builders take note:

Late February we are
having a DAR come to
Fort Myers to review
and grant Airworthy
Certificates. Are you
close? Contact David
Burns at 239-738-0075
ASAP so we can get
your plane ready for
the inspection. Contact
David even if you feel
you are further out
than that! Call today!

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

Chapter President

Bill Bresnan
Anniebill343@yahoo.com

Treasurer

David Burns, Bean
Counter

Membership Chairman

David Burns

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

Steve Gagnon
Sgagnon2@gmail.com



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lfeedenardo@gmail.com

Secretary

Ruth Ann Worman
shana63ra@aol.com

Young Eagle Chairman

Cheri Short
skydiver36c@yahoo.com

Chapter President

Bill Bresnan
Anniebill343@yahoo.com

Commissary

Neal Trombley

Airplane Lead Builders

Ray Romeu
rayromeu@yahoo.com

Paul Yocum

239-246-6341

Flight Advisor

Tom Irlbeck
bearintheair01@gmail.com

Board Members

Paul Yocum

Tom Peppers

Tom Irlbeck