



# EXPERIMENTAL AIRCRAFT ASSOCIATION



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

## 66 SQUAWK SHEET JULY 2017

### PRESIDENTS NOTES

#### What is happening now!

We all know this passion we have for aviation does not come without a certain degree of risk. We are taking a machine up into the sky and despite all its redundancies, (dual plugs in each cylinder, dual sets of wires, dual magnetos) there are still things that can go wrong, whether it's a problem with the machine or a mistake on our part. As reliable as our Lycoming and Continental power plants have proven to be, air still has to get to the engine, fuel still has to get to the engine, oil has to circulate properly, the baffling has to provide proper cooling and any wiring must be properly routed and secured so it does not chafe and potentially short out. There cannot be any leaks of oil or fuel anywhere. There is an added measure of risk when you build the machine

ourselves. (What? Are you crazy? You're out of your mind!) One of the great advantages to being in a club such as ours is that there are several sets of eyes looking at our projects, some with a great deal of knowledge and experience, which serves to minimize those risks. Beyond that, it is up to us to be vigilant in checking for potential mechanical and safety issues. Checklists and planning are of the utmost importance.

A couple of us who are close to a first flight have had to deal with some leak issues and the frustration of solving them. Ray Romeu has reminded us to be patient and to accept that frustration as part of the building process. Once we work out the "bugs", we'll have reliably running engines and many enjoyable flights.

### THINGS TO REMEMBER

**Next Breakfast  
Sunday August 6, 2017**

**Board Meeting  
Thursday July 13, 2017  
@ 6:30 PM**

**Thursday August 10<sup>th</sup> @  
6:30 PM**

**General Meeting Tuesday  
July 18, 2017 @ 7:15 PM**

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

**Please contact Cheri Short  
at  
skydiver36c@yahoo.com**

As most of you know, there was a plane crash recently that hit close to home. While I am not comfortable, nor is it my place to comment on this tragic event, I'd like you all to please keep Anthony Greco and his family in your thoughts and prayers, as well as the family of Mark Scott. May God bless these two men.

On a lighter note, I'd like to share this story that I often need to refer to in order to maintain serenity in my day to day living.

An Indian (Native American) grandfather was talking to his young grandson about the battle that goes on inside people. He said it's like a battle between two wolves. One wolf is full of anger, fear, resentment, selfishness, greed, lust, jealousy and hate. The other is full of love, peace, acceptance, joy, forgiveness and understanding. The grandson asks, "Which one wins?" and the grandfather replies, "The one you feed."

Stay well and be safe.

Bill Bresnan - President  
EAA Ch.66

### **Plane Facts: Thunderstorms (TS)**

Average yearly cost of severe TS damage - US: \$10 billion

Number of TS worldwide/year: 16 million

Average number of TS in progress at any given time - Worldwide: 2,000  
Number of TS U.S./year: 100,000

Most likely time of year: Spring/Summer

Most likely time of day, Gulf Coast, Southeastern and Western States: Afternoon

Most likely time of day, Plains States: Late afternoon/Night

State with most days with thunderstorms: Florida

Average TS cell diameter: 15 miles

Average duration: 30 minutes

Average TS max wind speed: 34-40 mph

Average TS tops: 40,000 feet

Max recorded TS top: 75,000 feet

Associated aviation dangers: Lightning, turbulence, wind shear, downbursts, icing, hail,

engine water ingestion, reduced visibility

Severe storm qualifications: Hail 1"+ diameter, winds 58 mph+ (50 kts), tornadic activity



Percentage of storms that classify as severe: 10%

Lightning temp: Up to 30,000°C (54,032°F)

Temperature of the Sun: 5,778K (5,505°C)

Lightning speed, leader: 136,000 mph

Length of leader steps: 150 feet

Lightning speed, return stroke (visible flash): 62,000,000 mph

Estimated peak power, single stroke: 1,000,000,000,000 watts

Lightning fatalities, U.S., 2016: 38, 76% male

Lightning fatalities, U.S., 2006-2016: 352, 79% male

Average frequency of lightning striking an aircraft:

Once every 1,000 flight hours Most common altitudes at which lightning strikes occur: 8,000-14,000 feet

Types of lightning damage to aircraft: Puncturing fuselage, burning, melting, or distorting aircraft parts, temporary or permanent damage to avionics, fire in the fuel system

Number of U.S. aviation accidents/incidents in which lightning was a contributing factor since 1962: 62

Microburst-related danger: Extreme wind shear, powerful up/downdrafts

Microburst Causes: Mid-level dry air entrainment (mixing of environmental air into cloud causing cooling and sinking), cooling beneath the thunderstorm cloud base, sublimation, rain and/or hail within the thunderstorm (precipitation drag)

Microburst downdraft: Up to 6,000 fpm

Microburst max speed: 150+ mph

Microburst size: 2.5 miles diameter or smaller

Average duration, microburst: 5 minutes  
Microburst location: Under storm

Macro burst: Microburst-type downdraft larger than 2.5 miles in diameter, can cause straight line winds resulting in tornado-like damage

Macro burst, max wind speed: 130+ mph

Macro burst, max distance: Up to 250 miles from center of downdraft

TS-induced turbulence, range: Up to 20 miles laterally from storm

TS turbulence, location: In clouds or clear air

Location of strongest turbulence: In clouds between updraft and downdraft

Super-cooled water droplets, most common location: In CB, 0 to -15°C

Associated hazard: Icing, rime and clear

Hail, max speed: 100+ mph

Hail, size: 95% is less than 1.75" diameter

Most common area for hail, US: Western Great Plains

Most common occurrence: May-June

Largest recorded hailstone: 7.9" diameter, 18.62" circumference, Vivian,

South Dakota, July 23, 2010

Weight of largest hailstone: 1.94 lbs.

## F.Y.I



## What is Happening

Rain – If you are flying check the notams.

Do not fly into the Bahamas under IFR Flight Rules if you are not under Radar Control! See David Burns about that.

## Going Flying?

**Be Sure to Check FSS for TFRs**



## **Builder Updates**

Lots of builders' reports include:

- David Burns Glasair Sportsman 2+2 – Engine delivered
- Bob Willaford RV9 – About to mount Instrument Panel
- Art Coll & Mike Degeorgio Zenith CH 750
- Jerry Strom Zenith CH 750
- Bill Bresnan HATZ
- Raymond Kennedy RV-6 (RV-7 Plans)
- Ray Romeu is continuing to glue toothpicks together at his hangar at PGD
- Neal Trombley RV9a
- Dietrick Feight CH 640 (4 seats)
- Tom Peppers is working on his electrical and his Revmaster engine
- Paul Yocum Thorp

**Steve Gagnon** - Newsletter Editor

**David Burns** – Adventure Reporting



## **Young Eagle Updates**

Tom Krachmer made this July's Young Eagle rally special for brother and sister, Santiago and Mariana with a great flight. They brought their younger brother Thomas (9). Once he witnessed his older sibling's excitement assured me he would be back in two years to become a Young Eagle.

We had two very young visitors this month, 5 year old Ahmadnoor and 4 year old Mahammadnoor. They attended the class led by Kevin and Pepper and joined in on the preflight walk about. Their dad enjoyed the class as much as the boys and is looking forward to bringing them back to become Young Eagles.

**Cheri Short**  
**EAA 66 Young Eagles Coordinator**

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## **Flying from Fort Myers, Page Field to St. Croix U.S. Virgin Islands**

By David Burns



Interesting enough I was not planning on traveling to St. Croix as it was a spur of the moment event. I had become friends with Cliff Block, the owner of a 1963 Cessna 172 who had the hangar next to mine in the Foxtrot section just down from our EAA building.

Cliff had been working on his IFR certification over the past few months and had recently obtained it after working with a couple of CFII's.

Cliff purchased a home in St. Croix about a year ago and was in the process of renovating it. He decided to move the airplane to St. Croix and had made arrangements with one of his instructors to fly with him



the 1,100 miles.

Well you know how that goes. As the time gets closer things change and people cancel. Cliff was planning on leaving Friday the 2nd of June and fly down by himself.

As usual, I was working on my airplane on June 1st as Cliff came by and opened his hangar. He always came over for a few minutes and we would talk about flying and his efforts to achieve the IRF rating and the progress I was making on my airplane build project. I knew Cliff was planning his trip and asked if he was all set.

Well the people he had asked had cancelled. So I said “You did not ask me!” That was all it took to start the conversation. Cliff and I talked about leaving early on Friday morning and I was thinking how can I make this happen.

I told Cliff that I would have to check and would call him later that evening.

Later that day I checked on air flights from the Virgin Islands and found that I

could fly from St. Croix on Monday to Miami and rent a car for less money and spend less time than to fly back to Ft. Myers. I made the reservations and was all set. I called Cliff and the trip was on! We would meet early and plan a 5:00 AM departure from Fort Myers.

A check of the weather indicated morning scattered rain as is typical in South Florida for this time of the year and there were no disturbances in the Atlantic or Caribbean. So everything looked like it was a good time to depart.

We met hoping to get a breakfast but the normal restaurants were not open at 4:00 so it was a quick trip through a drive through for an overcooked egg and a bad cup of coffee.

The airplane we are flying is a 1963 Cessna 172 with a Continental 160 HP engine. Cliff had recently upgraded the avionics with a Garmin GNS 530 GPS and a Garmin G5.

The G5 was the certified version and was installed

by Tomlinson Aviation, an on field shop. The GPS was coupled to a ADS-B in and out transponder and would



display traffic on the 530, nice avionics for the airplane.

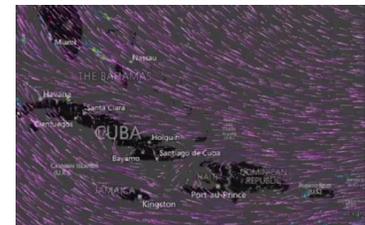
As we loaded the airplane we went over the other equipment that we had on board. This included the plane’s capability.

- Personal luggage
- Personal Flotation device
- Raft
- Personal Epirb
- 36 gallons of fuel
- No autopilot

We checked the IPad for weather updates and decided that based on winds and conditions we would stop in Miami for fuel. Our intended trip was to fly direct to Georgetown Bahamas, fuel up and on to the Turks and Caicos Islands and stay overnight, then on to Puerto Rico for fuel and the last leg to St. Croix.

I believe it was the winds that helped us make up our minds not to try for Georgetown directly.

This time of the year there are trade winds and

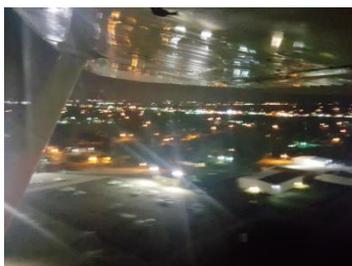


They just seem to be head on, right on the nose of the airplane for the entire

distance. So we were looking at 12 to 15 knots headwind the entire trip.

Next Stop → Miami Executive.

At 5:30 we finally taxied to runway 13 for a Southeast departure headed to Miami.



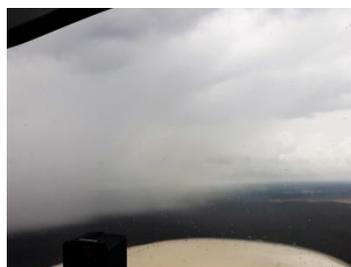
It was clear below 12,000 and Cliff had filed a flight plan for 7,000. As we departed Page Field we opened up the flight plan with Miami radio and started our climb out.

I became more aware of the airplane climb capabilities. This was not a 180 HP engine that I had been use to flying. We climbed out over Southwest Regional Airport (RSW) at about 300 feet per minute, not bad but steady.

As we climbed we began to see the beginnings of a new day. The sun was starting to rise as the clouds became visible out of the darkness. It was broken and the early morning rays turned the cloud tops red and orange.

As we continued on we traveled eastward crossed Alligator Alley and were directed to a lower altitude of 2,000 feet. No problem here, making the drop smoothly and quickly at 500 feet per minute.

As we approached Miami Executive we were greeted with one of the local showers.



Maintaining 2,000 feet we began to see why we were directed early to this lower altitude. Traffic was coming our way out of MIA! It was not long before we saw 4 airplanes one right after another southwest and just a few hundred feet above where we had been.

We asked for a flight direction change to avoid the rain shower and were approved. We had been in the air for 1.7 hours on our way to Miami Executive. We called visual on the airport and were cleared for a straight in approach. Nice since it was raining lightly and we did not want to extend the time and try to avoid more rain.



Getting fuel was at the top of our list, top off the tanks and let's see if we can beat the rain that was coming in our direction.



We waited a short time, the rain let up, Cliff filed a new flight plan and we were ready to depart. Again we were off into the rain and gray skies.

As we climbed with our IFR clearance we were directed towards SKIPS, a waypoint to avoid a building storm.



The coastline began to fade away and the sky remained gray as we listened to radio traffic. We

began to hear a backup caused by developing storm as it intensified over Miami International Airport.

It was not long before we started to see large jetliners circling out over the Atlantic. The radio traffic was getting more intense as some of the pilots began to call in for weather updates.

United asked when the next update would be, what was the likely hood of landing soon? American holding at 8,000 was asking for the same and indicated they were starting to run low on fuel. Miami Center advised that they may want to divert as the storm had encompassed Fort Lauderdale and was not accepting traffic at this time.

Well it was not long before we started to hear planes were headed to West Palm Beach to land.

Lucky us, we got out just in time as the rain began to intensify and continued to build over Miami and northward and was not showing any signs of moving out of the area any time soon.

The further east we traveled the sky gave way to clear patches of blue and we could see Bimini off to our left.



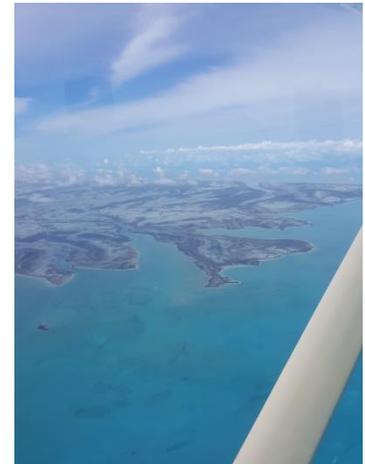
Shortly after that we began to see the Bahama Banks on the right as the water turned from a deep blue to a lighter turquoise. The sky cleared up and all we saw was puffy white clouds.



Onward we traveled and after an hour or so Cliff asked if I would take the airplane. Well it did not have autopilot, but he did have Dave.... So yes I was happy to be able to take the airplane.

The water continued to lighten as the shoals and islands appeared in the distance. The color was incredible as we continued flying southeast.

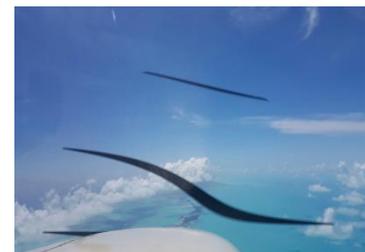
Andros Island was the next landmark that came into view.



Andros has lots of salt flats, and not much else on the island for its size. We did see one landing strip on the east side.



Slowly Georgetown began to come into view. We were traveling along a chain of islands at 7,000 talking first with Miami Radio before being handed off to Nassau.



As we started our decent we started to hear other aircraft on the radio. As we did, we broadcast our

position and they did the same. Nassau was still with us as we neared the runway and made a squeaker of a landing.

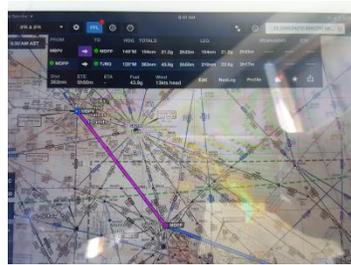
We needed to clear Customs and fuel up for the next leg and check in at Odyssey, a real nice place to visit and great reception.



We were on the ground about an hour and topped off the tanks. We calculated that we were burning about 7 gallons per hour at 65% and at 7,000 feet. Indicated speed was 85 knots and ground speed was a bit lower.



Now on to the next stop on our journey, Turks and Caicos.



We got radio clearance to take the active runway, which requires a back taxi on the runway.

As we departed we stayed low over the islands to view the area. It turns out one of our own was there at the same time and saw us as we flew overhead.



It was not long before we were over open water, a few islands to the side, but not close enough to glide should the engine fail. Now this is where you need confidence in your equipment.

Again we were flying at 7,000 IFR and talking to Bahamian radio out of Nassau.



About an hour later we began to pick up some higher clouds. Nice to be on IFR and have the controllers watch out for you. Or so I thought.

As we neared the Turks and Caicos Islands we were handed off to their control center. By this time we could no longer see the water as the cloud cover intensified below us.



A word about controllers in the Turks and Caicos, they do not use radar. They use distance measuring from waypoints to determine your location and how to handle traffic into and out of airports. Controllers typically say, what is your DME to (waypoint)? Your response is how you are tracked.

As we neared the airport we started to enter more tops of clouds and the controller gave us a waypoint to steer toward.

Ok! So now we are on our way, 7,000 feet and 40 miles out from the airport, starting our decent, right turn towards a waypoint and into the clouds. So I am thinking, we are under controller guidance, Cliff is a qualified IFR pilot, and what is a little rain on the windshield.

Our sky goes from light and puffy clouds to gray and we pick up a few bumps. Nothing to worry about, I have had these on hot days in Fort Myers as I have approached the airport. A little convection is fine.

### **The sky gets dark.**

We start getting a little more water on the windshield, a few bumps and the sky goes dark gray. A few more bumps and my head is on the ceiling.

Now I am thinking to myself, oh, a little downdraft, cool.

I get settled back on my seat and look over at the air speed indicator... 180 knots! The airplane has a redline at 160 knots and we have been flying at 85 to 90 knots. This is not good.

As I look outside all I can see is dark sky and rain hitting the windshield. I see Cliff's arms straight out and pulling on the yoke, the Vertical Speed Indicator (VSI) is on the wrong side of the dial and moving counter-clockwise. This cannot be good.

I grab the yoke on my side of the airplane and start to pull up. The throttle is pulled by Cliff decreasing the engine RPMs and we begin to level out as the airplane begins to slow and air speed indicator starts to move, 175...170....160 and the VSI starts to unwind.150....140... the VSI passes 0 and continues to show a slowed decent as it makes a second full revolution around the dial to 0 ...airspeed... 130 ...100 ...80 knots as we break out of the cloud into open skies, altitude 4,000 feet, airplane 160 degrees off our intended heading and banking to the right.

We just went through a microburst!

- *A microburst is a localized column of sinking air (downdraft) within a thunderstorm and is usually less than or equal to 2.5 miles in diameter. Microbursts can cause extensive damage at the surface, and in some instances, can be life-threatening.*

I ask Cliff to level the airplane as we both realized that for approximately 20 seconds we were not in control of our airplane. We had dropped an astonishing 3,000 feet and came out of it safely.

As we traveled toward the airport we both looked at each other and were amazed at what had just happened. The controller had just sent us into a thunderstorm!

That evening we sat over dinner and came to a number of conclusions. First we were not aware that the controllers did not have radar and were not watching the sky for storms.

Second we had faith that the controllers were watching out for us as we approached the airport.

And third IFR in the Bahamas is not advisable unless you are under radar control of and talking to Miami.

We broke down the event into what happened adding what each of us observed and how it was handled. Cliff stated that the airplane was too difficult to pull back to level by himself, it took both of us on the yoke to level the aircraft. That was a surprise to me. During the event my first thoughts were not to pull

back too hard and cause the wings to fly off.

Good news the runway was long and wide and we made the arrival in short time after the event.



That night we both slept soundly and woke thinking that is was a great day to go fly.

### **On to St. Croix**

Getting up the next day was easy. We both slept very well and overcame the issues of the previous day. A good breakfast and out to the airport.

We filled up the airplane, 26 gallons at \$7.00 per gallon. That was not the bad part, the ramp fee included \$100 for cart fees to move us from the airplane to the FBO, approximately 300 yards.

Over all it cost us \$500 to leave the Turks and Caicos Islands in fees and exit visas. Ouch!

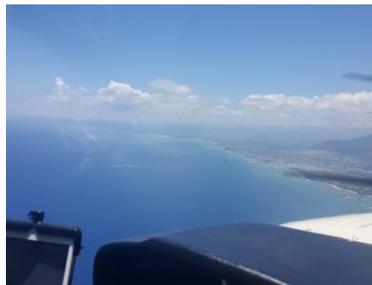
The winds were still blowing 10 to 15 knots so we decided that if we went on to Puerto Rico our

landing would be with less than 2 gallons of fuel. So the Dominican Republic was our next destination.



Lots of open water and plenty of time to view ... water?

Cliff filed an IFR flight plan and we headed off, turning back north of avoid a storm straight out from the runway. We filled for 7,000 feet and on arrival about 40 minutes later we could hear Miami Radio. We spoke with them briefly before we lost them. We could hear some of the overhead passenger jets from time to time, but mostly just silence as we plodded eastward. As we approached we began to see some ship traffic near the island of The Dominican Republic.



What a great trip over blue water and some of the oceans deepest waters! We

contacted Puerto Plata a little over 3 ½ hours after we took off.

Again the controllers were using DME to determine your location and vector you into the airport. The good news was clear skies, not a cloud in our area.



As would be expected, fuel was on our list of items and customs was the other.



It is unfortunate that I do not speak Spanish, this is the language of the country and the inspectors did not speak English.



Words to remember include bano for bathroom. They were very polite.



## On to Puerto Rico

The next leg was to Puerto Rico a US territory and again for fuel and customs.

We filed for 7,000 but were told to take A636 airway at 9,000 feet. Needless to say it took a while climbing up to that altitude.

The view was clear and



Our ground speed was 88 knots and our travel was still to the east.

Three and one half hours later we were approaching Rafael Hernandez in



Aguadilla Puerto Rico. It was a gorgeous approach as we came over the waters edge and landed taking the first runway exit straight into Customs.



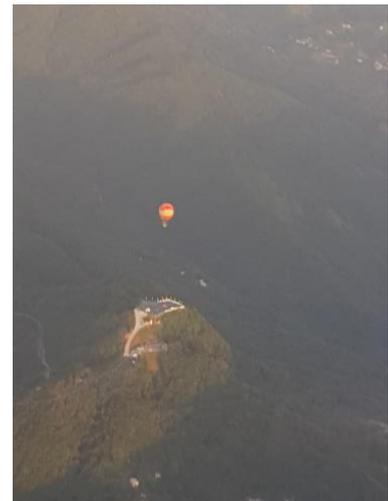
After leaving the Customs building we called

for fuel and they really appreciated US cash. There was a discount to \$6.00. Good thing we stopped because we loaded 24 gallons of fuel.



Our last leg was on to St. Croix. We departed not long after refueling and headed east as the sun began to drop fast behind us.

San Juan had us under their control, however, due to the mountains we had trouble speaking with them until we reached altitude.



We did see a balloon that was tethered and Cliff thought it was Google doing some experiments on broadcasting internet service to remote areas.



Arriving in St. Croix later that night, we had terrific headwinds and watched thunderstorms in the distance put on interesting light shows.

We were 20 miles off shore when we began to see the lights on the island. There were low hanging clouds around 3,000 feet as we descended and passed through them. As we approached the airport we picked up the runway lights with the “rabbit” line up lights leading the way. We made contact with very friendly controllers who directed us to our parking space at the local FBO.

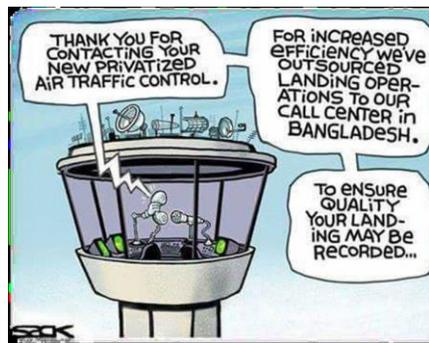
In all this is a trip anyone can make if they have a reliable airplane and sufficient fuel to travel the distance between fuel stops.

The primary issue was not to trust the air traffic control on IFR flight plans. The United States has one of the most reliable systems for air traffic control and the best controllers to help guide you through the highways in the sky. This is

not the case in other countries. Be sure you have a comprehensive awareness of your situation.

Since our journey, Cliff has been flying his 172 in the islands and enjoying the freedom it affords him to travel to other islands in the region.

This was not my last trip to St. Croix, this was my first by a single engine general aviation and I plan on another in a couple of years when my airplane I am building is completed.



## Going Direct: New Improved ATC Plan?

## The One Big Reason GA Is Saying “No Way!”

*They're not saying it out loud, but here's why GA organizations are calling the new ATC plan a non-starter.* GA is in a tough spot now that a new privatization plan has been crafted that in theory answers most of its objections. There are the reasons that the industry remains united in its opposition.

**Here's the problem:** The House of Representatives' long touted air traffic control privatization plan, which creates a non-profit organization to control all ATC functions, was dead in the water. The forces of AOPA, EAA, NATA, GAMA, AEA and others, have succeeded in putting together a bipartisan group of friends in Congress that are sympathetic to GA, and anything that GA Coalition sees as being bad for the little guys is a non-starter. Think about that as you write your check to your preferred member org. Handing ATC over the airlines was just such a scheme, and our GA friends in Congress wouldn't go along with it even after President Trump voiced his support for the idea.

**But then something happened:** The proposal's longtime sponsor, Rep. Bill Shuster (R, PA), changed the terms, realizing that to

win over GA support in the House he needed to give them something to allay their fears that an airline-run ATC would be a nightmare. So instead of throwing them a bone, he gave the whole cow away, essentially exempting GA from any user fees that might be associated with a privatized ATC. Instead, every flying thing from J-3 to G5 would pay for its ATC services through a fuel tax, which is what we're doing now.

### **So what's wrong with the new plan?**

**Trust:** We don't and shouldn't trust the people who will be making decisions that will affect our ATC system.

Well, the old adage that one shouldn't try to fix something that isn't broken is a good place to start. We know what we have in the current ATC system, and it's the best in the world. President Trump's reference to a country that has a better system is baffling. Unless that country is on some other planet the rest of us are unaware of, we remain the gold standard, by a long shot, too.

And the reasoning just goes from there. Fixing something that ain't broke obviously comes with a certain likelihood of breaking it, but exactly how

it will get broken is anybody's guess. Will the new, almost certain defects cause problems we don't have today? Well, since we have few and minor problems to begin with, by definition they'll create new problems. Will those new issues affect GA even though we won't be paying into the new system by user fees? The answer, again, is obvious. If it affects ATC and we use ATC, then yes they will affect us. Some might argue that this is the fear of the unknown. Yes, it is! Why introduce an unknown into a great system. And others will point out that ATC is broken, that its method of funding is broken. I'd agree that its method of funding is broken, but changing ATC to fix its financial foundations is like overhauling the engine of your Bonanza because your bank's interest rates are too high. In a nutshell, it's time to change the way ATC is funded, and there is no reason to change a perfectly functional ATC in order to do that.

### **EAA and GA groups stand united against ATC privatization... But YOUR voice is needed NOW!**

More than 30 general aviation organizations, including EAA, have sent a

joint letter to Congress opposing any legislation that would include privatization of air traffic control services. As proposed in the House, a privatized system governed by a board dominated by commercial aviation interests would be devastating to your freedom of flight, to rural and GA airports, and to the fly-ins and aviation activities you enjoy. EAA CEO Jack Pelton says, "Our organizations' letter is one step, but YOUR voice is needed as individual citizens and aviators. We need you to act now because the bill could possibly come up for a vote of the full House as early as next week! Go to EAA's Rally Congress tool, find your local lawmakers, and tell them you OPPOSE the House bill (H.R. 2997) that includes ATC privatization and support the bipartisan Senate bill (S. 1405) that includes many fair and equitable reforms for general aviation.

## **ACT NOW!!**

**Click on the link to send a message to Congress!**

<http://govt.eaa.org/ctas/oppose-air-traffic-control-privatization>

**P.S.** The summer months are when many federal lawmakers are back home,

meeting constituents at local events and gatherings. Stop by or call, and respectfully urge them to vote AGAINST ATC privatization!



## The Cost of ADS-B Compliance:

### You're Looking at it Wrong

*The benefits to complying with the FAA's pending ADS-B mandate will easily outweigh the cost.*

Anyway, after the first wave of FAA-bashing commentary, I try to put a more positive spin on things. Sure, having to comply is inconvenient and expensive: An entry-level ADS-B Out unit – the minimum for meeting the FAA's requirements – will run around \$4,000 to \$6,000. High-end systems will cost even more. But nobody said owning an airplane was an inexpensive proposition.

ADS-B compliance is just like an annual – you just have to do it. Instead of putting off the inevitable, take a minute to consider

the immediate benefits that come with early compliance. Even the basic ADS-B Out transmitter will give ATC and other equipped aircraft a much more accurate view of your aircraft's current position and track. That's good. What's better is to spend the extra money and upgrade to an ADS-B In transponder – with the capability to receive signals – which gets you even more benefits like free uplinked traffic, weather, METARS, AIRMETS, SIGMETS and other information. Think about it: How much are you spending on your subscription traffic and weather now? It's not cheap.

But, with ADS-B In you can save that cost every month. Add it up over a couple of years and those savings will pay for the additional cost of an ADS-B In unit. You probably hadn't looked at it that way before. And if you're looking for just a bit more justification to having ADS-B In, consider this: The ability to see real-time traffic is well worth the cost, especially in reduced visibility conditions or in congested airspace. Mix those two together and ADS-B In is a **"must have"**. Remember, a controller's available to warn you about traffic, but small airplanes, especially those flying VFR are solely responsible for **"seeing and avoiding."**

Being able to see the traffic right there on your primary panel display is the best and only real way to ensure maximum safety, separation and situational awareness. And who can put a price on safety?

Of course, real-time traffic is just one of the headline capabilities that manufacturers like Aspen, L3, Avidyne, BendixKing, FreeFlight, Garmin, Honeywell, Rockwell, Trig and others are putting in their new-generation ADS-B Out/In units. They're really a lot of bang for your buck. Speaking of bucks, if you own a fixed-wing, piston-engine single, the FAA is still offering a \$500 rebate to help defer the cost of your ADS-B Out compliance. You can find all the information on their rebate website:

[www.faa.gov/nextgen/equip/adsb/rebate/](http://www.faa.gov/nextgen/equip/adsb/rebate/).

Unfortunately, there's no bonus rebate if you decide to step up to ADS-B IN, but, even so, the added benefits and free traffic and weather services will more than make up for the added costs.

### 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**

2<sup>nd</sup> Thursday of each  
month 6:00 PM

**Pancake Breakfast**

First Sunday – Each Month

**Chapter President**

Bill Bresnan  
[Anniebill343@yahoo.com](mailto:Anniebill343@yahoo.com)

**Treasurer**

David Burns, Bean  
Counter

**Membership Chairman**

David Burns

**Tech Counselors**

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When he is not in  
Colorado

Barry Marz  
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Tom Peppers  
Tom Irlbeck