



# 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 OCTOBER 2018

### PRESIDENTS MESSAGE:

It started off as a beautiful Punta Gorda morning on Friday, September 28. I had made a beautiful takeoff from Runway 9, tail up and gentle pull back on the stick with a nice climb into the morning sun. Accompanied by my illustrious instructor, we were transitioning to Runway 4 to practice stop and goes and I knew this was going to be a great, productive day. I had been making great strides in handling this biplane, one that is very demanding and destined to make me a good pilot. The instructor was pleased with my progress and I was feeling proud and confident in my newly developed stick and rudder skills. On the downwind, I set up for the approach, lowering the rpm's to 1500 when the wings were abreast the touchdown point of the runway. We had been cleared for the stop and go and I turned base maintaining a 65mph airspeed and then turned final looking good, maintaining a nice rate of descent and maintaining the centerline of the runway. Slight crosswind from the right, so dipped the wing a bit into the wind with right aileron and using left rudder to maintain the centerline. Beautiful and this was sure to be a great landing. Began the flare, power off with gentle touch down and we're on the ground rolling out. The tailwheel was rumbling from shimmy, but thought that would dissipate as we slowed down. Began my dance on the rudder pedals, keeping the plane on the centerline, when all of a sudden something broke and the plane made a violent turn to the right. I had no rudder control and we did a ground loop. The plane came up on one wheel as the left wing hit the ground and scraped and as I looked out at the left wing I see three creases...pop-pop-pop as the wing ribs broke starting with the outer rib and then two more in succession. The instructor called the airport personnel for assistance and told me to shut everything down.

Neither of us got hurt, which is a good thing, but after getting out of the plane we discovered the tailwheel assembly laying on the ground next to the fuselage. The bolts holding the leaf springs had sheared as well as the rudder control arms. The instructor assured me it had nothing to do with my piloting. It was a great landing, but the

### THINGS TO REMEMBER

**Next Breakfast**  
**Sunday November 4, 2018**  
**8:00 to 10:00 AM**

**Board Meetings**  
**-Thursday Oct 11 @ 7:00**  
**P.M. at Base Ops**

**General Meeting 3<sup>rd</sup>**  
**Tuesday of the month**  
**Oct 16 @ 7:30 Food**  
**served 6:30 until 7:00 PM**

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

vibration from the shimmy was such a powerful force it took out the tailwheel altogether. I've had shimmy issues before, but related to minor things such as not enough air in the tire. I had no idea how dangerous a shimmy could be.

Now, I have a lot of work ahead of me. It also bent the lower left spring strut on the main gear, so I'll have to weld up another and also fix the damaged left wheelpan, as well as inspect and repair wing ribs. It also cracked the outer rim of the left wheel from the side force and the replacement part is costly.

I ordered an Alaskan Bush tailwheel (formerly the Scott 3200) as it is beefier and sturdier than the Maule tailwheel that was previously on the plane and has a reputation for being safe and reliable. It's very expensive, but so is the damage that comes from a poorly performing tailwheel.

Moving forward, as a tailwheel pilot, I will thoroughly inspect the tailwheel with each pre-flight, and if a shimmy is experienced on any flight, completely disassemble and inspect the bolts.

Bill Bresnan - President - EAA Ch.66

**I know this was in last month's newsletter. But, I feel it bears repeating.**  
**Steve G, ed.**

**Elections are Coming**

Well it is getting close to our next election and we will be asked to make some choices on how we want to organize and operate our chapter. So let's talk a little about what this is and how important everyone is to the process of our organization.



First I would pose to you a question: "What do you want from the club?" Kind of an interesting question because it starts the process of thinking about what our desires are and what we gain from being a member. Many of our members

like the social aspect of the club. Others are focused on building and operating aircraft even though many of us no longer fly. It also brings to mind our support of the Eagle and Young Eagle programs and with this sharing a love for flying. To others it is about learning and acquiring the skills required to build an airplane or just hanging around other like-minded people.

We have many that enjoy learning more about airspace, changes at Page Field and hearing about changes to aviation at meetings through expert presentations and an opportunity to ask questions. Others like to share the progress of their projects and enlist the help of builders that have walked the path before them.



So what excites you?! Maybe you are interested in all aspects of the organization, Sunday breakfast, fly-outs and fly-ins, group adventures and trip planning, meetings, building on Thursday nights. Maybe just

our Sunday Breakfast and our annual parties.

What are you going to do to help us move forward?

The job of the board and officers in addition to continuing the daily



operation of the club is to create a welcoming and interesting environment in which people want to participate.

Are the board members willing to support and grow the type of environment and activates for which you are and will that include everyone in the process? Who will best be able to help move us forward? And very important to the process what roll do you want to play in

the organization?



The board and offices are an important part of EAA 66 in setting the tone and outlining the events and activities in which we engage.

Our monthly business meeting should be brief and have something of interest such as a speaker, a presentation or other 20 minute activity that brings interest to the meetings and encourages more people to attend. Meetings should not be dominated by one person talking.

So what do you want and who will help us achieve more through team work?



We also need more volunteers to help out with some of the more boring and mundane activities. We have seen members step up and help this summer! Our many thanks to each person who has

stepped up and helped make the breakfast a success.

The elections are coming in November and all of the current members have completed their terms. So we now need to elect a new board, one that will help lead us forward with more activates and social events that encourage participation by all of our members. So what are we going to achieve moving forward? That depends on you and where you stand on the club. Where and what activates have we done well and where do we need to improve? What do you want to suggest and what do we need? These are all questions that each of us should answer for ourselves and ask of the candidates.

So let's think about moving forward and making this a great club of which to be a member.



We are looking for Pres., VP, Treasurer, Newsletter Editor, and 3 board members. For continuity, our Secretary has agreed to stay on for one more year.

We especially need a Treasurer for the next 3 months and to follow into next year. If you want to know what is going on in our chapter, be on the board and be a Treasurer. Additionally, the Chapter will be purchasing a

computer and the Quick Books app for the Treasurers position. This computer and app will be passed along to the next Treasurer. These issues will be discussed at the meeting next Tuesday, Sept 18th. If you want to run for a board position, have questions, concerns, or ideas, please see Len DeNardo or any board member. Yes we will have an election in November.

### **From Len DeNardo...**

It is with much sadness that we have to inform you of the passing of Bob Ackert. Bob was a long time member of EAA Chapt 66 and a valued team member at Sunday Breakfasts. He died on Oct 1, at his summer home in Northern Vermont. The family is currently making funeral and memorial preparations. They plan on a memorial in Ft. Myers. As information becomes available, we will keep you informed.

### **Len DeNardo put this out last month. But in light of Michael plowing into Northern Florida, I thought it best to repeat.**

The following comments are from Charley Valera, a new member to EAA chap. 66. Charley is also a member of **Aerobridge**, which he will explain in the text...

I'm Charley Valera, I'm a Commercial rated pilot with an instrument rating. I've been flying about 16 years and have just about 2000 hours. I write articles on WWII, have a book published, a mini-series and a

feature film documentary currently under review at the Sundance Film Festival. In addition, I write for AOPA sometimes and need to step that up too. I'm sure the 66 guys have plenty of stories. Oh yeah, I'm also a Realtor.

During disaster's, natural or man-made, I work with **Aerobridge**. We were the group that sent supplies to SWFL after Irma reared her ugly face down here and before FEMA can get moving. We can be found at **Aerobridge.org**. AOPA has been a great source of reaching out to their members when we need pilots. The pilots have been from single engine C-152's to Falcons. We coordinate the actual supplies needed with pilots and a point-of-contact at the drop off locations.

With Michael on her way to the Florida panhandle, we will be ramping up as necessary again. If a member of EAA 66 is interested in helping as needed, please let me know. This is a very rewarding experience and opportunity to use our piloting skills for a relief effort in difficult times.

Charley Valera

I can be reached email, [charleyvalera@me.com](mailto:charleyvalera@me.com), or phone at 978-479-7443.

**If you are wondering why the price of C-172's is rising, perhaps this will explain...**

A high-ranking FAA source has confirmed that the FAA plans to almost triple the maximum weight for most light sport aircraft to 3600 pounds in

rulemaking that will be introduced in January. The source confirmed the scant details of a Facebook post written by AOPA Senior VP of Media and Outreach Tom Haines from the AOPA Regional Fly-In at Carbondale, Illinois. "Great news out of AOPA: your freedom to fly Fly-in at Carbondale," Haines wrote. "In January the FAA will issue a notice of proposed rulemaking increasing max weight for a light sport airplane from 1320 lbs to 3600 lbs. And ADS-B rebate will be back again in a few days. More to come." The FAA source declined to elaborate on details of the proposed rulemaking but suggested more information will be forthcoming "soon."

EAA Chairman Jack Pelton announced at AirVenture in July the FAA was planning a weight increase for the class of aircraft, which is now set at 1320 pounds for wheeled aircraft and 1430 pounds for seaplanes. Some designs, like the Icon A5, have been granted weight exemptions to accommodate safety features and equipment. The new limit will capture a wide range of aircraft that now require a minimum of a private pilot certificate to fly. What's not clear is precisely how the rulemaking will alter performance limits, passenger loads and

weather requirements for LSA operations. AOPA reported Pelton told the Carbondale event that the new rule "will allow you to fly in a 172, have four seats in the airplane, and fly 150 MPH." He also said there were plans to allow professional builders to assemble homebuilts.

Later on Sunday, AOPA President Mark Baker issued a formal statement in response to numerous inquiries about the news. "Over the past two years, AOPA has been working with the FAA, ASTM International Light-Sport committee and other general aviation organizations to improve and advance light-sport aircraft, including increasing the weight limit and incorporate new technologies like electric propulsion. The FAA has indicated it is on track to publish a Notice of Proposed Rulemaking in early 2019 which will include many of the suggestions for improvement," the statement said. "The rule will be a major step in making new, innovative aircraft accessible to pilots, by removing prescriptive barriers that are limiting aircraft designers, the flight training industry, and the strength of the pilot population."

**Remember my earlier posts about the proposed ATC privatization...**

**Congress Passes FAA Reauthorization**

**October 3, 2018** — Working under a one-week extension, the U.S. Senate on Wednesday passed a bipartisan FAA reauthorization bill, sending the measure to the White House for the president’s expected signature. The legislation authorizes the FAA programs and revenue collection for the next five years, providing stability for the agency and activities important to general aviation.

The House of Representatives passed the measure as House Resolution 1082 late last week after a House-Senate conference committee agreed on a long list of specifics within the legislation. The one-week extension was also passed to allow the Senate to schedule floor time for the vote.

EAA and other general aviation organizations had worked to ensure that provisions that supported and encouraged GA were included in the bill. One of the most important specifics was keeping any ATC privatization or user fee language out of the bill, which EAA CEO and Chairman of the Board Jack J. Pelton noted last week was

because of a “strong coalition of all of the GA stakeholders” and EAA members who made their voices heard and “got the facts on the table with regards to privatization and its impact on general aviation.”

The bill is large — more than 500 separate sections — but included notable positives for general and recreational aviation. Some of those address such areas as aircraft certification reform, Part 91 review, GA airport funding, designated pilot examiner reform, and more. It also included provisions that had been previously offered in separate bills, such as improving pilot access to NOTAMs and expansion of the Pilot’s Bill of Rights.

“The major victory is that the FAA will now be able to plan for five years and we will not have the difficult uncertainty of continuing resolutions and extensions,” Pelton said. “We appreciate the leadership of lawmakers who saw the importance of this measure and worked against a difficult deadline to get it done in a bipartisan manner.”

And POTUS signed it.

**What’s Happening**

**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](http://EAA66.org)

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

**Going Flying?**



**Be Sure to Check FSS for TFRs**

**EAA 66 Spotlight**



**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.

### Builder Updates



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



- Jerry Strom Zenith CH 750



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



- Ray Romeu and Bob Ackert started completion of the fuselage.



- Neal Trombley RV9a



Neal is still working on his airplane.

- Tim Parker – RV 9a – Almost ready for the first flight.



- Dietrich and Ulla Fecht CH 640 (4 seats)



- Tom Peppers Sonex – Go haul it to the airport,

put the wings on and fly!



- Steve Gagnon Cozy I



The engine was rebuilt this past winter and is now in Pennsylvania.

### EAA 66 Flyers

Charles Black – Cessna Cardinal RG



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.

Tom Kracmer – RV9a



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%

John Coleman 1976 C-182



Rich and Pat Zeidman RV7



Cold day in LaBelle – Riches 2<sup>nd</sup> RV and a real performer.

Dave Stone – American Legend Cub



This is a fantastic airplane with dorsal handling charities.

Wayne Nagy



Wayne Nagy has two airplanes, his Cessna 310A and a Searay experimental



Andy Hartzeld Cessna 172.



David Burns Glasair Sportsman 2+2



We would like to know what type of airplane you have and share with the rest of the members. Pictures are great! Please send info to the following email address: [eaachapter66@gmail.com](mailto:eaachapter66@gmail.com)



## Young Eagle Updates

### From Candy Rhodes: EAA 66 Young Eagles Coordinator

Our Young Eagles rally was a beautiful day for flying. We had two new Young Eagles, three returning Young Eagles and two Young Eagles originally from Indiana. A special thank you to Bob, Anthony and Rich for flying our four eagle flights! Pepper and Cullen were also able to check out the new EAA simulator software.



We are currently updating all Young Eagle Volunteer and Pilot requirement documentation. Pilots can scan their info and email to

[youngeagles66@gmail.com](mailto: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

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

## **STEEN SKYBOLT**

(BI-PLANE) KIT:

\$7,500 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 \$7,500. 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.

## 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](mailto:Anniebill343@yahoo.com)

**Treasurer**

**Membership Chairman**

**Tech Counselors**

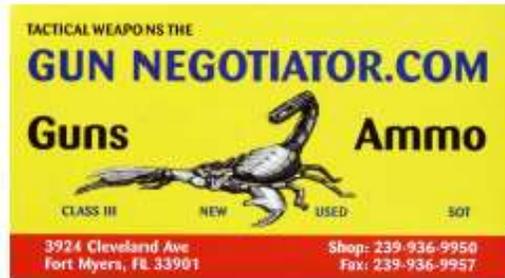
Rich Zeidman  
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Barry Marz  
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**News letter**

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