



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 SEPTEMBER 2018

PRESIDENTS MESSAGE:

The definition of insanity is "doing the same thing over and over and expecting different results". I thought it was interesting when you apply this philosophy to your landings. It doesn't work. We want to do the same thing over and over (provided it's the right things) and get the SAME results. We want to set up our approach with the proper power settings, pitch attitude, etc. and make nice smooth landings. We lower our power to a certain rpm setting on the downwind when we're abreast the touchdown point of the runway. We pitch the nose to maintain a certain airspeed for our descent and carry it through the base leg and final, making nice, coordinated turns throughout, just riding it down like an elevator, making slight corrections for crosswinds or adding some power if we're a bit low as we approach the threshold, then once we're ready to touchdown, bleed off the power and flare out. Once down we maintain directional stability and roll out. Our job's not done until we come to a stop (especially in a taildragger).

What a tremendous feeling it is to make a nice landing. The more we practice and master these disciplines, the more we distance ourselves from "insanity".

A good instructor is paramount in helping us find our way in honing our skills and building confidence. I recommend that anyone who hasn't flown for a while hire an instructor for even an hour or two. It's not a sign of weakness. It's a sign of intelligence.

I've been getting extensive training in my homebuilt biplane and getting better and better with each lesson. Confidence builds with each lesson as the instructor drills into my head the same things over and over..."right rudder!...ball in the middle!...watch the pitch!...nose up!...don't lose altitude in the turn! It begins to sink in and long after the instructor is gone, I want to continue to hear his voice in my head. I never want to get complacent, ever!

Bill Bresnan - President - EAA Ch.66

THINGS TO REMEMBER

Next Breakfast
Sunday October 7, 2018
8:00 to 10:00 AM

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

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

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

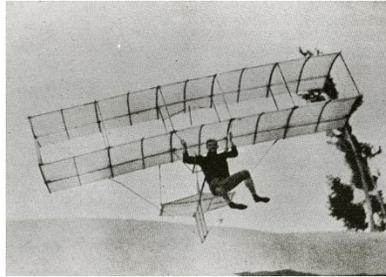
Elections are Coming

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

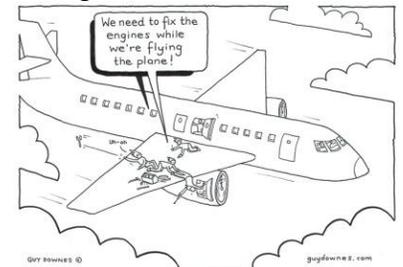
the organization?



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...

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 Florence on her way to the east coast, 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, or phone at 978-479-7443.

For All You Weatherwatchers...

We all know about a "relatively" spiffy storm call Florence. At this writing, she's a Category 3/4 (can't make up her mind) storm, approaching the Carolina's coast with a relatively low pressure of 956mb.

So, let us examine that "relativity" and give it some relevance. To do that, I will convert millibars (mb), to inches of mercury (altimeter setting), to pounds per square inch (psi). I've converted to PSI because we all can relate to PSI (i.e. my tires are 34psi). So,

$$956\text{mb} = 28.2" = 13.8\text{psi}$$

Now, looking at the current Prognostic Chart, one of the highest "Highs" is over Northern Michigan at 1025mb. So, converting that,

$$1025\text{mb} = 30.2" = 14.8\text{psi}$$

So, Florence's relatively low barometric pressure of 13.8psi compared to a relatively High of 14.8psi is 1psi. Therefore, the relevance of the "relativity" is, it does not take much of a relatively "LOW" pressure for Mother Nature to make a really spiffy storm. Keep this in mind the next time you witness a

really spiffy afternoon storm, and the barometric pressure only drops a relatively 0.04" of mercury.

AND...flying in Florida, with the many "pop-up" storms, you will not know that unless the storm passes over a weather reporting station (like my home based barometer). But, please avoid these storms by a wide berth.

Steve G, ed

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

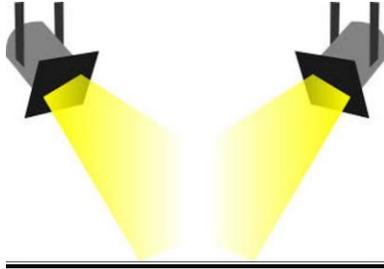
Check it out. Be sure to sign up as a member and receive special information.

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.

EAA 66 Flyers

- 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.

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 2nd 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



Young Eagle Updates

From Candy Rhodes: EAA 66 Young Eagles Coordinator

We had a slower Labor Day weekend rally. We flew two new young Eagles and then Pepper and Doug were able to get some flight time after working hard at our Young Eagle rallies all summer. A special thank you to Anthony Greco, Bob Dicello, David Burns, and Tom Kracmer for flying our Young Eagles today. A special thank you to Bob for the awesome photo of Pep flying in the pilot seat!! We have flown 41 new Young Eagles so far this year.

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

On the Lighter Side...

Short Final: Number One For
Takeoff

A long time ago, I taxied my Cessna 182RG to St. Louis Lambert Field Runway 12L. I was first to the runway. There were about 18 Teenie Weenie Airlines (TWA) planes lined up on the taxiway for Runway 12R.

An F-18 appeared from the McDonnell Douglas facility on the north side of the field. Controllers directed him to 12L at an intersection ahead of me and gave the F-18 “position and hold.”

One of the TWA pilots keyed up and said, “How’s come he gets to go first?”

The F-18 was cleared to take off. He rolled about 500 feet and took off, rotating to a straight up position and quickly disappeared out of sight.

The tower then responded to the TWA pilot, “Tee Dub, when you can do that, you can go first.”

*Jack Ham
Bradenton, FL*

EAA 66 Classified Ad's:

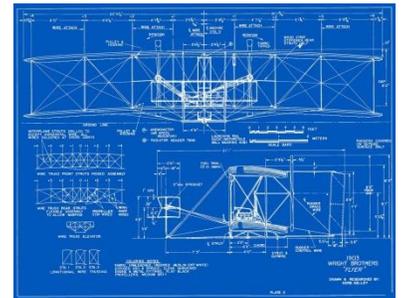
Any items you wish to list in the Classified Section of the Newsletter contact Steve G

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

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

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Board Members
Neal Trombly
Tom Peppers