



Experimental Aircraft Association

Chapter 66 Ft. Myers, Fl. Page Field



66 SQUAWK SHEET

WWW.EAA66.ORG

When was the last time you checked our web site

March 2007

PI C Briefing

You've heard the saying "I've got good news and I've got bad news." This issue will be full of it.

Bad News: The Mooney lunch was not as good as we had hoped. Weather kept some pilots away. We only served 40 instead of 50 something.

Good News: They raved about the giant burgers and walk away full. We made enough profit to pay for the new electrical outlets we mounted to the breakfast table.

Bad News: On that same day, not a single member showed up for the free lunch.

Good News: Just so happens, the volunteers who worked the lunch, were also the Chapter Bylaws redo committee. So we used the afternoon time to go over them. Thank You to everyone who helped with the lunch.

Bad News: The Young Eagle pilots meeting was a bust. Only three pilots showed up for that, and we talked the whole time about the new FAA tour rule and how it will affect the YE program. We never got to discuss how we can boost our YE pilot participation.

Good News: I had several pilots contact me to tell me that they would attend but will be out of town or they contacted me later to ask how it went. So maybe we'll try this again later when the FAA gets their Sh_t together.

Bad News: Paul Thomas was the only one to go to Homestead ARB for the open house.

Good News: There were some others who had planned to go but had to cancel. But Paul had a good time anyway.

Bad News: During our building maintenance day we didn't get everything done that needed done.

Good News: We got everything done that I had planned to do and we had enough members to do the work. Thank You to everyone who helped. And thanks to those who notified me that they would help but had other commitments.

Bad News: Claire Sloss had informed me that she would like to be replaced as Treasurer. Thank You Claire for all of your hard work.

Good News: Relatively new member, Paul Preston, has stepped forward to take over.

Bad News: Only 5 Chapter 66 members did the Cub Club poker run. Plus 1 late person.

Good News: Nancy Givens won \$70.00 and we all had a good time mixing with the CC.

Now for the biggie.

Bad News or Good News: Depending on how you look at it and as to what side you were on. I finally got the delivery and final figures for the hangar. It came to over \$15,000.00. Nearly \$10,000.00 just in transportation. Therefore I and your board have decided to cancel the hangar project. The cost has reached a point of being impractical and unfeasible for us to complete. When we started this we had a sweet deal. But by the time the permitting department got done with us and the cost of materials went sky high, it all turned sour.

Thank You to everyone who supported me and the project and your faith in me. And to Rick Arnold and Mark Steinberg for all of their work.

Now we turn to getting all or most of our money back for the hangar. And learn a lesson as to which ducks you put in line first.

Those who sent donations in ahead of time will be getting them back. And Thank You to Bill Murphy for his donation the to the Chapter.

Be sure to check all the news below.

That is all, Paul Yocum



Notam's

March 17, St. Patties Dinner

Florida International Air Show
PGD. March 23—25.

Arcadia Rods & Wings
March 31 & Apr. 1

[www.collectorcarstv.com/
rods.htm](http://www.collectorcarstv.com/rods.htm)

LoPresti Fly- out
Vero Beach, April 7

www.speedmods.com/

Sun-N-Fun
April 17—23

Next Meeting March 13
Next Breakfast April 1
Next Board Mtg. April 3

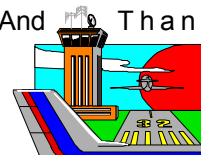
Operation

"LAMB"

Leave **A** Magazine **B**ehind

PGD Breakfast 2nd Saturday

APF Breakfast 2nd Sunday



EAA is about participation: Be a member! Be a volunteer!

Chapter 66 mtg.
2nd. Tues. of each Month
7:30 PM

Ch 66 Board Mtg.
1st. Tues. of mth.
7:15 PM

Pancake Breakfast
1st Sunday of each Month

Airplane Builders
Thurs' 7:00 PM

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Links

Florida Fly-in's
www.floridafly-ins.com/
[www.fun-places-to-fly.com/events/events.asp?
Event_State=FL](http://www.fun-places-to-fly.com/events/events.asp?Event_State=FL)

Fuel Stop 100LL
www.airnav.com/fuel/
www.100ll.com/

Web Sites to Check
www.faa.gov/ATPUBS/CNT/CNTHME.HTM
www.pagefieldassociation.org/

Touch and Go

I am strongly considering flying to Gainesville for the NHRA Gator Nationals, March 18. Anyone who would like to join the flight contact Paul Yocum.

Don't forget our St. Patrick's Day Steak Dinner March 17. Tickets on sale at the meeting or contact Paul Preston, Treasurer.

Flight Plan

We'll watch a DVD by AOPA titled "Do the Right Thing, Decision Making for Pilots."

Prop Wash

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

I remember when sex was safe and flying was dangerous.

Mankind has a perfect record in aviation; we never left one up there!

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.

Advice given to RAF pilots during W.W.II. When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible.

Vice President
Jim McClain

**Secretary &
Young Eagle Chmn.**
Paul Thomas

Commissary
Don Costa

Public Relations
Jim McClain

**Airplane Building
Manager**
Ray Romeu

Board Members
Len DeNardo
Butch Varda

Gate code *****

We have several items at the building that have been left behind by someone or the CAP. If you think you left it there, please come get it. We also have that bench outside we were going to use in the hangar. If anyone would like, please take it.

The Sundowners will no longer be meeting in our building. They have decided to move their meetings to RSW.

The Civil Air Patrol has decided it is time to move out on their own and have found a new meeting location. I want wish them Good Luck.

NOTAMs for Page Field Airport (FMY)

Glide Path for ILS Runway 5 out of service effective February 20, 2007 -1300UTC- to April 04, 2007 -2100UTC-

Runway 5/23 closed effective March 12, 2007 -1200UTC- to March 15, 2007 -1200UTC-

Runway 5/23 closed effective March 26, 2007 -1200UTC- to March 29, 2007 -1200UTC-



LoPresti Fly-out March 7

EAA 66 is organizing a fly-out to the LoPresti Factory as part of their "First Saturday at LoPresti" In addition to the scheduled talk from Curt LoPresti, the President of LoPresti Speed Merchants, about the LoPresti Fury project and preview of their "Sun-N-Fun" exhibits, we will get a factory tour. The tentative schedule at KVRB (Vero Beach) is: Pancakes & coffee start at 9:30 am, talks start at 10:00, and the tall-tales usually start around 11:15 and then the factory tour. If you want to fly as a group or need a ride, meet at the Chapter 66 building 8AM. Otherwise we'll see you there. www.speedmods.com/

User Fees

As you probably know, last week the FAA Administrator formally requested that Congress approve radical changes to the way the United States finances the FAA and pays for modernization of the air traffic control system. While not a surprise, I am extremely disappointed by the Administration's effort to shift cost from the airlines to general aviation by nearly quadrupling the amount of tax you pay for each gallon of aviation gasoline or jet fuel. The FAA has also proposed a shift from taxes on airline passengers to air traffic control user fees for the airlines and for general aviation operations in the airspace around the nation's large hub airports. We believe it is nothing less than the government backing away from operating the safest, most efficient air traffic system in the world and opening the door to privatizing the ATC system.

No matter how we look at it, this legislation, the "Next Generation Air Transportation System Financing Act of 2007" presents a major threat to the future of the general aviation community.

You are in a select group of AOPA members who reside in a district of a United States House of Representative who is a member of the Transportation and Infrastructure Committee whose position on this issue is unknown. This Committee has jurisdiction over the FAA and will likely be the first to act on the FAA funding issue.

Continued:

That is why we must have an early indication of their support for the general aviation community. That means we need them to commit to rejecting the excessive fuel tax increases and implementation of user fees for any segment of aviation.

While there are numerous aspects of the complex legislation we are addressing, at this point I need your help by covering some specific areas about the FAA plan. You can do this by making the following points on your personal or business stationary:

- Introduce yourself by describing how you use your pilot certificate.
- Express your opposition to the ridiculous fuel tax increase in the FAA plan by explaining what effect increasing the tax on aviation gasoline from the current 19.4 cents per gallon to 70.1 cents per gallon would have on your flying. (For turbine fuel users, the tax would escalate from 21.8 cents per gallon to 70.1 cents per gallon.)
- Urge their rejection of the Administration's request for air traffic control user fees for any segment of aviation by explaining that this is a major step toward privatizing the air traffic control system, placing it in the hands of FAA bureaucrats and the airlines by diminishing, and ultimately eliminating, Congressional oversight of the nation's air transportation system. By FAA's own admission, the system provides the world's safest airspace, and handles more than six times the traffic of the next largest air traffic service organization.
- While the FAA claims that the changes are needed because the current financing system is "broken," share with your representative that, based on projections using Office of Management and Budget data, the FAA can be funded using the existing system of aviation taxes. The radical changes proposed by the FAA are not needed to keep the U.S. aviation system vibrant and successful. Conclude by asking if they will agree to oppose this plan and work with AOPA and others in the general aviation community to develop a reasonable and balanced plan for financing the FAA and modernizing the air traffic control system.

I am providing these talking points for you, but I highly encourage you to write your own personal message as well. It is far better to send a personalized letter than an email on issues like the future of the aviation system. All emails look alike yet letters are unique. Letters emphasize the fact the writer is in the Congressional District and often the letterhead illustrates the business and other relevant background of the author.

Please send your letter by fax (the fastest and best way to communicate with Congress), then follow-up by mailing it to:

Honorable Connie Mack IV
115 Cannon House Office Building
Washington, DC 20515

Fax number (202) 226-0439

If you need more information to formulate your letter, this link <http://www.aopa.org/faafundingdebate/> takes you to a special section of the AOPA Web site that has details on this issue.

Thank you for your help. AOPA and your fellow pilots are counting on your support!

Sincerely, Phil Boyer

P.S. – Please be sure to fax or mail me a copy of any letter you send or response you receive from your representative. Fax to 301/695-2372. Or if you prefer, e-mail the correspondence to this repository e-mail account FAA_funding@aopa.org



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Questions, Comments, or Change of Address or e-mail. E-mail n211py@comcast.net or call 239-267-7980

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