



Experimental Aircraft Association

Chapter 66 Ft. Myers, Fl. Page Field



66 SQUAWK SHEET

PI C Briefing

WWW.EAA66.ORG

When was the last time you checked our web site out?

August 2006

Your getting this newsletter a little early this time because I will be out of town for a week.

We are loosing a great benefit and member to the chapter. Not to the grim reaper. But to his and his wife's job. Bruce Carpenter is moving back to the New York area. I am helping Bruce to fly his plane up north this week. Paul Thomas will taking over his secretary position.

A year and half into my Presidential position and I am beginning to see why my predecessors dreaded writing this column. We're in the middle of summer, with not much going on, which makes not much to say.

On the bottom right of this page I've added Punta Gorda and Naples EAA Chapter breakfast times. Help support our neighboring chapters by attending their breakfast. Hopefully they will reciprocate in kind. NOTE: Naples web site said their breakfast was cancelled for the summer until November, but I don't know if it's up to date.

Be sure to check the last page of this newsletter for important news. Read the complete story by clicking on the link at the end of the article.

We're still waiting on the county to stop fiddling around give us our permit for the hangar.

Well I've got nothing more to say. Is that cheering I hear. See you at breakfast and the meeting. Remember to check the Flight Plan section for our scheduled Program.

That is all,
Paul Yocum



Notam's

Nothing that I'm aware of going on near by.

Next Meeting August 8
Next Breakfast August 6
Next Board Mtg. Sept 5

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!

Dueling DUATS

Automated weather briefings, flight planning may be endangered

DUATS(Direct User Access Terminal System), the online automated weather briefing and flight planning and filing service, may be endangered, according to the two companies that currently provide the free service to pilots under contract with the FAA. These two vendors (DTC and CSC) are spreading the word here at EAA AirVenture about the potential shutdown. [Read more](#)

USER FEE REALITY—BOYER TELLS CROWD 'BE VERY CONCERNED'

Here are some scary numbers: \$30 for a flight service station "consultation," plus an additional \$5.31 for each forecast product used. That's the general aviation reality in the United Kingdom. How about \$1.50 per minute for a flight service briefing in Germany? Or \$1,000 for a private pilot knowledge test in the Netherlands. "In my situation, it's actually cheaper to fly the whole family by airline to the United States, rent an aircraft for about 30 hours, and have a nice two-week vacation (including hotel and rental car costs) than flying the same amount of hours in Europe," wrote an Austrian pilot to AOPA President Boyer. In New Zealand, the wife of a pilot tells of how her husband complained about the expense of getting a briefing and filing a flight plan. He was killed in a weather-related accident. He'd skipped the briefing and hadn't filed. "That's the reality of user fees and their impact on general aviation around the world," Boyer told an Oshkosh audience Tuesday. "That's what it could mean to all of you if we allow the user fee camel to stick its nose under the tent here in the United States." AOPA joined forces with leaders from EAA, the National Business Aviation Association, General Aircraft Manufacturers Association, Cessna Aircraft Company, and Cirrus Design Corporation to present a forum on the very real threat of user fees for general aviation. See [AOPA Online](#).

To All Page Field Association Members

At our last meeting, it became clear that we had no new information about the proposed Orchid Island Condominium project. Since the meeting, we have been able to assemble what we think is the latest progress report.

The Lee County Port Authority has been actively involved with the City of Fort Myers regarding Orchid Island. Two LCPA Planners met with the City last Friday to confirm their prior letter written to the City which denied a "Tall Structures Permit" from LCPA for this project was still in effect. LCPA will most likely write another letter to the City again confirming their refusal to grant a "Tall Structures Permit" for this project.

It appears that a final decision by the City to issue a Building Permit is a long way away and will be a protracted, difficult process and may take a year, or so. Although we all agree that Disaster Relief, Life Support and Safety are all valid issues in support of not having this project located near the end of our most active runway, we believe the City is not concerned with these issues. The probability of assured Tax Revenues for the City is just too lucrative.

According to the people we have talked with at the City of Ft. Myers, the two permits that the Orchid Island architect has applied for (building and site), are on hold, for two reasons.

First, the architect has not yet responded to the two letters the city sent in March commenting on and questioning specifics of the building and site plans.

Second, the permits are on hold pending resolution of the county's denial of a Tall Structures Permit. "It is in the Lee County Port Authority's court," said Richard Roll in the city's zoning department. According to Roll, the city is honoring the Port Authority's denial of the tall structures permit, and the developer will have to work out a solution with the LCPA before the permit applications can proceed.

The permit applications are due to expire August 24.

There will be no opportunity for the public to formally comment on the Orchid Island Permit applications because it apparently meets all city and state zoning and regulations, and it falls just below the minimum density to qualify for a planned unit development.

It is predicted that the Developer will sue the City for not issuing a Building Permit for the project which will necessarily involve the LCPA. That will be the time that LCPA can negotiate their and our desires, namely to reduce the heights of the buildings and require the Developer to file a Permanent Deed Disclosure of the proximity of the project to Page Field.

As you may know, the Florida Department of Transportation has determined that this project creates a Hazard to Aviation and requires a substantial displacement of the Threshold for Runway 23. also, it may affect the proposed LPV Approach for this runway. Because displacement of the threshold will adversely affect and could almost eliminate jet traffic at Page, the LCPA is working closely with the FDOT in an effort to get them to rescind their requirement for Threshold displacement.

LCPA has encouraged us to continue our protest against this project. A presentation to the City Council is a good way to enlighten the City as to the real issues that will result. And, this greater awareness of the problems associated with this project's close proximity to Page Field will assist LCPA during negotiations with the Developer.

PFA wishes to thank all of you for your continued help and support on this very important issue.

Rick Arnold
President PFA

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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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