

"If you're faced with a forced landing,
fly the thing as far into the crash as possible."

Bob Hoover



News for January 2007

www.pagefieldassociation.org

Page Field Association

January 10, 2007 meeting

Attending

Rick Arnold; Glenn Frith; Len DeNardo;
Larry Kirchner; Coleen Baker; Scott Sheets;
Kirk Richmond; Justin Kelley; Bo Kagan;
Mark Twombly; Bob Schultz; Terry Vorhees;
Al Lane; Jeff Lane; Gary Duncan; Karl Reik;
Rick Teubner; John Richardson

Presiding

Rick Arnold - PFA

Meeting Notes

Rick Arnold - PFA

Thanked Glenn Frith, and Aeronautical Char-
ters Inc for the use of their hangar for to-
night's meeting.

If anyone has questions about recent fire in-
spections, please contact Coleen Baker at the
Page Field Aviation Center.

Page Field Association as a group is inter-
ested in sponsoring an Aviation Club for local
high school students to learn more about avia-
tion. As Mark Twombly pointed out the pri-
mary sponsor will have to be the local school
system.

Glenn Frith; Mark Twombly; Al Lane; and
Rick Arnold will meet and form a plan to
contact school officials about this project.

Scott Sheets - L.C.P.A.

Reminded users of the self serve fuel farm to
be careful with the equipment. This equip-
ment only is used to pump a small fraction of
fuel at Page, but requires many more repairs.
If you see someone being careless let Scott
know.

Coleen Baker - L.C.P.A.

Reminded hangar tenants to ground their air-
craft while in the hangar. Not grounding air-
craft is one of the most common fire code
violations found during fire inspections.

[see the fire inspection checklist](#)

Gary Duncan - L.C.P.A.

Runway 6-24 resurfacing at RSW airport is
going well and is expected to be completed in
April 2007.

Will look into possible funding for a run-up
area on the south side of the approach end of
Runway 5 at FMY.

Projects now under way at FMY are infra-
structure improvements to the North Quad,
and a parallel taxiway to runway 5 on the
northwest side that will connect to the future
site of the new terminal at Page Field.

Port Authority representatives plan to bring
layout plans for current construction projects
at Page Field to the next PFA meeting.

Bob Schultz and Al Lane plan to meet with
Fort Myers Approach Control officials to
discuss possible solutions to allow more prac-
tice instrument approaches.

Len DeNardo - EAA Chapter 66

EAA Chapter 66 members have vote to con-
tinue to complete their hangar project.

Terry Vorhees - Cub Club

Terry is the President of the Cub Club for
2007.

The Cub Club has two safety meetings
planned for February 2007.

The first on 2/13 will be a Pilot & Controller
meeting with representatives from FMY,
RSW, and Fort Myers Approach Control.

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Construction on the airport along Fowler St. near Page Field Commons

Bob Schultz - Page Tower

Commenting on construction at RSW, Bob
pointed out that the temporary Runway 6-24
has fewer entry and exit points as well as
other limitation that forced FAA to place ad-
ditional restrictions on aircraft spacing for
takeoff and landing.

These temporary restrictions have a domino
effect to an already crowded system which
affect operations at FMY especially practice
instrument approaches.

Page Field Association

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Treasurer: **Bob Bowser**
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The second on 2/19 is titled “VFR Chart Smarts”. Presented by Richard Neher, Staff Aeronautical Information Specialist, FAA, National Charting Group. Mr. Neher will speak on situational awareness, charting, and airspace.

Glenn Frith - Aeronautical Charters Inc ACI has sold its Bell JetRanger helicopter and plans to replace it with a similar size helicopter. A Cessna Citation II ACI manages will be replaced by a Citation VII. ACI is also planning to add two more Pilatus PC-12 to its fleet.

Bill Kershner dies at 77

Pilot, flight instructor, and aviation author William K. Kershner, 77, died January 8, 2007 in Sewanee, Tennessee, after a prolonged battle with cancer.



Bill Kershner

Kershner soloed an Aeronca Defender from Clarksville, Tennessee's Outlaw Field — a grass strip at the time — in 1945 at age 16.

After four years flying Corsairs in the Navy, Kershner worked as a corporate pilot, flight-test pilot, and special assistant to William T. Piper Sr., then president of Piper Aircraft.

With the help of his wife, Betty — who typed his handwritten manuscripts — Kershner authored and illustrated a series of five highly regarded flight manuals; his *Student Pilot's Flight Manual* alone has sold more than 1 million cop-

ies.

He also was known for his interest in spins, having logged more than 8,000 spins totaling some 35,000 turns; Kershner only counted spins of at least three turns and didn't record spins at all during his first 24 years of flying.

He was the national General Aviation Flight Instructor of the Year in 1992. At his Ace Aerobatic School in Sewanee, Kershner provided spin recovery and aerobatic training to hundreds of pilots, and he continued to teach ground school into late December 2006.

Flight instructor Catherine Cavagnaro, whom Kershner mentored into aerobatic instruction, will continue to operate his school.

Cavagnaro has purchased a Cessna 152 Aerobat nearly identical to Kershner's; his veteran Aerobat is going to the National Air and Space Museum.

The Sikorsky S58

The Sikorsky S58 was one of the most successful piston powered mid size helicopters built.

Sikorsky developed the S58 in response to a US Navy requirement for an anti submarine warfare helicopter.

What resulted was the S58, which features a single Wright R1820 radial piston engine mounted in the nose, one of the largest fuselages to be designed for a single piston powered helo and a raised flightdeck.

As the XHSS1 the S58 flew for the first time on March 8 1954.

Large numbers of S58s were subsequently built to serve with the US Navy in anti submarine warfare roles as the SH34G and SH34J Seabat, and in utility roles with the US Marines as the UH34D Seahorse.

The US Army operated large numbers as the CH34 Choctaw while many other allied countries operated the S58 in various military roles. The UK for example licence built a turboprop development called the Wessex, some of which saw civil service.

Modest numbers of piston powered S58s saw

civil service with most were delivered to customers within the USA.

The S58 offered a very large fuselage and lifting capacity, but its piston engine made it expensive to operate.

In 1970 Sikorsky announced it was developing a turboprop conversion package for the S58.

Turboprop powered S58s are designated the S58T and were initially powered by a 1340kW (1800shp) Pratt & Whitney PT6T3, later aircraft a 1400kW (1875shp) PT6T6.



Sikorsky S-58T N72B was in Fort Myers recently lifting air conditioning equipment on several construction projects.

The first S58T conversion flew for the first time on August 19 1970.

Sikorsky set up a production line to convert customer S58s, offered kits for S58 operators to perform the conversion and purchased used S58s, converted them to turbine power and offered them for resale.

Small numbers remain in commercial service.

S58T with PT6T6 - Max speed 120kt, cruising speed 85kt. Hovering ceiling out of ground effect 6500ft. Range with reserves 260nm.

S58T - Empty 7400lb, max TO 13,000lb.

S58 - Main rotor diameter 56ft 0in, length overall rotors turning 56ft 8in, fuselage length 46ft 9in, height 14ft 4in. Main rotor disc area 2460sq ft. S58T - Same except for fuselage length 47ft 3in.

1821 S58s built mainly for military but also for civil use between 1954 and 1970.

