



Minutes Page Field Association February 11, 2009

Attendance: Glenn Frith; Patty Bittner-Berg; Geoff Unger; Kaye Tucker; Joanna Gollin; Ed Moran; Christi Hart; Len DeNardo; Brian Solis; Gary Duncan; Bob McDonagh; Leon Rediske; Everett Walter; Mark Twombly; Karl Detscltor; Tony Graham; James Ross; and Scott Sheets.

Glenn Frith reports:

USO fundraiser held at ACI hangar was attended by over 300 and raised approximately \$20,000. for the Ft. Myers Historical Museum.

The 5th annual Cattle Barons' Ball also held at the ACI hangar raised several hundred thousand dollars for the American Cancer Society.

A Piper Navajo has been added to the ACI charter fleet.

ACI received an unannounced visit from the FAA for an inspection and passed with no defects.

Scott Sheets was involved in the United Way fund raising at RSW and received lots of "pies in the face."

EAA Englewood Chapter 1285 is having a fly-in @ Buchan Air Park (X36) on February 21, 2009 from 9:00 a.m. – 3:00 p.m. There will be hot dogs and hamburgers. All are welcome!

Port Authority's **Gary Duncan**: The "season" seems to be busy and has picked up since December.

The Port Authority is promoting the new FMY transient terminal as a "shovel-ready" project eligible for federal economic stimulus funds.

Lee County Port Authority has a hiring freeze in effect as a result of the economic downturn and reduced aircraft operations at both Page Field and RSW. No new director for Page Field has been selected.

TSA is continually sending security directives

as to airports, private planes, charters and spot-checking of airplanes.

EAA Chapter 66 is hosting the Mooney Pilots Association's 2-day seminar on February 14 & 15 and supplying lunch of grilled hamburgers @ \$5.00 per meal.

The February Pancake Breakfast served approximately 105 people and had about 8 Young Eagles participating with our pilots.



A wrong turn and a moment of inattention resulted in major damage to this Cessna 172 at Page Field recently.

Christi Hart of ACI reported that the charter business has had an increase. She also gave information about flying to the Bahamas. The new APIS procedures require that, even for private pilots, a passenger manifest must be filed electronically (by computer) prior to leaving the country and again upon re-entering the U.S. Passengers are checked against the TSA's "no-fly" list. The new rules go into effect in May.

The Ft. Myers High School Aviation Club had a guest speaker from Embry-Riddle Aeronautical University. There is a possibility that we can expand participation in the club to include all other high schools.

Copies of "Forgotten Fields of America, WWII Bases and Training Then and Now" are still available for sale. Proceeds go toward the high school aviation club scholarship fund. The books can be obtained from ACI Charter. Contact Christi Hart at ACI if interested (239-278-0101).

Everett reported that Page Park has been

quiet and no issues to report at this time.

EAA 565 in Punta Gorda has a Pancake Breakfast and Young Eagles program every 2nd Saturday of each month. Breakfast is \$4.00 donation. All are welcome to attend.

Leon Rediske is from Wisconsin and owns a Twin Comanche. He is a former FBO owner who has logged over 20,000 flying hours. He is also a member of EAA Chapter 1158.

Cub Club reports that there will be a Poker Run on March 15, 2009 and the cards for this event will be out on March 1, 2009. It will be held at the EAA build

EAA Chapter 66 building. Lunch will be at a cost of \$5.00.

See more details at www.pagefieldassociation.org/archive/cc_3-15-09.pdf

Cub Club is also sponsoring a bus trip to Fantasy of Flight on February 28, 2009. It will be an all-day event and includes lunch and tours at a cost of \$55.00 per person. A limited number of tickets are still available.

Self-serve avgas at FMY is \$2.71 per gallon.

Justin Kelly, Manager and CFI of Paragon Flight School will be leaving for a new career with Lufthansa in Switzerland. Jeff Wolf has joined Paragon as manager and CFI.

Scott Sheets passed out letters of opposition to TSA's proposed Large Aircraft Security Plan (LASP) rule for everyone to sign and mail to TSA. It is very important for people to protest because if the rule is adopted it would mandate new security measures for airplanes weighing more than 12,500 pounds, measures that would cost the Port Authority tens of thousands of dollars. Also, the security measures proposed in LASP could eventually be imposed on smaller airplanes.

See the letter www.pagefieldassociation.org/archive/lcpa_2-11-09.pdf

Guest Speakers at our meeting were our own airport firemen. They demonstrated proper use of fire extinguishers and brought their new truck which is highly sophisticated with a lot of high-tech equipment.

Respectfully submitted,
Patty Bittner-Berg

Lt. Tom Payne of the Port Authority's Airport Police Department reminds everyone to protect their identity against theft.

See more information at
www.pagefieldassociation.org/archive/lcpa_1-09.pdf



Military wants to reconfigure central Florida airspace

By Dave Hirschman AOPA

The Air Force is seeking to modify the Avon Park special-use airspace (SUA) in central Florida that could make the area more complex for civilian pilots to navigate. But the Air Force has been responsive to AOPA's concerns by proposing to activate only those portions of the SUA that are needed on a real-time basis.

"While the reconfiguration will allow for better management by the military, there is still some potential reduction in access for general aviation pilots due to the increase in restricted airspace in some areas of the complex," said Pete Lehmann, AOPA air traffic services manager. "AOPA will be analyzing the proposal to determine the impact."

The FAA will accept formal comments on the Air Force proposal until March 30. AOPA members concerned about the proposed changes should send their comments to the FAA at:

U.S. Department of Transportation

Docket Operations, M-30
1200 New Jersey Avenue SE
West Building Ground Floor
Room W12-140
Washington, DC 20590-0001.

Feds want tighter security for private aircraft

By Laura Ruane News-Press

The Transportation Security Administration wants to extend some of its rules for commercial aviation to operators of large private aircraft.

That idea is drawing flak in Southwest Florida and in other parts of the country.

"This is not what general aviation needs at this time. And it won't solve any security problems," said Vincent Wolanin, founder and chairman of PrivateSky Aviation Services Inc., which fuels and services private jets at Southwest Florida International Airport.

The new regulations appear to come with no federal financial aid - and would cost Page Field General Aviation Airport more than \$150,000 per year, according to a letter signed by Bob Ball, Lee County Port Authority executive director.

Wolanin and Ball are among the more than 3,000 people and organizations across the nation weighing in on the TSA's proposed large aircraft security program during the 120-day public comment period.

The new security initiatives would apply to flights of planes weighing more than 12,500 pounds at takeoff. For the most part, these are jet aircraft; however, the Beechcraft King Air 350, a twin-engine turboprop that seats 11, is among the non-jets to be included.

Key points include: requiring security programs that would be subject to third-party audits every two years; having flight crews undergo FBI criminal history and fingerprint checks; having all passengers, including the plane's owner, checked against the TSA's watch lists; and hiring and training an in-house security coordinator.

The program's intent is to minimize chances of large private aircraft flights "being used to deliver illicit materials, to employ aircraft as a weapon or to transport individuals wishing to cause harm to the United States," said Sari Koshetz, the TSA spokeswoman based in south Florida.

As the risks associated with commercial jets have been reduced since the 9-11 attacks, "terrorists may view general aviation aircraft as more vulnerable and thus attractive targets," the TSA wrote in the Federal Register last October.

Wolanin at PrivateSky countered his company already has common-sense security measures in place, and that "general aviation polices itself. People (who own and operate) airplanes don't let people they don't know on the airplanes."

Calling all members: Has Florida tax affected you?

By Thomas A. Horne AOPA

Florida's tax on recently purchased out-of-state aircraft continues to drive AOPA efforts in the state's legislature. On Feb. 4, AOPA Manager of State Legislative Affairs Mark Kimberling and AOPA Florida Regional Representative Nelson Rhodes met with Florida State Rep. Ralph Poppell on the issue. Poppell's new bill—H.B.51—follows up on last year's attempt at rejecting the out-of-state tax that passed the House but stalled in the Senate.

Current law allows for the taxation of new (i.e., purchased within the six months prior to a visit) aircraft brought into Florida. The taxes can amount to six percent of the aircraft's sales price. Consequently, many pilots and aircraft owners have avoided flying to Florida, depriving the state of vital economic activity.

Poppell said, "House Bill 51 is designed to not only stop the abuse to owners of recently purchased out-of-state aircraft, but also to make Florida more competitive on sales tax so that we can once again be the aviation-friendly state we used to be.... This bill will allow aircraft owners, who purchased their aircraft outside the state, to travel to Florida without worry for 21 days, and an unlimited time if it is for training or maintenance during the first six months of ownership. After six months, there are no restrictions."

In support of this bill, AOPA is asking members everywhere to send us an e-mail about how these taxes have impacted them or their businesses—or how they have avoided Florida because of the tax. In addition, how much would have been spent on tourism, business, and maintenance if tax-free trips were permitted? Contact us at floridausetax@aopa.org.

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