

Page Field Association



News for July 2005

Page Field Association July 13th 2005 meeting

Attending

Jim Cawthard, Gary Duncan, Bob Schultz, Rick Arnold, Glenn Frith, Coleen Baker, Terry Brennen, Bruce Carpenter, Paul Yocum, Dick Fabbro, Bob Bowser, Mark Twombly, Mark Millar, Ron Focht, Brian Solis, Jim McClain, and John Richardson

Presiding

Rick Arnold - President PFA

Jim Cawthard - L.C.P.A.
Arranged for a guest speaker.

Guest speaker at tonight's meeting:

Terry Brennen - WGPU Public Media

WGPU Public Media produces a history program series titled "Untold Stories".

Segments of this series focus on different communities of Southwest Florida, residents of those communities, and subjects of regional impact.

One subject of regional impact is Transportation, more specifically, Aviation.

An upcoming segment, scheduled to air in March 2006, will be, "History of Aviation in Southwest Florida".



Preliminary work has begun to produce this program, with a great deal of work left.

WGPU producers need to contact people with historical information about aviation in Southwest Florida. If you or someone you know of can help, please contact WGPU.

The "Untold Stories" series produced by WGPU is researched and produced to a high standard, and is used in schools as history curriculum.

Funding for WGPU operation is largely provided by small contributions, not federal funds.

WGPU is seeking financial sponsors for the local aviation history segment.

Port Authority will present the updated ALP (Airport Layout Plan) for Page Field, at an upcoming Page Field Association meeting.

The fiscal year for Page Field Airport begins in October, and among other things, hangar rates will be adjusted. Even with this adjustment, Page Field hangars are reasonably priced compared to nearby airports.

Opening for the new terminal at RSW has been delayed.

Coleen Baker -L.C.P.A.
Ramp expansion and hangar construction for Page Field has started, please be vigilant for construction workers and traffic.

Input is needed for Aviation Day, time is running short.



Page Field ramp expansion, between transient aircraft parking and runway 31, July 05

Meeting Notes

Gary Duncan -L.C.P.A.
Planning for Page Field Aviation Day is well under-way. Billed as "Wings & Things", this events should be better than ever.

Port Authority is seeking corporate sponsors to help fund "Wings & Things". They also are willing to let clubs handle food sales.

Glenn Frith - Aeronautical Charters Inc.

ACI operates a part 135 aircraft charter service, utilizing Pilatus and Cessna aircraft, from a hangar it owns at the southwest corner of Page Field.

ACI has plans in progress to add larger and more diverse aircraft to it's fleet.

ACI also has begun the process to increase it's leasehold and add another hangar.

Brian Solis –L.C.P.A.

Aviation Day booth space will be expanded, making room for more vendors and a bigger show.

Southwest Airlines will begin serving RSW on October 2nd 2005.

Paul Yocum-President EAA Chapter 66

Chapter 66 will participate in Aviation Day, possibly with aircraft parking.

Chapter 66 hangar project is progressing slowly.

Dick Fabbro

Dick and his partner have sold their Champ and purchased a Debonair.

Mark Twombly

FAA has released a list of NDB instrument approaches that will be terminated, Page Field's NDB5 approach was not on the list, as expected. The NDB5 approach will stay for now.

Bob Bowser

Had to execute a go-around on final approach to landing at Baxley GA., recently, due to construction equipment that moved onto the runway.

Rick Arnold– President PFA

Reports the Cub Club is busy and doing good.

Mark Millar –President Sundowners

Received a better rate on insurance. Flight hours per month is averaging about 200. Patrol funds are low, donations are needed.

Page Tower



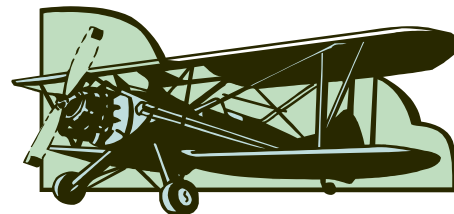
Bob Schultz –Page Tower

Traffic is up about 6% from last year. Repairs to the Tower in addition to updating the fire suppression system are in progress.

Expect longer taxi time and some delays, when construction gets busy.

Page Field Association meetings are open for anyone to attend and participate.

Page Field Association meets monthly on the 2nd Wednesday 6:15 pm Aviation Center at Page Field Airport.



Cub Club



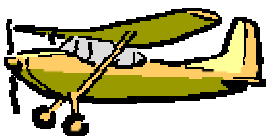
General meetings for the Cub Club are held on the 2nd Tuesday of the month 7:00 pm at RSW Training Center. For Membership information contact Vince Glorioso at 292-4157. www.cubclub.net

EAA Chapter 66



General meetings are held on the 2nd Tuesday of the month 7:30 pm EAA Chapter 66 building at FMY. For membership information contact Paul Yocum at 267-7980. www.eaa66.org

Sundowners



General meetings are held the 1st Wednesday of the month 7:00 pm EAA Chapter 66 building at FMY. For membership information contact Mark Millar at 936-6049. www.sdpleecounty.org

Airport Security

Seems simple enough, lock the plane, close the gate, and go home.

Not so simple, it's time to watch what's going on, report suspicious activity, and be proactive.

Every month, another report shows up in a newspaper. Airspace violation, drunk pilot, airplane stolen and so on.

If your aircraft is parked on the ramp, consider using a prop lock or throttle lock. They are effective deterrents.

Always be vigilant for unusual activity while at the airport. If you see something or someone suspicious, or are witness to or involved in an emergency at FMY, call Port Authority Aircom at 769-4361.

If you are at another airport and don't have local law enforcement contact information, call the national Airport Watch toll free number (1-866-GA-SECURE).

General Aviation needs a helping hand.

DO YOUR PART.

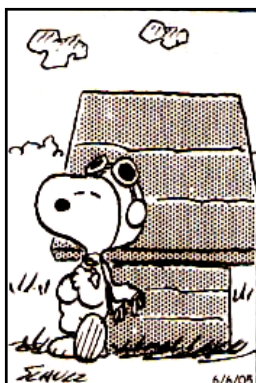
Start by reading the President's Position by AOPA President, Phil Boyer, in the August 2005 issue of AOPA Pilot magazine.

Page Field Association

President: Rick Arnold
richard@arnold-sanders.com

V.P. / Secretary: John Richardson
cessnamech@comcast.net

Treasurer: Bob Bowser
sailaway@ispwest.com



Do your part

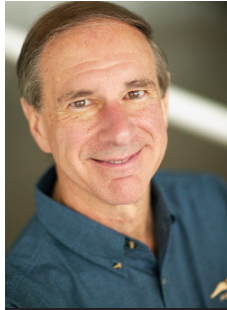
Lately members come up to me and comment, "Boy, am I glad I don't have *your* job!" They are usually referring to the rash

of airspace incursions in the Washington, D.C., area or one of the recent airport security issues. I almost hate to answer the telephone in the evening since lately the calls have been to inform me of another wayward pilot not following the rules.

Violating the complex Air Defense Identification Zone (ADIZ) in D.C. is nothing new, but when incursions into the inner-ring Flight Restricted Zones lead to evacuating the Capitol and surrounding buildings they make the national news. Recent press attention all began May 11 with the now-infamous Cessna 150 flight of two pilots on a cross-country directly over the heart of D.C. But it didn't stop there. Less than a week later, during inclement weather, a twin-engine airplane was escorted out of the skies for flying in much the same restricted area as the 150. Late in June, a corporate pilot flying a Beechcraft King Air 350 violated D.C. airspace once again, and caused an evacuation of the Capitol. And, over the July 4 weekend, a couple in a four-place Cessna flew near Maryland's Camp David, with the president in residence, which expands the prohibited airspace to a 10-nautical mile radius. Local pilots, as these were, should have been very familiar with the area.

Don't assume all this chaos in the nation's capital has nothing to do with you if you don't live or fly here! Each time these incursions happen, consider the panic generated about small airplanes flying above the seat of our government. Elected officials and their staffs are disrupted from their work and sent into the streets without any idea of whether they are running into a terrorist attack or whether they would be better off staying where they are. All of this inconvenience is then associated with general aviation aircraft. None of which makes it easy for those of us at your association to do our job to relax airspace restrictions.

To make matters worse, the breaches in airport security outside of D.C. are increasing, with possibly huge ramifications. In mid-June a 14-year-old stole a Cessna 152 from Isbell Field in Fort Payne, Alabama, apparently walking through a typically unlocked gate, then flying the airplane over portions of the city before crash-landing onto an airport road. The Cessna was on the ramp, door unlocked, and ignition keys on a clipboard inside the airplane. Within days the state aeronautics chief called for a re-evaluation of the voluntary guidelines for small airports, which he pro-



AOPA President Phil Boyer flies his Cessna 172 from Frederick, Maryland.

claimed do not have the stringent rules of larger, commercial airports.

Days later an intoxicated 20-year-old man stole a small airplane at Danbury Municipal Airport in Connecticut and took two friends on a joyride that ended in a safe landing at Westchester County Airport in New York state—just a few miles from former President Clinton and Sen. Hillary Clinton's residence. Neither of these two airports can be termed a *small, rural strip* and the backlash of these incidents continue to be heard.

Clinton (D-N.Y.) has developed legislation that questions much of the hard work AOPA and others have done on GA airport security to date, and proposes new studies that could mean regulations

that could prove both expensive and unnecessary. Her counterpart, Sen. Charles Schumer (D-N.Y.), is calling on the FAA and Department of Homeland Security to tighten security protocols for GA, asking to "revise, update, and implement outdated security rules governing small general aviation airports." Rep. Christopher Shays (R-Conn.) is leading a delegation that is writing a letter stating, "Reviewing security in small airports is something we need to look closely at." The Westchester County executive stated, "All GA airports should match an air-carrier standard for security." In Connecticut, the governor ordered state police to investigate more than 130 airports to determine any security problems they might have.

The transgressions of a few are tarnishing all of us who fly, and their actions may impact our freedom of the skies. It is up to all of us to monitor and look for ways we can prevent these events from happening. We all encounter situations such as the gate that is always left unlocked, the push-button lock that has the code posted for all to see, the hole in the fence that we use to avoid a longer walk. Call these to the attention of your airport manager, and make sure he or she does something about them. As a renter or flying club member, ask yourself, are the keys in a place where they could be easily stolen? If so, call that to the owner's attention. Keep the scenarios I have described vividly in your mind and look for ways to prevent them from happening. When it comes to airspace, talk among our small pilot community about special flight restrictions such as, "The president is in town tomorrow. If you rent aircraft make sure your customer knows at the time of checkout of airspace restrictions nearby." Don't take any pilot's knowledge for granted—let's help one another stay out of the headlines. Use the 866/GA-SECUR(E) Airport Watch hotline to resolve issues you feel could impact airport security.

Do your part to diminish the media mania about every small airplane and small airport being a terrorist threat. If we all don't participate in this clear and present problem, we might not like the national and local solutions that will be handed to us.

AOPA