

# The Flight Line

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JANUARY/FEBRUARY 2003



## HAPPY FLYING EVERYONE!

Two weeks ago after a our monthly SAAPA club meeting (9:00am every 2nd Saturday of the month) several of us took to the air for some Flying Fun, to (42J)Keystone Airpark "Fly-In" in Keystone Heights, FL.

Tobe Thorpe, offered me a ride as co-pilot in his beautiful red and white "Maule" aircraft. Jim Murray, and fellow friend Allen Arnold, also flew Jim's green and white "Maule".

Along with other SAAPA members Gene Boyd and Jerry Dixon in a Cheetah, Bob Cox in his T-6, and Allen Anderson in his P-51 Mustang, flew in as well.

The weather was superb, Blue Sky all the way. Cool stable air, just a nice smooth ride!

When we arrived the pattern was busy, Tobe worked the radio, and both of us looked for airplanes.

Tobe a smooth landing as always, with Jim Murray's demonstration of a short field landing, was beautiful.

First thing! Tobe is talking me into a bowl of chili, not even coffee. Hesitant at first, but glad I did. This chili was made with beef brisket and tasted great. A great start for the day.

A good crowd, just the right size. Static display aircraft, classic automobiles, hangar info displays, and even the latest in simulators.

Nasa/Embry Riddle was there with a very "state-of-art" working display whereby one fly's the airway with "GPS Tunneling", airport to airport.

Allen Arnold and I, watched an 11 year old boy flying and traversing the airways with ease.

Keystone put on a nice event. A good time was had by all! Until next time...

Happy Flying, Bill Gardner



## CHRISTMAS PARTY SGJ 2002

Wow! What a fun time we all had at the Christmas Party.

Must have been 300 friends there. Everything went well due to the generosity of the sponsors and workers.

There was Jim Asselta's music, The Barber Shop Quartet, Santa Clause ( Warren ), and for food we had Wayne's famous low country boil. How about that sausage? Len's renowned fried turkey that gets

better every year. Mrs. Marty Martindale's homemade hors d'oeuvres, cook your own steak. will have a little more fire under them next year). Salmon and baked beans from AeroSport, Doc. Hale brought favors, Victor got the mixers, Allen rounded up the Cokes , Cramer came up with some great desert just in case you were still hungry, and Toby headed up the work crew. The sponsors gave away as door prizes a ride in an Extra, oil change, a flight in a WW2 SNJ,

A/C fuel, teddy bears ect; we also had a 50/50 that someone won about \$300.

I think every one will agree, the best thing was that the whole airport got together for the first time at Christmas since Jim Moser's great christmas party every year.

Sponsors were AeroSport, Southeast Aero, Patty and Dale, Top Gun and SAAPA.

HAPPY NEW YEAR FLYING EVERY ONE - BILL PACETTI



## AIRPORT AUTHORITY WORKSHOP JANUARY 24, 2003

The major agenda item discussed was the master plan process as presented by the Earthtech Consulting Firm. The status of the VOR and the Terminal project were on the agenda, but there was not current information available so these two issues will be placed on the February 10, 2003 meeting agenda.

Both the AA Board Members and general public in attendance recognized and emphasized the need for the airport users (ie. FBO, pilots groups, CAP, Flight schools, corporate renter, etc.) to have involvement in developing the updated Master Plan.

What follows is a brief synopsis of the power point presentation. The master Plan is a blue print covering 20 years of the airports development with heavy emphasis on the first 5 years. It will serve as a key tool for projects involving FAA and FDOT, etc.

An advisory committee will be formed. Goals and objectives will be developed. The airport background will be reviewed in light of the previous master plan. Current plans and document will be taken into consideration. The physical aspects will also be evaluated (ie. runways, taxiways, nav aids, tower, hangars, FBO, fuel, access, signage and other facilities.

Aerial photography will aid the physical aspects listed above. A Master Plan Inventory will be made with data collection on airport use, socio-economic parameters (including the St. Johns County comprehensive plan.) Aviation forecasts of the airports role in the community and its economic impact are important. Using the information will aid in requirements (airside and landside.)

In addition, environmental and financial feasibility aspects (cost estimates for Phases 1 (2003-2007); 2 (2008-2012); 3 (2013-2022) will be evaluated. The end result will be an updated plan with user input.

**The next regular Board Meeting is February 10, 2003 at 4pm.**



## TAXI OPERATIONS - IFR WX

When the wx is reported at 800 and 2 (800 ft ceiling and two miles vis.) or below at an airport with an ILS system, requires that any aircraft that is taxiing for take off must stop at the IFR hold short line unless otherwise directed by ground control. The reason for this is so that you will not interfere with the ILS signal being used by landing aircraft. Any part of the 800 and 2 that is below will effect your taxi to the IFR hold short line, ie. if the wx is 700 and 5, you still

must not taxi past the IFR hold short line unless directed to do so by ground control.

How do I know what the airport wx is you ask? Answer: ATIS.

Note: Anytime the wx is 800 and 2 or below, airport approach control is sterilizing any area in front of the operating ILS for landing aircraft.

*Happy Safe Flying  
Warren E. RauHofer*



## PROGRAMS OF INTEREST

AOPA Safety Seminar  
(Free, No Registration)  
"Ups and Downs of  
Takeoffs and Landings"

For information, call  
1-800-628-3101 or [www.asf.org](http://www.asf.org).

Jacksonville, FL  
Tuesday February 11, 2003  
FCCJ Kent Campus  
Auditorium F-128  
3939 Roosevelt Blvd.

Daytona Beach, FL  
Thursday, February 13, 2003  
ERUA  
Willie Miller Auditorium  
IC Building  
600 S Clyde Morris Blvd.

Sun 'N' Fun EAA Fly-In  
April 2-8  
Lakeland FL Airport



## PILOTS DINNER

**Mark your calendars !  
March 22 Saturday  
(Skeet Club)**

6:30 to 7:30 cocktails,  
hors d'oeuvres (BYOB)

7:30 Dinner ; Steak or Chicken  
Speaker our own ; Bjorn Ottesen

Owner Florida Aviation  
Career Training

Stay Tuned For More Info.

## MEETINGS

Our meetings are  
always on the

**Second (2nd) Saturday  
of each month @ 9:00a.m.**

at the SAAPA Clubhouse.

Join us for our next meeting.

**FEBRUARY 8,  
2003**



## QUESTIONS & ANSWERS FROM THE FLIGHT SURGEON'S DESK

By N. Patrick Hale M.D., Senior FAA Aviation Medical Examiner



What is the medical problem with flying when I have a cold?



There are several things to consider related to flying when you have an upper respiratory infection. The nasal and sinus passages become stopped up and can cause air to be trapped in the sinuses and inner ear which may result in severe pain as you change altitude. This is especially common in the descent from higher altitudes. The eardrum may rupture resulting in decreased hearing and hemorrhage can occur if the sinuses are involved. Some of the medicines used to treat colds can have a sedative effect which may be very dangerous if you are pilot in command.



What are the risk factors for having a stroke?



Hypertension, diabetes, high cholesterol, smoking, alcohol

abuse, and physical inactivity are all associated with increased risk of having a stroke or cerebral hemorrhage. Knowing the risk factors and modifying your life style can reduce your risk.



How long is my Third Class FAA medical certificate valid and how can I replace it if I loose it?



The Third Class FAA medical certificate is good for three years from the end of the month of your exam when you are under age 40 and two years when over the age of 40. You can write the FAA at Aeromedical Certification Division, AAM-300 Federal Aviation Administration, Civil Aeromedical Institute, P.O. Box 26080, Oklahoma City, OK 73126-0080. You should send a check payable to the FAA for \$2.00 with your request.



I took Zoloft for depression and anxiety in the past. Will this past medical history disqualify me from flying?



A diagnosis of chronic depression is disqualifying. If you took Zoloft for a limited time for an acute situational reaction with depression that subsequently cleared and you no longer require medication, you may pass the medical. Regardless, you should fully disclose your medical history to the examiner and bring letters of documentation from your treating physician.



I have had LASIK eye surgery and now can see 20/20 without glasses. My last medical certificate had a restriction for corrective lenses. How can I get the restriction removed?



You will need another aviation medical exam and demonstrate your improved visual acuity without glasses. It is helpful to bring letters of documentation from your eye surgeon concerning your treatment.

*Good luck, good health and fly safely! N. Patrick Hale, M.D.*



## FEBRUARY 8TH SAAPA MEETING PROGRAM

In the last several years the FAA, AOPA and other concerned aviation groups have seen an increase of ground and taxi related incidents and accidents. Many of these accidents involve the aircraft taxiing onto the active runway. These problems became so numerous that

the FAA set up a safety program to enhance pilot awareness. We are very fortunate to have Mr. Chuck Bitner, who is an FAA controller at JAX and who is the FAA Safety Officer in charge of the regional FAA awareness program. He will have a very interesting presentation to give us at our February 8th meeting.

As traffic increase at airports, This is a safety concern for all of us. Please plan to attend and give Chuck our attention and our warm SAAPA welcome. We also thank Dave Knight for setting this very important meeting up.

*Warren E. RauHofer  
VP Programs*

**1967****CESSNA 150****1/5 share of a Cessna 150.**

Good flying aircraft.  
 Bottom cost for flying low cost 2 place aircraft.  
 Hangared at F-2 SGJ . 1967 with transceiver, transponder.  
 Fun flying!

**Contact Henry Warner:****461-3245****\$2500 or best offer.****Fyi****INFO UPDATE**

I would like to request old and new members to submit current info and a picture for the next SAAPA directory. We would like to have a new directory by July 1, 2003. They can e-mail it to me at **phale175@aol.com** or mail to me at 175 Inlet Drive, St. Augustine, FL 32080.

The info should have: *Names, Address, Phone Numbers, Aircraft Type and Tail #, and Pilot Ratings, etc.*

*Thanks! Pat Hale***CONTRIBUTORS**

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St. Augustine  
 Airport

**FIRST CLASS****Pilots Association**

c/o Robert Fleming/Allen Arnold, Newsletter Editors  
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**FORWARD & ADDRESS CORRECTION**