

The Flight Line

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ANCHORAGE ALASKA COMES TO ST. AUGUSTINE FOR PATTY WAGSTAFF



SAAPA member Patty Wagstaff with her Extra 300-S

On any given day before and after the Summer Air Show Season, one can get a glimpse of St Augustine Airport Pilot Association Member, and World Aerobatic Champion, Patty Wagstaff demonstrating her command of the skies, as she twirls, and dances her Extra 3-S aircraft above us.

On this Saturday I was able to catch up with Patty, as she took a quick break from a very busy air show schedule this year (the 100 Year Anniversary of the Wright

Brother's first manned powered flight), where she has taken time to help bring air safety awareness to all of us.

Film makers (Mirror Studios & Baker Jennings Films) had flown in from Anchorage Alaska, on behalf of the FAA, to create a safety awareness

film on the subject of "Runway Incursions", which in recent years, has become a "high risk" area of concern in the aviation community system wide.

Patty has been a longtime advocate of flight safety, and as Charlie Hewitt, President of Mirror Studios says, "Nobody is as concerned about safety as much as Patty Wagstaff", and states, that is why we are here, and of course the warm water, and sunny weather are nice too!

Patty says, this year has been incredible, and that "Dayton Air Show was the best!" Immediately Patty left after the filming was done, as she gets ready to continue this incredible year of flying.



Camera man Bill Baker capturing Patty's Beautiful Aircraft

Her aerobatic performance continues across the country through the remainder of the year which culminates at the big event at Kitty Hawk, North Carolina, on December 17, 2003 where the re-enactment of Orville & Wilbur Wright's 1903 Flight will take place. For her complete schedule, go to: <http://www.pattywagstaff.com>

Ever since Patty has made St. Augustine her home, she has been "WOW"ing us here at our local airport, and we all love her! On any given day, just look up and that's where you will find her.

By Bill Gardner



Bill and Camera Following Patty's Precise Maneuvers



Ralph Riddle (Patty's Mechanic) on left, with Patty & Camera Crew

MEETINGS

See you there!

Our meetings are always on the
Second (2nd) Saturday of each month @ 9:00a.m.
at the SAAPA Clubhouse.

**OCTOBER 11
2003**

Join us for our next meeting.



TALLAHASSEE BOUND - FLYING A PIPER TWIN COMANCHE



Bill Gardner & Len Tucker - Flying IFR to Tallahassee



Looking at Remnants of Tropical Storm "Henri"

One never has to ask Len Tucker, where he will be on any given Saturday when the FSU Football Team is at home in Tallahassee, Florida. Len, the owner of Leonard's Studio (a family owned photography business started by his grandfather H.M.Tucker, in St Augustine), is a devoted Florida State University Alumni, and you can bet he'll be flying his light twin engine Piper Comanche to Tallahassee to see his favorite team, the Seminoles.

For me, last Saturday was my lucky day as Len Tucker gave me my very first ride in a light twin engine aircraft, and also my first time flying IFR (Instrument Flight Rules) flying through some minor weather conditions. Actually the weather was a little touch and go before Saturday's departure, as Tropical Storm "Henri" was out in the Gulf of Mexico, and heading east across the northern part of Florida through St. Augustine, and finally on its way into the Atlantic Ocean.

Eventually, the skies broke leaving just a few remnants of "Henri" passing through, and so we headed out to Tallahassee, flying IFR. Being that this would be my first IFR flight sitting in the cockpit, I was very intent upon watching and observing closely as Len, prepared for our flight, and then headed the Piper Comanche down the runway for takeoff.

It was a smooth climb out at 1000 ft/m rate of climb, cleared to 4000 ft elevation. I was really surprised at how quickly we broke out of the clouds at 2700 ft, and into the sunny blue skies

above. The scattered remnants of Henri filled the skies all around us, and ahead of us at our destination there would be possibility of rain showers. Needless to say I was wonderfully excited to be flying on my first IFR flight.

Soon we were on auto pilot cruising along, at 160 knots at 6000 ft.. Thinking to myself.. I could really get use to doing this, and for the first time I really saw the benefits, and truly felt motivated to getting my IFR Rating. Flying with Len, listening to ATC and watching him put inputs into his auto pilot (which smoothly transitioned our changes), was so professional, and also I might add.. FUN.

Soon we were approaching our destination; surprisingly the weather was clear with clouds on the west horizon and south of us. It was a smooth touch down and taxi to the ramp where we were met by Len's Alumni friend Dale, who drove us straight to the FSU stadium for some Football Fun.



Len at the controls with Auto Pilot & GPS



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



I understand the FAA has a new program call the Quick-Cert Medical Program. What's it all about and how will it affect me?



This new program only affects the pilots who have been granted a special issuance of a medical certificate for a disqualifying condition. It went into effect in the spring of 2002 and is designed to streamline the certification process by delegating more authority to the Aviation Medical Examiners. There are 19 conditions currently listed under the Quick -Cert program including asthma, atrial fibrillation, chronic lymphocytic leukemia, colon cancer, prostate cancer, lymphoma, and kidney stones. The applicant is advised by letter to provide an updated report from their treating physician and include appropriate lab work and x-rays, etc. at the time for renewal. If everything is in order it should expedite the issuance of the medical certificate and avoid delays.



I have recently moved and have a new address. Do I have to notify the FAA?



The FAA requires pilots to forward a permanent change of address within 30 days. You may address the notice to FAA,

Airman Certification Branch (AFS-760), P.O. Box 25082, Oklahoma City, OK 73125-4940 This can be especially important to you if they need to contact you regarding your last medical examination. I often receive copies of letters to pilots requesting some clarification of their medical history. Usually the FAA will give you 30 days in which to respond. If you fail to reply they may revoke your medical certificate. It is a real good idea to keep them posted about your current mailing address.



In the past I have been told I have borderline hypertension but my doctor has always said it was still in a normal range. Now he tells me it is prehypertension. What's going on? Please explain.



In May of 2003, the National Heart Lung, and Blood Institute released a report on high blood pressure that included stricter guidelines for healthy blood pressure. The report highlighted the need for older Americans to stay attentive to their blood pressure for change. The report cited a study that found that people at age 55 with normal blood pressure still had a 90 percent chance of developing hypertension later in life. This can lead to heart attack, stroke and heart failure. The new guidelines are:

Category: Systolic pressure
Normal: less than 120
Prehypertension: 120-139
Stage 1 hypertension: 140-159
Stage 2 hypertension: 160 or higher

Category: Diastolic pressure
Normal: and less than 80
Prehypertension: or 80-89
Stage 1 hypertension: or 90-99
Stage 2 hypertension: Or 100 or higher



If I am prehypertensive, what changes in my lifestyle can I make to lower my blood pressure?



First you should begin by monitoring your blood pressure on a regular basis and keep a record of it. Then you should discuss the findings with your doctor. Your doctor may recommend you maintain a healthy weight, eat healthy, reduce salt intake, stop smoking and limit alcohol intake. You may want to begin a regular exercise program.

If you have questions you would like answered in future issues of the newsletter please send them on to me at phale175@aol.com.

*Good luck, good health
and fly safely!*

N. Patrick Hale, M.D.



Len Tucker with his Piper Twin Comanche

It was the first time in a long time that I had been to a collegiate game, however it wasn't long before I was falling back into it, as memories of my college years (Western Michigan University) came flooding in, the smells, the sounds, the sights. It all came back. Even the 1st minute turnover in the game giving Maryland a 7-0 lead over the Seminoles, was a familiar sight.

Len Tucker is a regular here, with a good group of friends around him who he has come to know. I was in heaven, yelling and screaming, "1st and 10, Let's do it again!", "Go big D", even doing the traditional American Indian tomahawk chop with my arm, and yes, me a Michigan guy rooting for a Florida team. But I was lost, lost in this diversion of past memories of cheerleaders, mascots, marching bands, and touchdowns. I was sitting there as if with my own bunch of guys back in Michigan. That's what makes this game so appealing. The traditions and friendships that last, from that idyllic time

when all things seem possible, like winning the Championship!

I must say this was way too good! Let's see.. I arrive at St. Augustine Airport, where Len is standing there next to his twin engine Piper Comanche, I park my vehicle, climb aboard his airplane, he starts engines, we taxi, we take-off, a smooth flight (point to point), we land, we're met with car, drive to stadium, park 200 ft from stadium entrance with a barbeque buffet, we eat, drink, turn around and enter stadium, up the stairs to our 50 yard line seats, men's room for necessities is right around the corner, FSU beats Maryland 35-10 in an EXCITING GAME, we walk down stairs to car, drive to airplane, preflight, taxi, take-off, a smooth night flight as we waltz between the moon and the clouds, Jacksonville ATC clears us to runway 31, and tells us Miami Hurricanes come back from a 10-33 deficit to beat Florida Gators 38-33, we break out at 1000 ft, at 800 ft we see the runway lights, land, taxi, re-

fuel, park plane, close hangar, say good night Len, Good Night! A GREAT DAY!!

There is only one thing to say after that... Let's Do It Again!

However, Len is usually accompanied by his lovely wife Jean, and his beautiful daughter Julieanne, to the FSU home games. But just recently his wife Jean, broke her collar bone, and decided not to go, thus providing me with this great opportunity to go with Len for some great fun, and to see his Seminoles defeat Maryland.

Jean's injury has put her out of commission for awhile, and I must say, is surely missed by many of us. On behalf of all of us at SAAPA, I would like to extend our warm wishes to her, for a speedy recovery.

On a personal note: I would like to give thanks to Len Tucker on behalf of myself and the St. Augustine Airport Pilots Association, for his great service to our club, and to its membership. Len is always there in the background helping and doing things for this club, such as getting this newsletter out to us, etc., etc.. Whenever, I have asked him for his help, he has always been there to lend his hangar, his airplane, and/or his time. Quietly, he is always there, a steady rudder for our club.

Many Thanks to... Len Tucker.

Until next Time...

Happy Flying,

Bill Gardner



FLORIDA AVIATION CAREER TRAINING INC., MOVES INTO NEW HOME



Florida Aviation Career Training in their new Home

Hooray! Florida Aviation Career Training Inc., has finally moved into its new building located next to the main terminal building where Aerosport is currently located.

Bjorn Ottesen, the Owner / Manager / Instructor is smiling a lot these days, as the uncertainty as to when and/or if he would ever be moving into this long awaited facility, has finally come to pass. Many a day had gone by as Bjorn, his staff, and his customers had to make do with the modular trailers down the dusty dirty back road conditions, that sometimes made one question if this was a first class operation, or some fly by night kind of place. Thus, making Bjorn

wonder just how many people may have turned away to those dilapidated conditions, to go elsewhere.

I spoke with Bjorn, and he says, "Yes, it is nice to be finally moving in!" that is if we can ever get it in order, as "Moving is an

ordeal". The first 2 days they didn't have the telephones hooked up, and "we had to operate using cell phones", as they told us we had to vacate the trailers September 3rd 2003. He also says, that there are still some building issues (construction improvements) that need to be addressed, but to be out of those trailers is heaven!

Well that was then, and this is now, and as of September 4, 2003 it is "Blue Skies" ahead for Florida Aviation Career Training Inc., as their new doors are open for business! Currently they have 10 CFI's (Certified Flight Instructors), and their flight instruction/training encompasses FAA Part 141, providing for Private, Instrument,

Commercial, CFI, and ATP type ratings. They currently average 1000 flight hours per month. For more info, go to: <http://florida-aviation.com>

Bjorn, a St. Augustine resident, relocated here after vacationing on several occasions. A native from Bergen Norway, he fell in love with this area, and took up pilot training. In 1993 the Flight School became available for purchase, and he jumped at the chance, and as of this October 1st, he and his staff will be celebrating 10 years of success.

We all wish him many more great years ahead. Congratulations Bjorn!

By Bill Gardner



Bjorn Ottesen - Owner / Manager / Instructor



A Spacious lounge for customers relaxation and enjoyment



Bjorn with customer at Central Reservation Desk

FAA's WINGS PROGRAM

We all have that Flight Review hanging over our heads every two years. But somehow it is a little of a misnomer, as you never really know whether it makes you a better pilot. Do you really feel more proficient afterwards? Even if everything is done exactly according to the FAR AIMS?

Specially when you own your own aircraft, two problems may arise. You may confront a CFI for a FR and he/she is not familiar with your aircraft, or its equipment on board. Secondly, the flight school's insurance may demand a waiver from yours to allow your plane to be used. In both cases you may end up doing your FR in the cheapest set of wings available. Now, did that prove that you are proficient in your own aircraft?

This is where you may take a closer look at the FAA's Wings Program. Though some of the above problems may still arise, this program goes so much further than that one hour ground school and one hour of flight. Not only do you get awarded, by the FAA, with a certificate and a pin, but most insurance companies are now recognizing the Wings Program and offer rebates on your next premium, that's if they do not demand such a program as a condition of a

renewal. Oh yes, don't forget, a Wings endorsement substitutes a Flight Review.

The Wings Program can be done every twelve months. As a matter of fact, there are twenty phases you can participate in. That means it can keep you on your toes (or rudders) for the next twenty years. Every phase requires you fly three one hour segments.

One hour for maneuvers which should include stalls, turns, etc. One hour in the pattern to polish your crosswind, short and soft-field landings and takeoffs. And then one hour of instrument work, under the hood, with partial panel.

Now, the ground portion of the FR is not really out the window, at all. With Wings it may even be more than an hour, but a lot more fun. FAA allows that part to be your attendance of one of their sanctioned/sponsored safety meetings. That's those blue notices you normally get in the mail. Most of the time they take place in the neighboring county, if not your own. Most of those you have seen are normally in Jacksonville or Daytona, and then in the evenings. Not too exciting after a long day, anyway. We have not seen a safety meeting in St. John's County for a long time, if at all. Well, SAAPA

can now make that a lot less painful. Safety meetings can now be arranged right here at the airport, in your own clubhouse. As long as it is a meeting about safer flying, and as long as an Aviation Safety Counselor is present. For the latter your's truly can stand in.

You guys can even lodge your requests with the committee if there are particular aspects you all need to know more about, and a speaker/specialist on the subject will be sought.

Just think about TFR's, which is such a hot subject these days, but do you really know where and how?

Matt Swart
Member SAAPA
Gold Seal CFII
NAFI Master CFI
ASC.



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SAAPA QUARTERLY DINNER

DATE - NOVEMBER 8, SATURDAY 2003

PLACE - ST. AUGUSTINE ROD AND GUN CLUB

6:00 PM - B.Y.O.B. COCKTAILS. (HEAVY HORS D'OEUVRE)

7:00 PM - STEAK OR CHICKEN DINNER 8:00PM - (\$ 20.00)

PROGRAM - WE ARE HONORING AS GUEST, TEN WWII PILOTS AND THEIR SPOUSES. WE HAVE A LIST OF SEVERAL, IF YOU HAVE A WWII PILOT YOU WOULD LIKE TO INVITE PLEASE CONTACT ME. SHOULD BE SOME VERY INTERESTING STORIES AND THERE IS NOT MANY OF THEM LEFT AROUND.

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