

# THE FLIGHT LINE

©SAAPA 2010

October 2012  
www.saapa.org

## MY CESSNA 210 FLIGHT TO CHILE

Craig Forman, 2011 SAAPA President

I had the opportunity this year to purchase a Cessna Turbocharged 210 for Dr. Victor Gálvez, a friend of mine in South America, specifically in Antofagasta, Chile. It was a 1979 T210/N, meaning it was a turbocharged Cessna 210, N Model. The power plant in this aircraft is a TSI0520-R, which is a 310 horsepower motor, as opposed to the typical 285 horsepower motor that Continental puts in the Cessna 210. We purchased this 210 in

December 2011. The goal was to enhance and upgrade the aircraft for Victor. So we took it to Gulf Coast Avionics, took the entire panel out of the aircraft and installed a Garmin 500 package that was driven from a Garmin 650 along with a brand-new S Tech 55X Autopilot.

After all of the upgrades and enhancements had been installed, I began to think about planning the trip to deliver the plane to my Victor in Chile who was purchasing it. I invited another friend, Bruce, from Seattle, Washington to go along on the trip with us. He had never taken a long cross country like that and he had never been to South America, but nonetheless accepted.

At the beginning of the trip, I ordered a Jeppesen Trip Kit from Jeppesen, which includes all of the high and low-altitude en-route charts, all of the approach plates with all of the information and frequencies that you need for the airports that you would be going to and any divert airports that you

Date of Departure:	April 22, 2012
Equipment:	Turbocharged Cessna 210/N
Destination:	Antofagasta, Chile



may wish to use, a Jeppesen Trip Kit costs approximately \$500.00, but it's well worth it; it's good insurance. I also took along my Garmin 796; it's a brand-new Garmin Aera GPS. It's a touchpad just like an Apple iPad, and I used that as a backup system, and it operated fantastic, I also took a personal locator beacon and a six-man raft with me as insurance over the ocean.



Dr. Victor Galvez came up from Antofagasta, Chile to Saint Augustine to take the trip to South America with us. We departed at 0800 in the morning on a Sunday, April 22 in marginal VFR weather, as we approached Flagler Beach we were able to climb up through some scattered layers and get on top at about 13,500 feet, which was beautiful.

Our first leg was direct to Fort Myers, Florida, direct to Marathon Key, and then direct to Grand Cayman, which took us down the corridor right over the top of Cuba. Over South Florida, over Cuba into Grand Cayman was an absolutely gorgeous flight, and I must say that we had flight following the entire route; the flight following was fantastic. The controllers in Cuba were excellent. We worked with Havana Radar; they were fantastic.

We actually got to see a little bit of the southern part of the Island of Cuba. We flew right between Havana and the Bay of Pigs. It was a beautiful flight. We landed and spent the night in Grand Cayman.



## MESSAGE FROM THE VEEP: It's About a Love For Flying

Matt Mercer - Pilot@MercerFirm.com

The St. Augustine Airport Pilots' Association (SAAPA) is an aviation club. We get together as a club to share stories and experiences about: flying, flying really fast, aircraft, air shows, aerobatics, cross-country trips, mistakes, challenges, things learned, fly-ins, fly-outs, first flights for kids, air races, aviation scholarships and finding ways to promote new interest in General Aviation. Just to name a few.



Our members include non-pilot aviation enthusiasts, student pilots, rated pilots, future pilots, retired airline pilots, flight instructors, aerobatic pilots, FBO support folks, former military pilots, A&Ps, flight school pilots, and folks who understand that airplanes are just cool. Just to name a few.

And where else can you find an aviation club with so many legendary expert aerobatic pilots, including Patty Wagstaff, Dale "Snort" Snodgrass, and Craig "Yoda" Forman? Just to name a few.

Quite a variety of folks with different backgrounds, philosophies, talents, and flying skill levels. But there's an important bond that true SAAPA members share in common: At the end of the day - it's about a love for flying. I remember one of our former SAAPA Presidents saying: It's not about gardening, NASCAR, or Harleys - *we're an aviation club*.

I'm proud to share that our state-of-the-union at SAAPA remains strong. We've enjoyed solid attendance at our 1st Friday evening socials at Hangar Charlie this year with great themes, food, static displays, and socializing. Similarly, our

# MY CESSNA 210 FLIGHT TO CHILE - *Continued*

The next morning we filed our flight plan and departed Grand Cayman for a five-hour over-water flight direct to Panama City, Panama. That flight was uneventful until about 45 minutes from Panama. We ran into some weather. We were unable to circumvent the weather, but the ATC in Panama were nice enough to give us in-flight IFR clearance. We just changed altitudes for them and they actually helped steer us around the weather and through the weather for a beautiful landing in Panama City, Panama. That was April 23. We spent the night in Panama.



The next morning we filed our international flight plan. I put my friend, Bruce, in the front seat with Victor, the new owner of the aircraft, and about five minutes after departure the owner of the aircraft noticed a red light on the panel and asked me what the light was, and I leaned forward; it was a low-voltage light, so I looked at the new EDM Systems Monitors. We had no volts, no amps. We had just experienced a complete electrical failure, so I suggested to my friend in the front seat that we return to base. He notified Departure Control and we returned to Panama City. At the time he forgot to richen the mixture on final and as we were rolling out onto the taxiway the engine quit, and he got a little flustered, and he over boosted it with the boost pump and could not get the engine to start, so this kind of upset the local authorities at the airport since we were about 100 feet from the centerline of an active runway at Tocuman International Airport, which is a very busy international airport in Panama. At the large airport there, they had no 24-volt start cart, they had no tow bar, no tug for a small airplane, and they were very unhappy that we were where we were. I was able to get in the front seat of the airplane and get the aircraft started and taxi it to the ramp. Fortunately, I brought a tool along with me which is called a Gerber. It is about 15 to 20 tools in one. I got the Gerber out, un-cowled the aircraft and immediately noticed we had had an alternator belt failure.



The belt was shredded and it had jumped ship, so I got on the cell phone, called a friend, got part numbers for alternator belts, got on the phone to Aviall, ordered two belts overnighted counter to counter on American Airlines, which was interesting: that made a \$19.00 belt take a \$380.00 airline trip to Panama from Dallas. The next morning we took possession of the new belts. I installed one of the new belts on the aircraft, then I safety wired the alternator arm, test ran the engine, tested the system and everything was operational. I then cowled the aircraft and we were ready to go. At that point Operations came out from the airport. They wanted to see the actual installation

of the new alternator belt; they wanted to see me make a logbook entry. Fortunately I am a licensed A&P mechanic, so I was able to make the entry, and then they wanted to make a copy of my mechanic's license, and they wanted to make a copy of the logbook entry, which they did at the Operations Room. Then because the engine quit where we were and Operations had to be called, they had to file an incident report because it was close to the main runway on an international airport. This report alerted a lot of people in aviation in Panama, and they were not happy. So that delayed the departure. I then notified my friend from Seattle. He decided it would be a good time for himself to return to Seattle, so he left. He bought an airline ticket and returned back to Seattle. The next day, the aviation authorities in Panama requested that we go see one of the people in the Civil Aviation Authority. He made a report, copied our licenses, and he made another report and later that day we were told we had to talk with an attorney from the Civil Aviation Authority in Panama. This attorney I think was just bluffing, pulling our leg, but she put the fear of God into the owner of the aircraft, my friend, Victor Gálvez, and before we left her office, he had an airline ticket back to Antofagasta, Chile. So I was left in Panama City, Panama for ten days while we resolved a small paperwork problem with the registration of the aircraft. I certainly was not going to leave a \$230,000.00 aircraft sit on the ramp. I saw examples of other airplanes that had been detained for years and were still sitting on the ramp in Panama, so you can understand why I would not leave ours.



I was never threatened. I was never talked to badly. It was just a SNAFU of paperwork, and in Central and South America time is nothing. My wife, Linda was waiting in Antofagasta, Chile for my arrival. This SNAFU interrupted our planned vacation which required Linda to return home from South America. She was able to contact FAA Registry in Oklahoma City and expedite the paperwork from the FAA Registry Department. That problem was solved, and I departed Panama for a leg to Guayaquil, Ecuador, which was absolutely stunningly beautiful. I sat at 11,500 feet over the Pacific Ocean with the shoreline of Columbia off to my left. Beautiful, beautiful cloud formations. I came ashore at Tomacu, Columbia, and continued west to Esmeralda, Ecuador, Then turned south to Guayaquil. I had approximately 20 minutes of IFR weather

between Esmeralda and Guayaquil. I had an uneventful landing at Guayaquil, Ecuador and was met by my customs handler who is a very nice gentleman. We secured the aircraft for the evening and he delivered me to my hotel. Had a very nice overnight in Guayaquil, Ecuador; very nice meal. I took the van to the airport early in the morning and was met by my customs handler. We fueled the aircraft, secured all the paperwork with the customs people and the local security people, and I departed Guayaquil, Ecuador at approximately 0730. Guayaquil is basically on the equator, so as I traveled south, the weather increasingly got better. It was an absolutely beautiful flight southbound over Lima, Peru, and it was about a 5½-hour leg from Guayaquil over Lima into Pisco, Peru.

At Pisco, I had no customs handler; I was on my own, which was not a problem. I speak an adequate amount of Spanish. The people were very friendly, just not in a hurry. That was a 2-hour and 45-minute event to get fueled and file a flight plan, and I might make a note in Central or South America, the airspace systems are all privatized, so when you land you pay an approach fee, a landing fee, a taxi fee, and you pay an approach and departure fee to depart and a fee to file your flight plan, so the typical fee for a landing and departure is approximately \$400.00. It's an expensive event. I departed Pisco, Peru, which is a beautiful place, and I headed southbound to Arica, Chile. From Pisco to Arica is a high altitude event; the minimum en-route altitude on that leg of the flight was 11,500 feet because of terrain, and I successfully arrived in Arica, Chile where I was greeted and welcomed to Chile.



I spent the night at a gorgeous motel right on the Pacific shoreline. I had the opportunity to shoot a standard instrument departure out of Arica, Chile to an en-route VFR flight over Iquique, Chile then south to Antofagasta, Chile, where I was greeted by the owner of the aircraft and my friend, Mijali Proestakis, who is the drilling engineer that rescued the miners two years ago.

All in all it was a very, very nice trip. I believe the en-route time was approximately 22 hours. The aircraft performance was fantastic. That aircraft at 16,000 feet at 16½ gallons an hour with true 190 knots, it's a fantastic aircraft. It's comfortable, it's quiet. I can't say enough about the aircraft.

On my return flight home in the airliner, we flew right over the Andes Mountains from Lima to Panama. It's an absolutely gorgeous flight, and I encourage anybody in the future that has an opportunity to fly down through Mexico or Central America or South America to take that opportunity. It's an absolutely wonderful experience, and hopefully in the future I will have an opportunity to do it again.

# MESSAGE FROM THE VEEP - Continued

2nd Saturday morning meetings at the St. Augustine Airport Conference Center have been great with interesting speakers, coffee, donuts and more aviation talk. And, favorably, we've seen an increase in the number of kids who enjoy plugging in with mom or dad at many of the events, bringing the benefits of aviation front and center to some among the next generation of pilots.

If its been a while for you, make a plan to pop by one of our next 1st Friday and 2nd Saturday get-togethers.

As I wrap up my service as vice president and as we make way for a new slate of officers in 2013, I want to share a couple of parting ideas. First, consider breaking the routine and sharing SAAPA and the gift of general aviation with a friend who may not yet fly but who might "discover their calling" and become inspired to learn. Perhaps we can make a new student pilot out of 'em at **Florida Aviation Career Training** (where I learned to fly) and in so doing, continue to foster new interest in our great hobby and club!

Second, remember to give support and appreciation to the members who volunteer behind the scenes, often without recognition. These folks are the glue that keeps SAAPA strong. I joke that my big accomplishment this year was re-instating Dunkin' Donuts at our 2nd Saturday meetings. Thanks to Denise Snodgrass' negotiations, **Dunkin Donuts of Palencia** has also been an eager partner of SAAPA providing free and hot brewed coffee to SAAPA and coupons that read "SAAPA is fueled on Dunkin' Donuts!" Make sure you visit them and mention when you are in there that you want to thank local manager, Matt, for supporting "the local flying club, SAAPA."

The real credit for the volunteers goes to those members who consistently volunteer by showing up a little early and/or staying a little late, whether it is **Porter Dunn, Debbie Harp, Nancy York, John Bacon, Denise Snodgrass** or the others helping organize and set up all those meetings and functions, or members volunteering to cook Cajun-style, Low-country boil, or Mexican themed meals, among others. **Two folks that I personally want to share my appreciation for are Norton Linsz and Denise Snodgrass.** Norton Linsz gets full credit for providing initiative and leadership in resurrecting and updating the old membership directory. A vital social tool for our cool club! Nobody had to tell him; Norton saw that it needed to get done and he delivered. In my judgment, Norton gets real credit for picking up the abandoned directory, blowing the dust off, and spending hours taking his camera and a membership list around for months getting updated directory information so we could all benefit from a beautiful new 2012 membership directory. Norton worked with our own Len Tucker and his printing company, Leonard's, (who by the way is also publishing this newsletter you are reading). The Membership Directory looks fantastic and Norton deserves a SAAPA hi-5 for his leadership on the project. By the way, if you need a copy of the new directory, you may still be able to pick up a copy at Hangar Charlie in the box or e-mail me.

I also give special thanks to Denise Snodgrass for being so on top of making sure the planning, details, procurement, promotion and setup for all our SAAPA socials, parties, and business meetings come together. Her professionalism and consistent dedication to SAAPA is exemplary. Make sure you let Norton and

Denise know that you, too, appreciate what they do for your club. There are many other volunteers, but suffice it to say that we notice and value your contributions, and we thank you!

I hope everyone will plan on attending SAAPA's Christmas Party and let's get ready for a fantastic 2013! Remember — *It's About a Love for Flying!*

*Keeping the elevator trimmed,  
Matt Mercer, VEEP*

## AIRPORT AUTHORITY ACTIVITY

*Harry Ruhsam*

As your Liaison for Airport Affairs I'd like to give you a quick summary of the first half of 2012. Our guest speaker for January was Ed Wuellner, the Executive Director of our airport. I think this was a great way to start off the year for SAAPA members. Over the course of a year a lot of questions arise, a lot of rumors get started and no doubt some unintentional misinformation circulated about what is going on at our airport. Ed's talk and Q and A session cleared up any questions we may have had.

We also had an excellent presentation by Michael Slingluff the manager of the second largest enterprise on the airfield, Galaxy Aviation.

On a sad note we lost a SAAPA member and hence the closing of SK Jets with the passing of Hoke Smith.

The (nearly) monthly meetings of the Airport Authority can, and do, get bogged down on necessary administrative issues. The first six months of this year have seen slow progress in the development and implementation of the NFRA Business Plan. In this stagnant economy it has been a challenge for the airport to transition from a county funded institution to a business. On a positive note we have seen the completion of the ARFF facility, and the extension of Taxiway B (any day now). Dredging was completed for the seaplane ramp and dock area with a grant being pursued to further increase the depth and width of this and the approach area.

I think we all look forward to better times at the airport as we anticipate an economic turnaround.

## SAAPA NEW MEMBERS @ JUNE 2012

Allen Arnold  
Ralph & Jeanette Gilbes Aviles  
Joseph Bierce  
Claude Caviness  
Ryan Crosbie  
Carie Cross  
Elliot Cross  
Jerry Dixon  
Dale Evans  
Linda (Craig) Fordem  
David Genet  
Debbie (Ken) Harp

Michael Hart  
Ben Henderson  
Daryl Hickman  
Neil & Peggy Holland  
Steve & Laura Jacobs  
Madelin Keeble  
Don Keeton  
Thomas & Debra Lumley  
Ed & Barbara McCaskill  
Gene & Becki Melton  
Mike Mickel  
Allen & Pamela Moore

Billy & Linda Pacetti  
James Rauhofer  
Hector Santamaria  
David Slenhlin  
Jan & Dan Squillace  
David Stehlin  
Bob Thomas  
David & Rachel Thompson  
Jane (Robert) Thousand  
Glenn & Lisa Ullman  
Trace Wilson  
Wayne Ziskal

# 2012 SAAPA SOCIAL EVENTS

SAAPA Social Committee

## All are welcomed to SAPPAs "First Friday" social events! Pictures say it all!

April's "First Friday" was held at the SAAPA clubhouse. Our main course was a Low Country Boil. (Shrimp, corn, and red bliss potatoes.) People were not shy about chowing down this delicious dish! (Extra napkins were required at this event!) Dale "Snort" Snodgrass had one of his "trophies" as a featured display. Socializing was enjoyed by one and all. Encouragement was offered to our young future pilots, as well as to our newest pilot. Come share the food and fun with us!

Another previous event this year was Mardi Gras! (We referred to this event, also, as "Fat Friday", not Tuesday!) This was one of those "BYOB" moments. Bring Your Own Beads! Don't worry! For those that didn't have beads, the social committee provided extras and the SAAPA Board helped with the "beading" of attendees! Jambalaya was the main course for this occasion. The dessert was none other than an official King's Cake! This was a very colorful and fun party!

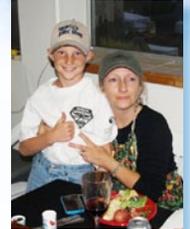
In June we were treated to a feast provided by the Hilton Historic Hotel downtown. We thank them for the delicious

meal they provided and the help they gave with setting up for the SAAPA June 1st Friday. If you have the occasion to recommend a hotel or restaurant downtown please consider including the Hilton Historic Waterfront Hotel in your recommendation.

We are looking forward to more shared events during the rest of this year! We are busy with planning a Chicken-Lickin' Picnic, an It-Zah Lasagna Dinner, a Cheers-Beers Social, and a Soup's-On gathering. Come experience these moments with your fellow SAAPA members and their families! You won't be disappointed!



Plenty of YUMMY!



Thumbs Up For Hostess!



It's Like This!



Our New Soaring Pilot!



"Snort" Display @ L.C.B. (Low Country Boil)



Sage Advice to Our Future Pilots!



Pilot Appreciation!

## WHEN A FAILED STARTER CAN BE A GOOD THING

Matt Mercer - Pilot@MercerFirm.com

I was reflecting on what a remarkable bond and kinship true aviation folks have with one another and how helpful aviation folks can be. Ever notice when you meet a complete stranger and discover she or he loves flying or airplanes, there is an immediate rapport established and lots to talk about? Or, how much trust was involved, for example, when I flew in to Statesboro, GA last weekend and, needing transportation, the FBO gave me the keys to their courtesy car without charge, without asking for a driver's license, and without paperwork?

Recently, I decided to fly my Cessna Skyhawk down to Ormond Beach, FL for one of my "\$100 Coca-Cola flights" - where, to get familiarity with an airport, I land long enough to have a Coke (not always a hamburger), then fly elsewhere or back. Parked there on a busy ramp on a hot summer day ready to return, my airplane's engine starter failed. It was hot out. Stranded at a busy airport where I did not know anyone was a bit of a concern, but only momentarily. A real inconvenience - or so I thought. Within minutes, I was introduced by a ramp worker nicknamed "Elvis" to a mechanic and pilot named Steve (Roscoe) Searle, Jr. He is based right there at Ormond Beach Airport and does both aircraft maintenance and amazing restoration work through his business, Ormond Aircraft. Mr. Searle arranged to bring a gorgeous, restored Tug over to tow my plane to his maintenance hangar and asked how I would get back to St. Augustine. I told him I would rent a car or call my wife to drive down, but Mr. Searle, a stranger but becoming a new



friend, told me to wait a minute before calling her. He made a quick call on his cell phone (I found out later to cancel a lunch date with his own wife in order to help me). Mr. Searle selflessly insisted on driving me back to St. Augustine Airport in a comfortable, well air-conditioned truck. As we drove, I got to learn about Mr. Searle's love for aviation, restoring and repairing aircraft, and about his father, Colonel Stephen B. Searle, who flew P51 Mustangs in WWII!

I also learned that the Tug he used had been in service with Delta at ATL while I was working on the ramp at ATL for Delta Air Lines and that he had acquired what was a pile of parts and fully restored the Tug. I began to wonder if I had ever driven that particular Tug while I was working there in '92. I really enjoyed my conversation with him during our drive. I was amazed by the generosity of him taking time out of his Saturday to drive my butt all the way to my hangar in St. Augustine.

When we arrived, he refused to accept any money from me or to let me contribute toward treating he and his wife to dinner. He has a neat website at [www.OrmondAircraft.com](http://www.OrmondAircraft.com) which I encourage you to explore. You'll learn about his restoration work, the restoration of the Tug, videos of his own ride in a P51, photos of his father's P51 WWII service, his planes and other cool stuff!

Mr. Searle's shop got my old starter replaced and battery recharged ahead of schedule and the price was very reasonable! I was amazed. Mr. Searle humbly explained that he strives to earn peoples business.

When my plane was ready, the weather was marginal VFR so Mr. Searle had his sons

fly my plane up to St. Augustine Airport, and I then drove them back to Ormond Beach in my truck where I learned more about their aviation family. After paying for the repairs, Mr. Searle invited me to take a short golf cart ride to tour another hangar he has there where I got to see the prettiest 1939 Piper Cub I've seen. He and his team fully restored it. Check out the photos of the restoration by clicking on the link below the photo. Bottom line, these guys have talent. They can do engine overhauls, annual inspections, 100-



<http://ormondaircraft.com/Pages/Restorations.html>

hour inspections, pre-buy inspections, airframe recovering, airframe and engine repairs among other things.

What I took from that very positive experience is that sometimes, being temporarily stranded from a failed starter can be a good thing opening new doors to meet fellow aviators in a way that one wouldn't if the plane had started! I'm reminded what a special, helpful group the aviation/pilot community is, and I'm humbled by the privilege of being even a small part of it.

Keeping the elevator trimmed,  
Matt Mercer, Veep

# KAPTAIN GEEZER SEZ & RIDES AGAIN

This bit of information I want to discuss keeps coming up in the national news, and it is a concern to all average Americans traveling on airliners and not familiar with why certain regulations governing actions on the airliners are and why they are there. There are several airline pilots in our club who really get their blood boiling when some of our so called privileged "Royalty" treat flying on our airline aircraft as if it were their private jet, e.g., Alec Baldwin.

The regulation requires non-use of laptops, cell phones and all electronic devices until the aircraft is at 10,000 feet and above. For those of you who don't know why that regulation is in place, it is very simple. There are times when passenger devices may interfere with the Nav signals of the aircraft giving the Nav system wrong information. I hope I don't have to explain how critical that is. People like Alex Baldwin who want to operate their laptops at this critical time don't really care who they put into danger, because they are obviously better than anyone else. He is so dumb, that

he doesn't mind putting your life in danger, but also his. He even makes fun of this "rapier intelligence" of his by kidding about it on a TV ad. But not to worry, "he played a pilot once in a movie."

The second Regulation to discuss is putting your seat back tray table up for takeoff and landing. There are always a lot of questions on why this regulation is in place. It is very simple. If on take off the aircraft blows a tire and goes off the runway and we have to make a emergency ground evacuation, passengers who are NOT on the aisle will become trapped and cannot get around a tray table that is down. The same thinking applies in the landing mode. At a 1,000 feet, the Captain cycles the seat belt sign and a "bong" goes off to indicate to the Flight Attendant that it is okay for passengers to put the tray tables down. The F/A will also make a PA concerning this.

Both these examples are safety items and the FAA and Crew feel that nothing is more important than to follow regulations designed to increase aircraft passenger safety.

I will go into other safety of flight items in our next newsletter.

A comment... Gone are the days when you could just stroll onto the plane with a soda in hand and shaving lotion in your pocket. 9-11 changed all that. Modern electronic devices and modern aircraft Nav and Comm systems have also given birth to new problems. My advice is that if you see something out of the ordinary, tell a member of the crew about it right away. Don't take chances with the flight and your life. Be ready to assist the crew when called upon. Alec Baldwin isn't the only idiot out there. Your butt may be sitting alongside of his.

*Stay safe and fly safely.*

**Kaptain Geezer** aka  
Captain Warren E. RauHofer



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

**N. Patrick Hale, M.D. F.A.A. Senior Aviation Medical Examiner**

**Q** I understand the FAA will soon require that pilots needing an aviation medical exam will now have to go to the FAA website and apply for the medical certificate on line before going to the Aviation Medical Examiner's office for the check up. When did this take effect?

**A** For the past year or two the FAA has been developing the FAA MedXpress electronic application for the Airman Medical Certificate or the Airman Medical and Student Pilot Certificate, FAA Form 8500-8. Until recently it was optional to use it. Effective October 1, 2012, pilots must use the FAA MedXpress electronic application. Some pilots have been using the AOPA form TurboMedical, printing it out and bringing it in as an alternative to filling in the FAA Form 8500-8 in the doctor's office. After October 1st the TurboMedical form will not be acceptable and blank forms 8500-8 will not be available in the doctor's office. I suggest you begin by going to the FAA website: <https://medxpress.faa.gov/> and register with your e-mail and a password and try it out. After you have completed the form you will be asked if you wish to submit it. Do this and you will be given a confirmation number and may print out the application. Save a copy and bring it with you to the Aviation Medical Examiner. After your examination you will be able to check the status of your exam if the issuance has been deferred. If you have trouble with the website you may reach MedXpress Support at 877-287-8731.

**Q** I have not been flying for several years but would like to resume flying again. Since my last FAA medical exam I have been given medicine for high blood pressure. It is well controlled and I have no side effects. Do I need to report this and how will this affect my application?

**A** The Aviation Medical Examiner (AME) may issue certificates to airmen whose hypertension is controlled with acceptable medicines and without significant side effects. It is necessary to have a current cardiovascular evaluation (within six months) by your treating physician and provide a report. The report should include family and personal medical history, assessment of the risk factors for coronary heart disease and at least three blood pressure readings. You should have a copy of an ECG, and laboratory work to include fasting glucose, cholesterol, HDL/LDL, triglycerides, potassium and creatinine levels. Specific mention must be made of the medications used, their dosage and the presence, absence or history of adverse side effects. The AME is required to defer certification if the applicant declines any of the recommended evaluations. If you do not have the report and lab work from your doctor at the time of the FAA medical exam you should get it done within two weeks to avoid a lengthy delay in getting your certificate.



**Q** Would you discuss temporary and permanent hearing impairment?

**A** Unprotected exposure to loud, steady noise over 90dB for a short time, even several hours, may cause hearing impairment. This effect usually is temporary and hearing returns to normal within several hours following cessation of the noise exposure. Hearing sensitivity normally decreases as a function of age at frequencies from 1000 to 6,000 Hz beginning around age 30. Permanent hearing impairment can result in unprotected exposure to loud noise (higher than 90dB) for eight or more hours per day for an extended period. Permanent hearing impairment occurs initially in the vicinity of 4,000 Hz (outside the normal conversational range of 500 to 3,000 Hz) The aviation environment can be very loud and often exceeds the 90 dB level. The use of earplugs, earmuffs, headsets and the active noise reduction headsets are effective in reducing exposure to noise. Even if an individual already has some degree of permanent hearing loss, using hearing protection equipment should prevent further hearing damage. The combination of earplugs with active noise reduction headsets provide the maximum level of individual hearing protection that can be achieved with current technology. If you have any questions you would like answered in future newsletters, please send them on to me at [phale175@aol.com](mailto:phale175@aol.com).

*Good luck, good health and fly safely!*

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

# SAAPA SCHOLARSHIPS AWARDED

Reba J. Ludlow

The June 2nd, 2012 general SAAPA meeting was held at the little Clubhouse and it was a very special meeting. We were happy to welcome SAAPA Scholarship recipients Kerry Ann O'Brien and Alexander Donato. Andrew Li, the third recipient was unable to attend. The membership was awed as Kerry and Alex shared plans for their educational future, made possible in part, by use of the SAAPA Scholarship Award.

The SAAPA Scholarship committee, consisting of Reba Ludlow, Victor Martinelli, Pat Miceli, Craig Fordem, Wayne George and CAP representative Wayne Henderson reviewed the three applications received. All three were approved by the Board of Directors. The outstanding St. Augustine High School Aerospace Academy applicants, Andrew Li and Alexander Donato were each awarded a SAAPA scholarship in the amount of \$500. The SAAPA sponsored CIVIL AIR PATROL, St. Augustine Composite Squadron (SER-FL-173) scholarship was awarded to outstanding cadet Kerry Ann O'Brien in the amount of \$500.

Joan Salzberg, Career Coordinator at the St. Augustine High School attended and spoke to

the members regarding the students' exemplary high school backgrounds. This was followed with Scholarship Certificates being presented by Reba Ludlow, Chairman of the Scholarship committee. The funds go directly to the St. Augustine High School Treasurer to be transmitted to the postsecondary institution in which each student is enrolled.

Kerry Ann O'Brien shared with the SAAPA members that she would like to major in Aerospace Engineering at college, after which begin working with newer technology such as developing an automated air refueling system using unmanned aircraft vehicles, developing SCRAM jet engines, reconstructing newer efficient space vehicles and also, work with satellites. Her goal is to contribute to the field of aerospace. With the assistance of the SAAPA sponsored CAP scholarship, she plans to attend the University of Florida starting in the Summer B term in July, 2012.

Alexander Donato also attended the SAAPA meeting and shared how his interests in Meteorology and Orbital Sciences relate to the aviation field. He shared with the members his goal of combining the relationship between the

aviation industry and meteorology. For example, how important it is to understand the weather and provide that knowledge to those in need of it, which could be a pilot thirty thousand feet above the ground. Alex Donato will first attend St. Johns River State College, then transfer to Embry-Riddle Aeronautical University.

Both he and Andrew Li have had recent, successful internships at Northrup Grumman.

Andrew was unable to attend the meeting. However, from the essay provided to the Scholarship Committee he shared that after he receives his Aeronautical Engineering degree from Embry-Riddle he would like to pursue a Masters degree while in the US Air Force and study different cultures while travelling abroad. His parents emigrated from China and he is one of three children. He learned a good work ethic very early in life and expects it to help sustain him while pursuing his future endeavors. He is also a member of the SAHS National Honor Society and received the SAHS Aerospace Academy Outstanding Junior award 2011-12. Andrew will attend Embry-Riddle Aeronautical University and plans to major in Aero Engineering.



## FLORIDA WARRANTY LAW: *Do Maintenance Logbooks Create Warranties?*

Matt Mercer, SAAPA Vice President (2012)

Question: Can aircraft maintenance logbooks shown to a buyer create an express warranty that all repairs indicated were actually performed, performed correctly, and that the correct parts were used?

Answer: Generally, yes. The warranty created by showing a prospective buyer your maintenance logbooks is best illustrated by the Florida case of *Miles v. Kavanaugh*, 350 So.2d 1090 (Fla. 3rd DCA 1977).

The Miles case involved the sale of a used Cessna 172. The seller presented the prospective buyer with an engine and propeller logbook detailing the mechanical repair and flight history of the airplane, which the buyer carefully inspected. Based on the supposed accuracy of this information, the buyer purchased the airplane from the seller.

After buying the plane, the buyer flew the airplane without incident for several months. Thereafter, he experienced a harrowing engine malfunction while the plane was in flight. After takeoff, the engine began to lose power, shake violently and emit a loud clanking sound. He was barely able to land on an Everglades' airstrip without crashing. Subsequently, the buyer had to arrange (at

considerable expense) for the airplane to be transported in parts to an aircraft repair shop and completely re-overhauled. It was discovered that the prior overhaul had not included new parts as represented and that the prior overhaul had been performed in a completely defective manner.

The matter went up before the Florida Court of Appeals who identified the issue on appeal as follows:

"The first issue presented by this appeal is whether a private party, who sells his used airplane to a buyer and to induce the sale shows the buyer an engine and propeller log book setting forth the repair history of the airplane, expressly warrants the accuracy of the information contained in the log book within the meaning of Florida's Uniform Commercial Code."

*Id.* The Florida Court of Appeals held: "We hold that the seller expressly so warrants the accuracy of the information contained in the log book where it forms part of the basis of the bargain between the parties." *Id.* The Court clarified "[i]t is not necessary to the creation of an express warranty that the seller use formal words such as 'warrant' or 'guarantee'

or that he have a specific intention to make a warranty..." *Id.* The Court further held that the presentation of the logbook to the buyer before the sale constituted a warranty that the goods purchased by the buyer would conform with the description in the logbook.

The seller unsuccessfully attempted to argue that he was ignorant of the fact that the information in the repair history of the logbooks was false and inaccurate. The Court disagreed finding that "[f]raud is not an essential ingredient of an action for breach of express warranty and indeed it is not even necessary that the seller have a specific intention to make an express warranty." *Id.* The Court of appeals approved the award of money to the buyer for (i) transporting the airplane for repairs, (ii) the expense of overhauling the airplane, and (iii) money damages due to a loss of use of the airplane during repairs.

Buyers and Sellers can alter the allocation of risk with proper wording in purchase agreement. In my next article, I'll discuss why "AS-IS" language does not really mean the plane is sold in its "as is" condition, despite the popular myth to the contrary.

This article does not constitute legal advice and is offered for news purposes only. No attorney-client privilege is offered or established by virtue of this article. For more information, contact pilot and attorney Matt Mercer at [Pilot@MercerFirm.com](mailto:Pilot@MercerFirm.com) © 2012 Matt Mercer

# Classifieds

Do you have an Aircraft or Aviation related item that you want to sell, rent, or participate in?  
**Put It Here & Get It Done!**

Mobile Home and Hangar: 3/2 Double wide mobile home; plus 50'x90'ft hangar; 2 1/2 acres; 8835 Hastings Blvd. \$229,000. Owner will finance with 10% down Jim Asselta: 904-687-9123



50x100 Hangar @ Hastings "Earle Airfield" 13 FA. It has a 2nd Floor mezzanine Apt. overhangar with deck. Also included is a 3 Bedroom, 2 Bath Mobile Home. All on 1 acre. \$250,000. Call Jim Asselta @ (904) 687-9123.

1968 Cessna SkyLane 182L, Mint Condition, IFR certified. Specs and photos available upon request. Always hangared. TT 4436 - \$58,900 - Call 904.333.8949 for more info.



**AmJets  
International, LLC**

*Looking for Charter Aircraft?*

You'll find aircraft available for charter anywhere in the U.S. Simply contact us at 904-473-7740 or, on our website.

If you don't see the charter aircraft you desire for your flight call us or fill out our jet charter quote request form to have a knowledgeable air charter consultant promptly contact you. Your personal air charter consultant will gladly locate the best suited charter aircraft for your flight and provide you with a no obligation private jet charter quote.

*AmJets International, LLC, owned and operated by SAAPA members: Captain Warren Rauhofer (American Airlines, Retired), Captain Neal Holland (Eastern Airlines, Retired) and Jack Reilly. We would appreciate your business and referrals.*

**AmJets International, LLC**

145 Hilden Rd., Suite 115  
Ponte Vedra, FL 32081  
904-473-7740  
www.amjetsintl.com

## Business Essentials



**MySky Aviation Solutions** was created to provide business travelers and companies with various options in utilizing general aviation aircraft for business. We can help you create one of the most powerful advantages available today...Time.

We are not a charter company. We help companies understand the benefits of general aviation and then develop a program that best fits their business travel needs.. Business travelers know the value of time and so do we. With years of aviation management experience we can help you and your business create the edge you need in a competitive environment while providing a positive work/life balance for you and your employees.

We invite you to learn how **MySky Aviation Solutions** can help your company or business develop a cost effective alternative to today's business travel.

**You set the agenda...We will help you get there.**

Contact **MySky Aviation Solutions** for more information.  
Phone: 904.333.8949 or visit [www.iflymysky.com](http://www.iflymysky.com)

MySky Aviation Solutions, Inc acts as an air charter broker and agent of its clients in obtaining air charter services from Department of Transportation (DOT) and Federal Aviation Administration (FAA) certificated air carriers on an as-needed basis. MySky Aviation Solutions, Inc does not act as an agent for the air carrier nor is MySky Aviation Solutions, Inc an air carrier in its own right. MySky Aviation Solutions, Inc does not own or operate any aircraft. MySky Aviation Solutions, Inc does not exercise "operational control" of the aircraft for flights it arranges on behalf of the Client. In accordance with FAA regulations, such responsibility is legally imposed on the certificated air carrier that operates the flight.

## Welcome to MERCER LAW, P.A.

Located in historic St. Augustine, Florida, attorney and pilot Matt Mercer and the legal team at Mercer Law, P.A. take pride in helping solve client problems.



### **Mercer Law, P.A. practices in the following areas:**

- Construction law, defects, liens and litigation
- Contract and agreement review and custom drafting
- Commercial and business litigation
- Wills, Living Wills, and Powers-of-Attorney
- Collections and creditors' rights
- Litigation involving contractual disputes
- Small business corporation formation
- Limited liability company (LLC) formation
- Litigation based on real estate disputes
- Trials and Appeals
- Aviation law (aircraft purchase and sale contracts)
- Easement disputes and litigation
- Shareholder disputes and business partner divorce
- Lien law and lien foreclosures
- HOA disputes and lawsuits
- Landlord - tenant law and evictions
- Temporary and permanent injunctions

**2804 N 5th St, Suite 102, Saint Augustine, FL 32084**

**Phone: 904 824-4949 Fax: 904 824-4338**

**[www.MercerFirm.com](http://www.MercerFirm.com)**

# SAAPA

## UPCOMING EVENTS

To receive announcements about upcoming SAAPA meetings and events, please visit [www.saapa.org](http://www.saapa.org). Members may send appropriate notices or requests to [saapalist@yahoo.com](mailto:saapalist@yahoo.com).



Check out our *Events Calendar* for:

First Friday Cookouts

SAAPA Monthly Meeting  
2nd Saturday of each month

Airport Authority Meetings  
3rd Monday of each month

Civil Air Patrol meetings  
each Wednesday

Saturday fly-outs and more!

## MEETINGS See you there!

Our meetings are always on the **Second (2nd) Saturday of each month @ 9:00 a.m.** in the Multi-Use Building on the south end of the Field.



Join us for our next meeting.



### 2012 SAAPA Board of Directors

### Email Address

### Phone #

<b>M.W. "Buzz" George</b>	<b>President</b>	<b>mwgeorge@bellsouth.com</b>	<b>904-808-1205</b>
<b>Matt Mercer</b>	<b>Vice President</b>	<b>pilot@mercercfirm.com</b>	<b>904-347-8316</b>
<b>Wayne Henderson</b>	<b>Secretary</b>	<b>hoteon@gmail.com</b>	<b>904-460-1353</b>
<b>Jack Reilly</b>	<b>Treasurer/Newsletter</b>	<b>reillyjack@bellsouth.net</b>	<b>904-699-9631</b>
<b>Harry Ruhsam</b>	<b>Airport Liaison</b>	<b>hmruhsam@aol.com</b>	<b>904-829-5512</b>
<b>Jay Lawrence</b>	<b>Membership</b>	<b>jay@aug.com</b>	<b>904-826-1735</b>
<b>Reba Ludlow</b>	<b>Excursions</b>	<b>aireba@aol.com</b>	<b>904-285-8026</b>
<b>Elliott Mintzer</b>	<b>Programs</b>	<b>emintzer@iflymysky.com</b>	<b>904-333-8949</b>
<b>Denise Snodgrass</b>	<b>Socials</b>	<b>daledenise.snodgrass@gmail.com</b>	<b>904.315.0042</b>
<b>Len Tucker</b>	<b>Communications</b>	<b>ltucker@leonards.com</b>	<b>904-829-2079</b>
<b>Craig Fordem</b>	<b>Immediate Past President</b>	<b>acroman@aol.com</b>	<b>904-825-0303</b>