

TAIL WIND TIMES

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EAA CHAPTER 1246

JUNE 2003

www.eaa1246.org

CHAPTER MEETING JUNE 12TH 7:00 PM COLLIN COUNTY COMMUNITY COLLEGE

Pete Quortrup To Talk About His Beech 18 At June 12th Meeting



You may have seen Pete Quortrup's immaculate BE-18 at the April fish fry. Pete's BE-18 won the People's Choice award at SWRFI in May. At our June meeting Pete will talk about the BE-18 in general, his airplane in particular (a 1942 Navy SNB model), and some of the particulars involving ownership and operation of a BE-18. It will be informal and Pete will have some pictures to pass around of the restoration of his airplane.

Pictures From the April 12th Ardmore Lunch Run *by Jim Wilson*



You can see more of Jim's Ardmore pictures at the 1246 website - www.eaa1246.org.

It Can Happen

by Chuck Godber AOPA #01484703



This is my story about receiving my third class medical back from the FAA with the help of the best organization in the world to pilots, the AOPA.

I received my private flying license in 1960 at the age of 17. I am now 60 years old. I've logged over 5,600 hours and hold an ATP/Multi Engine Land. Most of my hours were logged flying for the Washington State Patrol in Cessna 182's and Beechcraft King Air B90's and 200's. I also flew a Hawker Siddeley HS-125 part time for a corporation.

In October 2000, I had a minor hypertensive stroke from which I recovered fully. I am now taking FAA-approved blood pressure medication. My attending physician in the hospital was also an AME. After recovery I went to see him to renew my flight physical in September 2001. This was a mistake. When I was discharged from the hospital the doctor wrote me a prescription for Paxil, which I did fill but never took, because it is not approved for use by the FAA. When the doctor sent the flight physical paperwork to the FAA, he wrote on it he had given me the prescription for Paxil. Of course this was a red flag for the FAA.

The FAA wrote me a letter in November 2001 advising me I was disqualified for a flight medical due to my medical conditions and unacceptable medications. I could however ask for reconsideration after a recovery period of two years. Also in the letter was a list of tests I must have doctors perform on me with satisfactory results (the hoops).

Well I served my two year sentence and on October 14 2002 I began to gather the documentation the FAA wanted. I took the tests they required – a maximum stress electrocardiogram (EKG), an echocardiogram

(ECG), a neurological evaluation, a cardiovascular evaluation, a statement from the doctor regarding the Paxil, and a blood profile. All I wanted was a third class physical to fly my private airplane, not to qualify for the astronaut program.

After completing all the tests with satisfactory results, I took a flight physical on November 14 2002. The AME, a different one, sent all of the test results along with the current flight physical to the FAA in Oklahoma City. And then the wait began. For the next month I called the Medical Department of the FAA and all they would tell me was that "it is in review". On January 13 2003 when I called, they told me my case was finely sent to a reviewer. Progress, I thought. But after the fifth call to the FAA on February 14th 2003, where I was again told "it is in review", I gave up on calling them.

On March 3 2003 I filled out an inquiry request on the AOPA website to see if they could get some information on my medical. Things began to move after I got the AOPA involved. The FAA will give the AOPA more information than just "it is in review". On March 17 2003 I received an email from a great person at the AOPA by the name of Ms. Jo Ann Wilson, advising me that the FAA was sending me another letter requesting more information on the drug Paxil. Thanks to her the ball got rolling. On March 24 2003 I did receive the FAA letter. I got the doctor who wrote the prescription to write another letter to the FAA advising them I never took the drug. I sent it overnight to the FAA.

On April 9 2003 I emailed Ms. Wilson and asked if she would check with the FAA again. She advised me she couldn't until the FAA had the document for one month. On April 23 2003, now four weeks, I asked her to please check again. She advised me she would.

Today, May 6 2003, I received an email from another great person at the AOPA by the name of Ms. Jeanette Snyder advising me "Congratulations! The FAA has certified you. You should have your certificate within 2-4 weeks."

Maybe this article will provide hope to some of the 10,000+ pilots who are now having difficulty getting their medical back from the FAA.

With perseverance, a little luck, a lot of patience, the ability to jump through hoops (with a single bound), and the help from our friends at AOPA, I will live to fly another day.

IT CAN HAPPEN.



Chapter 1246 Pilot Profile

*by Susan and
David Wilson*

Name: William Frank Phipps (Frank)

Nickname Place of birth: Kansas City, MO

Family: Wife (Debbie DeGroat) & cat
(Precious Kitty, Ms. Fuzzy Tuna Breath)

Occupation: Network Administrator

If I had a different job, I'd be a geologist.

I became interested in aviation when a neighborhood friend in Kansas City loved to take the neighborhood kids flying. He let us take the controls and I was hooked. I was nine years old at the time.

I fly a C152 as a student pilot. My wife and I are building a Zenith Zodiac 601XL.

If money were no object, I'd fly a P51 Mustang.

My favorite place to fly for a meal is (not there, yet)

If I had a week off, I'd fly to the Caribbean.

On my fantasy flight around the world, my 3 guests would be my wife and my cat (no others).

The last book I read was technical literature for Perl.

My hero is my wife.

My greatest aviation experience was when my sister and I flew from KC to Grove, OK (200 Miles each way) to visit my grandparents when I was nine years old.

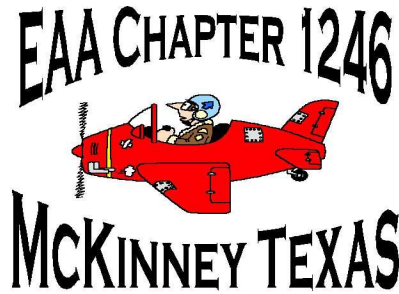
The thing people don't know about me is

Pictures From SWRFI

*by Tom
Mitchell*



5th Annual



Poker Run

Saturday June 21 2003

Come and join us in continuing the fun of EAA Chapter 1246 at McKinney Texas (TKI) with fun, food, and flying. You will have chances to win some great prizes. Prizes for the highest three Poker hands and the worst Poker hand will be awarded. **Each hand costs \$5.00.**

Registration is at **McKinney Airport (TKI)** at the WingsPoint FBO lobby from **9:00am to 10:00am**. At that time, you will select the deck number(s) from which you will draw your cards and pick up the airport clue sheet. You will then fly to four (4) other airports as directed by the airport clue sheet. At each airport, you will need to find the friendly Chapter 1246 Dealer and pick a card from your deck number. The card will then be stapled and cannot be removed from the play sheet. After you have collected a card at each of the 4 airports, you are to return to McKinney (TKI) by **1:00pm**. You will then select your last card and present your completed play sheet to the judges. Winning prizes will be awarded at **1:30pm**.

You may play more than one hand for yourself or others. So, if you know someone who cannot fly that day, you may play for him or her. Just fill out the play sheet in their name and fly for them.

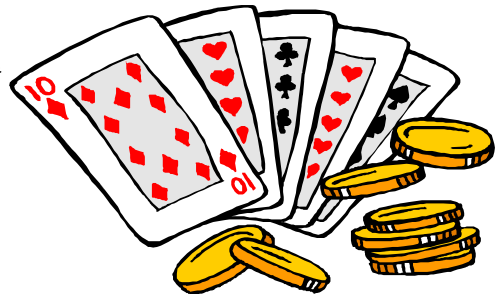
WingsPoint line crew will direct aircraft parking on the ramp in front of the FBO before and after the poker run.

Lunch (hamburger, chips and drinks) will be provided by WingsPoint at their large hangar next to the FBO between **1:00pm** and **2:00pm**. WingsPoint will be introducing their new maintenance staff to the local aviation community.

If weather looks questionable, please call Dick Flunker at 214-793-5546 to confirm cancellation of the Poker Run. **Lunch will be served rain or shine!**

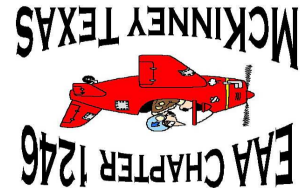
Prizes donated by:

- **WingsPoint** (McKinney)
- **Aircraft Spruce and Specialty** (sport aviation's largest parts supplier)
- **Tex-Air Parts Inc.** (Addison)



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McKinney, TX 75071
2216 Wisteria Way



McKinney EAA Chapter 1246 Membership Application or Renewal

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: Wk (_____) Hm (_____)
E-Mail Address: _____
Pilot/A&P Rating: _____ *EAA # _____
Notes/Comments/Projects:

Membership dues are \$20 per year. Make checks payable to EAA Chapter 1246.

Mail applications to:
David Norman
2216 Wisteria Way
McKinney, TX 75071

*National EAA membership required. National EAA Offices:
EAA Aviation Center
P.O.Box 3086
Oshkosh, WI 54903-3086

Chapter Officers:
Larry Spears (President) 972-495-7965
LBSpears@attbi.com
Calvin Coffey (Vice President) 972-423-1770
Cfly@airmail.net
Dick Flunker (Secretary) 972-396-0018
Rflunker@attbi.com
David Norman (Treasurer) 972-562-3488
dnorman@ticnet.com

Chapter Volunteers:
Andy & Sue Cowan (Newsltr) 972-549-1030
Dick Stephens (Flight Advisor) 972-517-1647
Mike Pollock (Tech Cnslr) 972-530-8400
Jeff Ferraro (Program Coord.) 972-542-4131
Dave & Susan Wilson 972-359-0578
(Pilot Profiles)