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# Dr. Paddack Keeps Pilots Flying



By Ron Grob

Now kept a lot of you from attending the March meeting, so no business meeting was held. Since Hugh and Merry Beckham drove the furthest, from Estes Park, Hugh was "rewarded" (railroaded) with the privilege of introducing our speaker. Those who did attend were rewarded with an interesting session with Michael Paddack, MD. He has been a pilot since the age of 15, and currently flies his Skymaster.

Dr. Paddack attended the Air Force Academy and later was a T-38

instructor pilot in the air force, with over 2000 hours. Thereafter, he became a family doctor and now is a senior medical examiner, approved to do first, second, and third class medicals. He is the only doctor north of Denver helping pilots with special issuance, and he is doing what he loves. Namely, he enjoys keeping as many pilots in the air as possible. Even though very few accidents are directly attributable to medical problems, the FAA medical certification

*(continued on page 3)*

## EAA Chapter 515 Presents

### Javelin, Future Of Homeland Defense

**When:** Tuesday, April 1, 2003 • 7:30 PM  
**Where:** Hair Dynamics, 6464 S. College, Ft. Collins, CO 80525  
**Program:** Rob Wolf will be speaking about Javelin, the future of homeland defense.

**May 3rd** - Annual Fly-out (Denver Air Route Traffic Control Center, in Longmont)  
**May 6th** - Meeting program TBA  
**June 3rd** - Meeting program TBA  
**June 14th** - National YE Day (YE rally at FNL)  
**July 1st** - Meeting program TBA  
**August 5th** - No meeting due to Oshkosh

**September 2nd** - Oshkosh Review (bring your pictures and your stories)  
**September 6th** - Bald Eagles Rally and Fall Picnic  
**October 7th** - Program TBA  
**November 4th** - Program TBA  
**December 2nd** - No meeting due to Banquet  
**December 5th** - Winter Banquet (details soon)

# Larry Larkin

By Dean Hall

Larry Larkin is our new 515 Secretary, and a member of the chapter youth movement. Larry was born in California but grew up in Florida. His father worked for IBM and was a commercial-rated CFII, so Larry came by his interest in aviation naturally, and it started early. As early as his Jr. year of High School, he worked as a "ramp rat" at the Boca Raton Airport and that lasted for the next two years. And so, he knows airplanes in a way that most of us haven't experienced. But there were benefits, which we will come to.

Larry's father had a Comanche, and then a Twin Comanche for 32 years and gave Larry his initial instruction. But his father soon decided that he was being too hard on the kid, and turned the instruction over to others. Now, the job factor comes in. The FBO provided him free instruction, and he got 20% off on the rental. How about that, a C-150 with instructor @ \$14/hr.? He started flying at age 16 and got his Pvt. License at age 19. [Parenthetically, when I learned to fly, the cost was \$3/hr. for the J-3 Cub, and \$2 for the instructor; a brand new Cub cost \$995]

He first went to college at Southern Tech Institute, a division of Georgia Tech, in electrical engineering, and then went to the business school at Florida State. He dropped out of school and tried to join the Air Force, but was told that he needed a degree to fly. So, he went back to school and got his Bachelors degree in Business Administration from Florida Atlantic University. But now, he was rejected from the Air Force training program because he wore glasses.

Next best thing, he took the entrance exam to the Air Traffic Control program and passed. This took him to OK City for the intensive training in which there was a 50% washout rate. On graduation, he was sent to Longmont where he still works. In the meantime, he had gotten some aerobatic instruction from Clint McHenry at Pompano Beach and had acquired 160 hrs. of flight time. He had been seriously involved in R/C models, including pylon racing and giant scale. He had the pleasure of knowing and watching LaMar Steen of Skybolt fame fly his R/Cs.

But that all came to a screeching halt. He got married and has three sons, not to mention the pressures of career. Larry has been a bit on the fast track, having gone from air traffic controller to Quality Assurance Specialist. This included investigation of Air Traffic's involvement in inci-

dents and accidents, the investigation of pilot infractions, plus being involved in the reduction of Radar data for the purpose of helping the CAP find downed airplanes in the mountains. He was then promoted in succession to Supervisor, and to the Manager of Quality Assurance Office. He is now a Supervisor in the Traffic Management Unit (flow control). He went back to supervising because in order to get the full benefits of the retirement program, he needs at least 20 years as controller or supervisor. He has had 17 yrs. in ATC.

The plan: As much as he liked them, model airplanes just don't do it any more. Larry has just started the tail of an RV-7A. He is going at it systematically. In his spacious basement 'dungeon', he has set up the proper workbenches with inset dimpling tool and other amenities. The air compressor is relegated to a closed space for noise control, but it is plumbed for air tools wherever they are needed, including the garage. There is a great drafting table for the plans. He has built a paint booth in his oversize garage, and the workmanship in that mundane structure exhibits more than a touch of perfection. Larry has chosen to build the pre-punched version of Van's kit rather than the 'quick-build' kit. The savings will be used for more sophisticated goodies. He is just starting, but his workmanship promises a fine result. We look forward to it.

# Seawind Crashes



*Submitted by Ivan Kaiser*

An experimental amphibious aircraft called the Seawind recently crashed about 30 minutes into its maiden flight near Arlington, WA killing both its pilot Tim Johnson and builder Fred Caron. Tim played a prominent role with Stoddard-Hamilton and also the new GlaStar Co. in the development of the GlaStar. He was considered the "source" for flight information on the GlaStar, since he wrote most of the flight section of the Pilot's Operating Handbook and had over 2,000 hours in the craft. Tim gave hundreds, probably thousands, of demonstration rides in the GlaStar at various airshows, including the Rocky Mountain Regional Fly-In. Tim was an experienced and highly respected pilot, who had thousands of hours flying as a missionary bush pilot in the jungles of Brazil and Peru, starting in the 1960's. Eyewitnesses suggested that the Seawind might have experienced control problems during the flight. Those familiar with the Seawind, which has its single engine mounted above and to the rear of the cockpit, have speculated that an abrupt power loss may cause the nose to pitch up and be difficult to lower at low airspeeds with its small

elevator and lever arm. Power loss at a low air speed may result in an unavoidable stall. This incident is eerily similar to many mishaps described by Ernest Gann in his book "Fate is the Hunter." Incidents we all strive to avoid in our flying, but which do seem in rare circumstances to be dictated by fate. In any case, Tim Johnson will leave a void in the experimental aircraft community and will be sorely missed by those who knew him.

## Chapter 515



### TOOLCHEST

*Here is a list of tools and equipment either owned by the chapter or available for use by members.*

**CONTACT:** Walt Ellwood, 635-3436, wellwood1@compuserve.com

**Engine hoist**  
**Flat bed trailer**  
**Instrument panel hole cutter**  
**Nico press, with gauges**  
**(bolt cutter style)**  
**Scales**  
**Stoves**  
**Torque wrench**

*Tools that members may loan out*  
**Lycoming Engine Overhaul Stand**  
**(Mel Callen, 587-4824)--may work with a Continental**  
**Cable Fitting Swaging Tool**  
**(Hugh McTeague, 586-5910)**

**Dr. Paddack-** *Cont'd from page 1*

process is there for a reason. There is a regulatory standard, and there are certain conditions that mandate the end to a pilot's flying days. However, in many cases, after jumping through sufficient hoops and with sufficient determination (and in some cases, money), a pilot with a banned condition may be able to fly again. Dr. Paddack said that it is pretty unusual to not be able to obtain a third class medical.

Here is a partial list of problem conditions: diabetes mellitus, angina pectoris, coronary artery disease, uncontrolled hypertension (155/95 is the maximum), pacemaker, severe headaches, heart attack, psychosis, personality disorder, substance abuse, unconsciousness, epilepsy, brain tumor, depression (anti-depressants are not allowed). Pilots with one eye, one arm, colorblind, etc. may be able to fly with a statement of demonstrated ability (SODA).

Certain over-the-counter medications, such as aspirin, Tylenol, or Sudafed are OK to use when flying, but one should wait 48 hours to see if there is any adverse reaction. Don't take benadryl or anything containing codeine or ginko biloba for at least 48 hours before flying. Some tips Dr. Paddack offered for taking your exam: allow for a sufficient "sample," don't drink coffee (can raise BP), and allow plenty of time to avoid stress. If you have a known condition, call ahead for advice.

Dr. Paddack's office is in the terminal building at FNL, and he can be reached at 970/461-3470. He does not charge for a brief phone consultation, and he does not have any office staff, so don't be too shocked if you call and he answers the phone himself.

# EAA Chapter 515 Newsletter

*c/o Larry Drake (publisher)*  
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EAA Chapter 515 Newsletter

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## Put it in the Newsletter!

stories • announcements • ads

Send text and/or pictures to:

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## **CHAPTER DUES ARE DUE**

**amount: \$18/year**

**due: January 1, 2003**

**pay to: EAA Chapter 515**

*bring your dues to the Chapter  
meeting or send them to:*

EAA Chapter 515 Treasurer

Ron O'Dea

3166 6th Place SW

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In 2003 the US Navy initiates it's new  
"Terrorist Catch and Release Program"

*The US Navy will be implementing a new catch and release program in its war on terrorism. This new program targets smaller terrorist cells and fringe groups for the purposes of intelligence gathering. Once these small groups are captured and interrogated, they are then released as seen here in the attached Navy photo.*