

The SPACE COAST AVIATOR



December 2023

Fly Inn

Saturday December 9, 0830 EST
Southern Sisters Cafe
2242 Sarno Road



*The Officers and Directors of MAPA:
Wish you a Merry Christmas & Happy New Year*

MAPA Membership Meeting

Our annual general membership meeting was held despite a last minute location change by FIT to the Center for Aeronautics at 1050 W. NASA Blvd. MAPA President Ray Liles began the meeting with a treasurers' report that indicates we are still solvent. Then a summary of things that the association participated in during the year, e.g., an update on the planned south side T and box hangars, and recent news from the airport authority and tenant meetings.

For our required annual elections, Ray presented the current officers and directors and a request for nominations from the floor for 2024. After a brief period of deafening silence, someone nominated the current slate and the Ayes had it. Therefore, the current volunteers have volunteered for another year.

As advertised, our speaker was **Alfredo Hernandez** owner of **El Ambria Cubano Restaurant**, in downtown Melbourne. Alfredo talked about his **Escape from Cuba** piloting a DC-3 and his interesting and humorous adventures that eventually lead him to Melbourne. An extraordinary and very entertaining story. →



Membership Renewal

Please renew for 2024

It is that time of the year again when we make our annual plea and ask for your support. Please accept our sincere “thanks” for your support this past year and a special “thanks” to those of you who have already renewed. During 2023, we sponsored the **Cocoa Beach Airshow** with six members each winning a pair of tickets. MAPA sponsored the **Runway Safety Action Team (RSAT)**, **ATC Briefing** and **FAA Team Safety Seminar** held this year. MAPA provides the ATC feed for **MLB Tower and Orlando Approach Control** to LiveATC.net. Each month MAPA represents the GA community at the Melbourne Airport Authority meeting, the monthly tenant meeting, and frequently addresses Board and Staff members on GA issues.

FIT Aviation honors current members with a .25¢ per gallon fuel discount. **Falcon Aviation Pilot Shop** also offers member discounts, and **Modine Aviation** as well, offers member discounts. Remember to check the newsletter “NOTAM” section each month for new items for sale, service, and freebie stuff.

You can renew through Pay Pal. Go to the MAPA website and click renew/join via Pay Pal. You do not have to belong to Pay Pal, use any major credit card. So please renew online or by sending your \$15 check payable to “MAPA” and mail in to P. O. Box 702, Melbourne, FL 32902.

Again, thank you for your continued support of MAPA and aviation safety. →

www.mlbpilots.org

Fuelish Mistakes

Trust but Verify

Fueling aircraft with the wrong type of fuel can be deadly. This is most critical when an aircraft powered by a reciprocating engine is fueled with kerosene-based jet-A fuel rather than aviation gasoline (avgas). According to the FAA, a reciprocating engine burning jet-A fuel at high power settings suffers detonations, rapid loss of power, and high cylinder head temperatures, quickly followed by a complete engine failure.

For a variety of reasons, according to FAA, reciprocating engine-powered aircraft continue to crash with the wrong type of fuel in their tanks. These crashes are often deadly since there is just enough avgas in the aircraft’s fuel system to take off and begin its initial climb. Then, at a low altitude, the mixture of jet-A (versus avgas) can become great enough to cause an engine or engines to fail. A pilot’s worse nightmare.

On Oct. 5, 2019, a Piper Aerostar 602P crashed less than four miles south of the Kokomo Municipal Airport (KOKK) in Kokomo, IN. The sole ATP-rated pilot was fatally injured in the crash. The NTSB reported the probable cause of the accident as “the pilot’s exceedance of the airplane’s critical angle of attack following a dual engine power loss caused by the line service technician fueling the airplane with the wrong fuel, which resulted in an aerodynamic stall and subsequent loss of control.” The report continued, saying, “Contributing (to the accident) was the pilot’s inadequate supervision of the fuel servicing.”

When someone else does the work, there is a tendency to be complacent and blindly accept what others do. Yet you as PIC are still responsible. Some companies have a policy, with two-crew, one of the pilots must observe the refueling. → Ainonline

Wheels Up Targets Small and Medium-size Businesses

“Up for Business”

Wheels Up is launching an “Up for Business” program aimed at attracting more small and medium-size enterprise (SME) members with discounts and tailored benefits. The new program offers significantly reduced deposits, initiation fees, and annual dues; a contract term of 18 months; and a round-trip discount. Up for Business, members also will have access to a second aircraft on the same day once per quarter.

The company now offers two programs for corporate fliers: Up for Business for small and medium-size, companies (with either a \$250,000 or a \$300,000 deposit) and its existing business membership for larger businesses/high-volume fliers focused on custom enterprise solutions (with either a \$500,000 or a \$1 million deposit). Both programs come with travel benefits from Delta Air Lines, which holds a 40 percent equity stake in the company.

“Wheels Up is an integral part of Delta’s portfolio of premium, corporate flight solutions providing unique benefits to our respective and joint customers,” said Bob Somers, Delta senior v-p of global sales. “The Up for Business customer is an important segment within the total addressable market for business travel.” → Ainonline

EAA Foundation Scholarship Applications Now Open

EAA awards \$1M per year

The Experimental Aircraft Association (EAA) announced November 1 that the application process for next year's EAA Aviation Scholarships is now open. Every year, the EAA Aviation Foundation awards more than \$1 million in scholarships for students over the age of 16. The window for applying for the funds closes on March 1, 2024.

Money is available through the EAA Aviation Foundation scholarships for flight training at any flight school in the United States or Canada that is not affiliated with a university program. In addition, post-secondary collegiate scholarships can help cover tuition and associated costs for programs in the United States including, but not limited to, aerospace or aeronautical engineering, aviation business administration, air traffic control, aviation maintenance, professional flight or any aviation-related STEM field, according to EAA. → [AVweb](#)

From the Flight Deck Publishes Additional “Pilot Handbook” Content

New safety information products for pilots are now available online.

The FAA's *From the Flight Deck* video series has published “Pilot Handbooks” for 40 airports across the U.S., with new locations added regularly. The handbooks were developed specifically for pilots to both highlight and supplement airport diagrams, hot spots, and other potential surface safety issues. Each pilot handbook contains information local controllers want pilots to know, airport communications, airspace details, general best practices, lost communications tips, and other preflight planning resources.

Use the interactive map at www.faa.gov/flight_deck to find the Pilot Handbooks currently available. →

Are You Fit for Flight

I'MSAFE checklist

You inspect your aircraft before and after each flight. Are you inspecting yourself as well? The FAA latest FlySafe GA Safety Enhancement topic, “[Are You Fit for Flight?](#)” discusses the importance of checking in with yourself before each flight to make sure you are fed, hydrated, rested, and emotionally fit to fly.

Similar to a preflight checklist used to inspect critical parts of your aircraft, the I'MSAFE checklist helps you assess your own personal fitness for flight.

Review this checklist and other important information here: medium.com/faa/are-you-fit-for-flight-2195ad664ad7. →

Pilot Mental Health

A rare but ongoing issue

Concerns raised over whether pilots fear seeking treatment for mental health issues, the FAA announced it would establish a **Pilot Mental Health Aviation Rulemaking Committee** (ARC) to address the issue.

Its purpose is to provide recommendations on breaking down the barriers that prevent pilots from reporting mental health issues to the agency.

The ARC will include medical experts and aviation and labor representatives. The FAA will finalize the charter for the rulemaking committee and appoint the panel of experts in the coming weeks. It will build on previous work the FAA has done to prioritize pilot mental health, including:

- Increasing mental health training for medical examiners
- Supporting industry-wide research and clinical studies on pilot mental health
- Hiring additional mental health professionals to expand in-house expertise and to decrease wait times for return-to-fly decisions
- Completed clinical research and amended policy to decrease the frequency of cognitive testing in pilots using antidepressant medications
- Increasing outreach to pilot groups to educate them on the resources available

View videos about pilot mental health featuring Dr. Susan Northrup, the FAA's Federal Air Surgeon here:

[Pilot Mental Health](#)

→

FAA.gov

Surviving the Season: Best Practices

To those of you heading up north winter weather readiness

Winter weather presents some supreme conditions for flying, but there are some vital things to consider and areas to plan for if you do. As the seasons change, so should your approach to flight. Make sure both you and your aircraft are equipped for colder temps and winter precipitation. For tips on how to best prepare for winter flying, see the article “Surviving the Season: Best Practices for Winter Weather Readiness” at faasteam.medium.com/best-practices-for-winter-weather-readiness-f359c2920b7a in the Nov/Dec 2023 issue of *FAA Safety Briefing*. See the entire winter-themed issue on-line at; www.faa.gov/safety_briefing.

Also, be sure to check out the panel on winter survival techniques from last week’s *From the Flight Deck GA Pilot Winter Prep Workshop* at youtube.com/watch?v=hnrMHzeMqxY →

Dassault Falcon Jet Melbourne

Factory Service Center

Dassault Falcon Jet, a wholly owned subsidiary of Dassault Aviation, announced it will build a new maintenance facility at Melbourne Orlando International Airport (KMLB) as part of the company’s worldwide expansion of its maintenance, repair and overhaul network.

This new state-of-the-art maintenance facility, which will spur a capital investment over \$100 million and the creation of 400 new jobs with an average annual wage of \$86K.

Intended to serve customers across North and South America and beyond, the 175,000 square-foot complex will accommodate all current Falcon models and will be capable of performing major maintenance and modifications on up to 18 Falcon models simultaneously.

Dassault Aviation Chairman and CEO Eric Trappier, said, “We appreciate the cooperative support received from the Governor’s office and the State of Florida. Their support and leadership made this possible.”

The official announcement by Dassault Aviation came at the recent National Business Aviation Association Convention and Exhibition. → Dassaultfalcon.com



U.S. Air Force Needs New ‘Janet’ Operator

Flight Ops and Maintenance

The U.S. Air Force is shopping for a new contractor to operate the fleet of Boeing 737-600s, popularly known as “Janet,” that ferries workers from Las Vegas to highly secretive locations in the region.

The service will host an industry day December 14-15 to solicit bids for operating and maintaining the six aircraft, along with limited support for five Beechcraft King Airs for the important missions.

“The government has a requirement for safe, secure and reliable air transportation between various points within the continental United States,” a Nov. 7 solicitation says. “This critical operation should be considered a ‘no fail’ mission.” The contractor will be required to perform all operations and maintenance of six 737-600s, operating out of both commercial airfields and restricted locations.

According to the Air Force, the contractor will cover operations on a daily basis, seven days a week, to four locations within an approximate 300-mi. radius. The government will require up to 190 sorties per week, though that pace will rarely surge to 200 with prior coordination. Recent history indicates Janet has transported up to 490,000 passengers annually. The Air Force solicitation provides details on the pace at which Janet aircraft operate based out of Harry Reid International Airport in Las Vegas, also known as Station 9. → Aviationweek

New Pilot Minute Covers DUI Reporting

It is not worth it

Pilots: Do you know what to do if you get a DUI/DWI? Federal Air Surgeon Dr. Susan Northrup covers that subject in her latest episode of the **Pilot Minute** video series, along with important reporting timelines and requirements you’ll need to know. Check it out here: youtube.com/watch?v=Ih7AxUTh3eg&list=PL5vHkqHi51DOvRjGJo1SuXyZpK15HbzOI →

Uh-oh, Valve Damage

UND Drops UL94 Returns to 100LL

After a 4-month trial, the University of North Dakota’s flight school has dropped Swift UL94 fuel and resumed use of 100LL. The school said ongoing maintenance monitoring of aircraft using UL94—almost exclusively Lycoming-powered Piper Archers and Seminole—resulted in measurable exhaust valve recession. The school made the switch back to 100LL on Oct. 27.

The school went with Swift Fuel’s ASTM-spec UL94 in late June. In four months of flying totaling 46,000 hours, the school found evidence of significant valve recession in some of the Archers. The school’s director of maintenance, Dan Kasowski, told AVweb Wednesday (Nov. 8) that the total number of aircraft impacted isn’t known yet because the data is still being collected. The data is being forwarded to Lycoming for analysis. “The fuel is on-spec, so that’s not a problem. I do not want to speculate on what it could be. We’re waiting for Lycoming to tell us,” Kasowski said.

On the other hand, an operator in California that services a pair of flying clubs with about 25% of the time on engines as UND said in 2½ years of UL94 use they have noted spark plugs have less fouling and oil is cleaner.

...“Film at 11”... → [AVweb](#)

AVweb’s Paul Bertorelli

Retiring

Paul announced his retirement in a November 5 AVweb article, “I Could Never Get Away with This Again” coined from the title of Jimmy Doolittle’s autobiography. Paul has been an incredible ambassador for GA.

Clearly, a surprise and a staple to AVweb. His most recent effort “Decarbonize Aviation – Good Luck to Us” was outstanding and a spot-on example of his untiring efforts to get the background of an issue and in this case into the narration of a 20 minute video.

His loss will leave a big hole in AVweb but he has been writing for over three decades and now says he will spend more time with his J-3 Cub. Cannot blame him for that. However, he did admit, “I’ll still contribute an occasional guest blog and there may be a video or two left to be produced, but the daily grind passes on to others.”

We will miss you Paul and look forward to your guest blogs and videos. → [AVweb](#)

Hidden Hazard

Overcome by carbon monoxide poisoning

A Mooney pilot lost consciousness from carbon monoxide poisoning and recounts surviving the ensuing crash in this AOPA Air Safety Institute video.

In this 19-minute YouTube video, Dan Bass a 2,100 hour CFII, shares the incredible tale of the 630nm flight that led to the accident and his miraculous survival after he woke up in a snow-covered field in the bitter February cold. He reviews the lessons he learned, including the importance of installing a carbon monoxide detector to prevent a similar mishap from occurring. CO is a gas that has no odor or color and it is therefore difficult to detect and deadly dangerous.

Well worth the time to watch. → [AOPA ePilot](#)

Keeping Your Carburetor Ice-free!

The only good ice in the air is in the cooler

Carburetor icing can starve an engine of its power-producing properties, often without warning. Thankfully, carb ice can be easy to avoid and/or mitigate — provided you’re familiar with the correct information and procedures. Yet, every year many pilots find themselves victims of carb ice and unaware of its propensity in some warmer environments. Learn more about how to keep your carburetor ice-free in the article “**Breaking the Ice**” at <https://medium.com/faa/breaking-the-ice-155acaf8d3df> in the Nov/Dec 2023 issue of *FAA Safety Briefing*. See the entire winter-themed issue is on-line at www.faa.gov/safety/briefing. →

Welcome New Members

Kaitlyn Wollenzien

Scott Schieferdecker

Aviation History for December

Speed-read or click the date

[December 1, 2011](#). A CIA RQ-170 Sentinel unmanned aerial vehicle (UAV) on a reconnaissance mission malfunctions, veers out of control, and flies deep into Iran, where it runs out of fuel and crashes

[December 2, 1986](#). An Air France Concorde returns to Paris after an 18-day around the world trip with 94 passengers.

[December 3, 1990](#). Northwest 1482, a DC-9, collides with Northwest 299, a Boeing 727, when the crew of the Douglas aircraft mistakenly taxis onto the active runway at Detroit Wayne County Airport. Eight of the 54 on board Flight 1482 perish; all on board Flight 299 survive.

[December 4, 1991](#). Pan Am, bankrupt since August 11, is finally dissolved after 63 years of operation.

[December 5, 1957](#). First flight of the Lockheed L-188 Electra.

[December 6, 2022](#). The last Boeing 747 left the company's widebody factory in Washington on December 6, 2022, ahead of its delivery to Atlas Air in early 2023.

[December 7, 2012](#). A missile fired by an American UAV strikes a house near Mir Ali in North Waziristan, Pakistan, killing senior al-Qaeda leader Sheik Khalid Bin Abdel Rehman Al-Hussainan, a.k.a. Abu-Zaid al Kuwaiti.,

[December 8, 2005](#). Southwest 1248, a Boeing 737 with 103 people on board, slides off a runway while landing in a snowstorm at Chicago Midway Airport in Chicago, IL; 11 people on the aircraft are injured. The plane strikes at least three cars in a busy intersection; a six-year-old boy is killed and several people are injured in the cars.

[December 11, 1994](#). A bomb explodes on board Philippine Airlines Flight 434, a Boeing 747, killing one passenger, in a prelude to the terrorist Bojinka plot. Despite difficulties in controlling the aircraft, the crew makes an emergency landing at Naha, Okinawa.

[December 12, 1985](#). Arrow Air 1285, a DC-8-63CF, N950JW, crashes just after take-off from Gander, Newfoundland, Canada, killing 256 people, 248 were soldiers in the US Army 101st Airborne Division returning from overseas duty in the Sinai desert, Egypt. This remains the greatest peacetime loss of military personnel in US history.

[December 13, 1972](#). Eugene Cernan and Harrison Schmitt of Apollo 17, does the final EVA or "Moonwalk". This was the last manned mission to the moon of the 20th century.

[December 17, 1903](#). The Wright Brothers make four flights in their Flyer at Kitty Hawk, NC. The brothers Orville and Wilbur Wright fly 120 feet in the first practical aeroplane. This may be the first controlled powered heavier-than-air flight and the first photographed powered heavier-than-air flight. On their fourth flight, they manage 850 feet

[December 18, 2003](#). FedEx Express 647, a MD-10, veers off the runway upon landing after a landing gear collapse and catches fire at Memphis International Airport; two crewmembers and five passengers escape with only minor injuries

[December 19, 2005](#). Chalk's Ocean Airways Flight 101, a Grumman Mallard, crashes off the coast of Miami Beach, Florida, killing all 20 on board.

[December 20, 1957](#). First flight of the Boeing 707 commercial airliner.

[December 21, 1988](#). Pan Am 103, a Boeing 747, disintegrates in the air over Lockerbie, Dumfries and Galloway, Scotland after a terrorist bomb explodes on board. All 259 people on board and 11 on the ground killed. The incident known as the Lockerbie air disaster.

[December 22, 2001](#). A passenger on American Airlines 63, a Boeing 767, Richard Reid, attempts to detonate explosives hidden in his shoes, but fails and is subdued by two flight attendants and passengers. The plane lands in Boston and Reid is arrested.

[December 23, 1974](#). First flight of the Rockwell B-1 Lancer.

[December 24, 1968](#). Apollo 8 orbits the moon carrying Frank Borman, James Lovell, and William Anders.

[December 25, 1997](#). First flight of the Gulfstream G200.

[December 26, 1975](#). Introduction: Tupolev TU-144 the USSR Supersonic airliner.

[December 27, 1951](#). First flight of the North American FJ-2/-3 Fury.

[December 28, 1978](#). United 173, a DC-8, runs out of fuel circling near Portland, Oregon, as the crew investigates a landing gear caution light and crashes in a nearby woods, killing 10 and injuring 24 of the 181 onboard.

[December 29, 1972](#). Eastern 401, a Lockheed Tristar, crashes in the Florida Everglades, killing 103 of 176, the crew is distracted by a faulty gear-down light, resulting in controlled flight into terrain; this is the first crash of a widebody aircraft and the first loss of a Lockheed Tristar.

[December 30, 1960](#). Introduced: McDonnell Douglas F-4 Phantom II.



Controller Staffing

Help is on the way

Looks like the new FAA Administrator Mike Whitaker wasted no time in addressing the controller shortage he inherited. Familiar with the agency, he previously served as the FAA Deputy Administrator and this time the Senate confirmed his recent nomination with a 98-0 vote.

Therefore, on day one after a review of the NAS ATC Safety Review Team report that concludes with ‘NEED MORE CONTROLLERS NOW’ Mr. Whitaker said, “The independent safety review team made some excellent recommendations and we are adopting some of them immediately.”

The FAA is taking immediate action on the following items:

- Provide additional support to colleges and universities [about 30] that offer the Air Traffic-Collegiate Training Initiative (AT-CTI) Program. The FAA will work with AT-CTI programs to ensure that graduates from these programs have the necessary skills to begin on-the-job training at a facility. While these graduates still must pass the Air Traffic Skills Assessment (ATSA) exam, and meet medical and security requirements, the graduates will no longer attend the FAA Academy they will be assigned directly to a facility to begin on-the-job-training.
- Begin a year-round hiring track for experienced controllers from the military and private industry.
- Keep filling every seat at the FAA Academy with “off-the-street” candidates and increase the classroom capacity beyond current limits.
- Expand the use of advanced training across the country. The agency has new facilities in Chicago and San Diego, and will be adding them in Nashua and Phoenix in the spring.
- Finish deploying tower simulator systems in 95 facilities by December 2025. The first system in Austin by January 2024.
- To strengthen our safety culture, provide reports from the Air Traffic Safety Oversight Service to the FAA Administrator and Aviation Safety Associate Administrator. → [NAS Safety Review Team Report](#)

Advanced Air Mobility

The eVTOL world

Advanced Air Mobility (AAM) is an all-embracing term that combines Urban Air Mobility (UAM), which involves transportation of persons and goods at low altitude above the traffic within a city or the Regional Air Mobility (RAM) that focus more on connecting suburbs, villages, countryside small towns and islands. Hybrid electric systems, batteries or potentially hydrogen fuel cells may power the concept using electric vertical takeoff and landing (eVTOL) aircraft.

An Unmanned Aircraft System (UAS) also called a drone and its associated elements, are currently in testing for example, package delivery, equipment inspection, law enforcement, road safety, agriculture, environmental, to name a few.

Development of infrastructure in support of AAM is underway in cities today, with AAM expected to become an increasingly important part of our transportation system in the next several years. → [NASA.gov](#)



FAA, USAF team-up on AAM Efforts

UPDATE

In a recent press release, the FAA announced it is working with the Air Force to support the safe integration of Advanced Air Mobility aircraft into the National Airspace System.

Under an agreement, the agencies will exchange data and share capabilities and expertise for testing these emerging technologies. “A new era of aviation is taking off and safe and efficient operations require collaboration,” said FAA Technology Development Director John Maffei. “This data will help inform FAA certification efforts, policies, standards, and future airspace integration requirements.”

The FAA signed the agreement with AFWERX, a technology directorate of the Air Force Research Laboratory. “With this MOU and the ongoing AAM Interagency Working Group, we are accelerating a breakthrough in electric vertical takeoff and landing aircraft,” said Col. Elliott Leigh, AFWERX director and chief commercialization officer for the Department of the Air Force. “We are driving progress in propulsion technology, in manufacturing and materials, and in test and safety for a novel class of air vehicles.” → [FAA.gov](#)

Airworthiness Directive AD's that may affect member's airplane

The FAA has **extended the comment period** on **AD 2023-00389-A** for certain vintage Piper aircraft that would require the replacement of rudders on about 30,992 Piper aircraft manufactured before 1974. In a NPRM issued in October, the agency ordered every rudder equipped with a rudderpost made of 1025 carbon steel be replaced with rudders that have posts made of 4130N low-alloy steel. Piper switched from 1025 to 4130N in 1974. The estimated cost of the rudder replacement is \$3,000. The comment period **was extended to Feb. 20, 2024.**

The AD was issued in response to rudderpost failures in a PA-12 and a PA-14 in Alaska in 2020 and 2021, which caused the rudders to fold over parallel to the horizontal stabilizer. In both cases, the pilots were able to land safely and the FAA determined the cause as fatigue failure. Several commenters on the AD, including the AOPA and the Short Wing Piper Club, asked for the extension to work on their response, saying "it's controversial and could drive substantial costs, among other things," according to the FAA notice. → [FAA.gov](https://www.faa.gov)

Outtakes

JetBlue has been denied slots at Amsterdam Schiphol airport, as a Dutch government limits flight ops. [Reuters](#)

American Airlines will begin twice-weekly non-stop service between **KMLB - KDCA** in January 2024. [American](#)

UPS offered buyouts to their pilots hoping for 167 takers. They got 193 takers. [AVweb](#)

While some European airlines are talking about a one pilot operation. The FAA is not. [Politico](#)

Delta CEO Ed Bastian said he would not fly unless there were two pilots. [Politico](#)

Oops, one of the gals lost a bag of tools outside the ISS. Apparently it drifted away at about 17,300mph. [NASA](#) [Forbes](#)

FAA is forming a Pilot Mental Health Aviation Rulemaking Committee (ARC) "to provide recommendations on breaking down the barriers that prevent pilots from reporting mental health issues to the agency." [FAA.gov](#)

A Navy P8A Poseidon maritime patrol landed long on the 7,771ft runway at Kaneohe Bay Hawaii November 20 and ended up in the bay. No injuries. [USNI](#)

Joby and Volocopter eVTOLs perform demo flights at the Manhattan Heliport as part of an announcement by NYC to electrify the facility. [Aviationtoday](#)

Eve Air Mobility a subsidiary of Embraer that produces eVTOLs is working the NATS in the UK for an urban air mobility infrastructure for the London area. [NATS](#)

Israeli scores the first kill by an F-35. Shot down a Houthi cruise missile launched from Yemen. [AviationWeek](#)

Accidental fire foam discharge buried several aircraft in corrosive fire-suppression foam in a hangar at McKinney National Airport (KTKI) Texas. [Video](#)

Senate Space and Science Committee leaders press FAA to speed up space launch and reentry approvals. [AVweb](#)

L3Harris to sell commercial aviation business for \$800M to pay down debt and focus on national security. [Defense](#)

The source of the GPS spoofing signals in the Middle East now traced to Tehran, Iran. [AVweb](#)

"Say Again"

This story is attributed to former **Chief of Naval Operations**, the late **Admiral James L. Holloway III**.

"One thing about Air Force pilots is that they lie a lot. You simply can't trust them at all. We had an argument one night at the Belvedere Inn, across from the main gate at NAS Pax River. A bunch of our F-14 Tomcat pilots at Strike were arguing with some F-15 Eagle drivers from Langley about who was better at what and which airplane was better. Well, we decided to settle it the next morning in the restricted area over the Chesapeake Bay.

"This is where we found out how much Air Force pilots lie!

"We all agreed to meet nose on at 35,000 and settle it once and for all.

Don't you know those lying, sneaky bastards showed up at 40,000!

God, what a bunch of lying lowlifes those Air Force types were, showing up with a 5,000-foot altitude advantage.

Hell, if we hadn't been at 45,000, those lying Air Force dirtbags would have had us for breakfast!"

“There I was”

The Aviation Safety Reporting System (ASRS) publishes monthly their popular safety newsletter “Callback” written by pilots, controllers or aviation personnel and encourages reproduction as lessons learned. To protect anonymity the narratives are cleansed.

■ *I was planning on going on a short local flight. We had been experiencing low ceilings throughout the prior week, but it usually lifted significantly once the sun rose. Upon checking the METAR for [destination], I found the visibility to be 9 miles and the ceiling to be 1,400 feet. I decided to wait until the ceiling became higher. After about 30 minutes, it appeared that the ceiling had lifted more and I was seeing much more blue sky than previously, although it appeared somewhat hazy. I rechecked the METAR and found that they were now reporting 7 miles and a 300-foot ceiling. The ceiling didn't appear that low near the airport I was departing from. I thought that there were probably some localized low clouds at [destination] that were skewing the METAR reading. I elected to takeoff since I thought I could always stay in the pattern and land quickly if I found the ceilings to be lower than they appeared.*



Once I took off, I started to enter the haze at approximately 200 feet and quickly found myself in IMC. I am instrument rated so I transitioned to instruments and continued climbing since I knew that it wasn't thick. I cleared the low ceiling at approximately 500 feet and was in bright blue skies, but I couldn't see the airport to land. I listened to the ATIS and found that they were now reporting 1/2 mile visibility and a 300-foot ceiling with another close airport reporting the same. Upon hearing that, I immediately called the FSS and asked them what the nearest VFR airport was. They said that every airport within about 50 miles was IFR due to fog that had rolled in quickly. I called the Tower and told them about my situation and that I had about 1.25 hours of fuel on board and asked if they had any suggestions. Since my plane wasn't IFR certified/equipped, they suggested waiting for the fog to burn off since visibility appeared to be getting better from their vantage point.

I leaned the mixture and throttled back to conserve fuel. Once I realized I couldn't wait any longer due to my fuel, I advised Approach. The Controller told me that [another airport] just became VFR and he gave me vectors. The ceiling broke up and I was able to make a normal descent and landing.

I learned a great deal from this flight. When I saw the ceiling drop so quickly, I should have pulled up the METAR for several other airports in the area to see if they were reporting similar weather. I should have gotten a weather briefing from a FSS before I took off. Although the fuel I took would have normally been sufficient for the short flight I was doing, I should have taken more fuel if the weather looked marginal so I would have more options in case the weather took a turn for the worse. And, most importantly, I should have realized that the weather originally reported before I took off (the 1,400 foot ceiling) was below my personal minimums and I should have made a no-go decision. 422



History Question

When was the first Shuttle launch?

1. 1979
2. 1981
3. 1983
4. 1986

See answer below.

Accident Report

Accident reports are provided by the NTSB and offered here as an educational tool, intended to help pilots learn from the misfortunes of others.

On April 28, 2021, about 0900 EDT, a Beech C-23, N6009U, was destroyed when it was involved in an accident near Middleburg, FL. The pilot, pilot-rated passenger and second passenger were fatally injured. The flight was operated as a Part 91 personal flight. A witness described that, around 0840, he heard what he thought was the accident airplane departing from Spencer's Airpark (FL13), Middleburg, FL. Shortly thereafter, he heard the sirens of first responders as they proceeded toward the accident site.

The pilot and two passengers were departing from a grass runway. The grass was several inches high and the ground was soft. There were no eyewitnesses to the accident; however, examination of wheel impressions left in the soft soil of the runway revealed that the airplane became airborne about 2,300ft down the 3,700-ft-long runway and then impacted 70- to 80-ft-tall trees. The accident site was located in a heavily wooded area about 800ft beyond the departure end of runway 27. Multiple tree branches that displayed angular cuts were found along a path that extended from the trees near the departure end of the runway to the wreckage.

Review of the airplane's takeoff performance chart indicated that, on a grass runway, the airplanes predicted ground roll would be about 1,285ft and about 2,151ft was required to clear a 50-ft obstacle; however, the chart was based on the runway being dry, the grass short, and no wind.

Examination of the wreckage revealed no evidence of mechanical malfunctions with the airframe or engine that would have precluded normal operation.

The 77-year-old pilot that occupied the left seat, held a Private Certificate with ASEL rating. He held a BasicMed with waivers/limitations. His last exam was September 5, 2019. Flight time 435 hours all aircraft.

The 78-year-old pilot that occupied the right seat held a Private Certificate with ASEL rating. He held a BasicMed with waivers/limitations. His last exam was September 5, 2019. Flight time 840 hours total all aircraft.

A witness, who arrived at the airport about 30 minutes after the accident stated that, at that time, the wind was coming from the east (tailwind for runway 27) at an estimated velocity of 15 knots.

The 0915 recorded weather observation at Herlong Airport (HEG), Jacksonville, FL, located about 16 miles northeast of the accident location, included wind from 140° at 7 knots, visibility 5 miles, clear of clouds, and temperature 23°C, dew point 18°C, and an altimeter setting of 30.16 inches of mercury.

Examination of the runway surface revealed that the turf had not been recently mowed and was several inches high. The soil was soft. There were 1.5-inch-deep wheel impression marks from the airplane leading from the pilot's hangar to the takeoff point on the runway. The tire impressions measured about 2,300ft from the approach end of runway 27 to the takeoff point. The distance from the takeoff point to the trees was about 1,300 ft.

Based on the available information, it is likely that the pilot failed to account for the decreased takeoff performance due to the runway condition and the tailwind, which both would have increased required takeoff distance.

The NTSB determines the probable cause(s) of this accident to be:

The pilot's decision to depart from a soft grass runway with a tailwind, which resulted in an increased takeoff distance and subsequent impact with trees during the initial climb. → ERA21FA194



History answer: The first Shuttle launch was April 12, 1981 Columbia STS-1
Astronauts John Young and Robert Crippen

Mystery Airplane

Can you identify this airplane?



First prize is bragging rights
Email your answer to email@mlbpilots.org

Congrats, to member **John Twitchell** that identified the November mystery airplane as the **Consolidated PB5 Catalina** a.k.a. **Consolidated OA10 Catalina** the USAAF version of the renowned flying boat that first flew 21 March 1935 and active throughout WWII.

In the 1930s, recognizing the possibility of war in the Pacific the PB5 was designed to be a patrol bomber, with a long operational range to locate and attack enemy transport ships in order to disrupt enemy supply lines. Consolidated and Douglas both delivered prototypes. Consolidated model 28, was prototype XP3Y-1 and transferred to the Navy for trials. Followed was years of modification, until the PB5-1, entered service. "PB" means patrol bomber, and "Y" was the code assigned to the manufacturer, Consolidated Aircraft. By early 1940 the PB5-5, variant entered service. The RCAF flew the PB5-5, and manufactured it in Canada; they called it, "Canso" named after a town in Nova Scotia.

When war broke out in Europe in September 1939, Britain was in short supply of war materials. The PB5 saw initial patrol service with the Brits. The name "Catalina" came from the Brits named for California's Catalina Island. The U.S. began supplying aircraft and other war material in January 1940. By December 1940, the U.S. was supplying 300-350 aircraft per month.

In December 1941, when the United States entered [World War II](#), the PB5 was the primary maritime patrol bomber utilized by the U.S. Navy, RCAF and the RAF. The PB5 would become one of the most important aircraft in WWII. From locating the German battleship Bismarck on 26 May 1941, spotting the Japanese fleet off Midway on 5 June 1942, to night intercepts of the "Tokyo Express" our term for the Japanese nighttime supply convoys to their Solomon Island outposts. PB5s were active in a variety of missions, anti-submarine warfare, patrol bombing, cargo transport, search and rescue missions, and especially air-sea rescue.



The PB5-5 is Powered by 2 x P&W 1,200hp air-cooled radials with 3-bladed constant-speed props, MTOW 35,420lbs, Max speed 170kts, Cruise 109kts, Range 2,190nm, Service ceiling 15,800ft, Climb 1,000fpm. Armament 3 x 30cal nose turret, 2 x 50cal waist blisters, Bombs 4,000lb or depth charges, torpedo racks were also available. It had a crew of eight, pilot, co-pilot, bow turret gunner, mechanic, radioman, navigator and two waist gunners.

During the Guadalcanal campaign, some Navy PB5s were painted matte black and flew night bombing, conducting torpedo, and strafing missions against Japanese vessels on the Tokyo Express. Called the Black Cats, they flew at ship mast height in total darkness, bombing, strafing and conducting reconnaissance and search and rescue. The Black Cat squadrons were active into 1944 together with the Consolidated [PB4Y-2 Privateer](#) a look-a-like of the USAF B-24.

The Royal Australian Air Force, (RAAF) operating Catalinas as night raiders, as well. Laying mines in Japanese-held waters, bottling up ports, shipping routes, and forcing ships into deeper waters to be targets for US submarines. By late 1944, the mining missions could exceed 20 hours and were as low as 200ft in the dark. They mined ports on the Chinese coast from Hong Kong to Wenchow over 600nm.

Catalinas were assigned to every branch of the US military as rescue aircraft. A PB5 rescued 56 sailors in high seas from the heavy cruiser Indianapolis after the ship was sunk. When there was no more room inside, the crew tied sailors to the wings. Since it could not fly, it acted as a lifeboat, protecting the sailors from exposure and the risk of shark attack, until rescue ships arrived. Catalinas continued to function in the search-and-rescue role for decades after the end of the war

After the war, Catalinas served many smaller armed services. Brazilian flew Catalinas as transports supplying detachments along the Amazon until the 1980s. They reached places that were then assessable only by helicopters.

An estimated 4,051 Catalinas, of all versions were produced between June 1937 and May 1945 for the military. Built by Consolidated, Boeing, Vickers Canada, and the Naval Aircraft Factory at Philadelphia and at least another 27 were built by the Soviets at Taganrog. →

Dick Peiffer



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Avionics: ADS-B. We have started to receive the first of the new Garmin ADS-B systems and have completed our first installation. These systems come in a variety of configurations including ADS-B out only, ADS-B out/in both options can either include a built in WAAS GPS or can take a GPS feed from a GNS430W or GTN series navigator. The ADS-B in can be displayed on a GTN or on an iPad with an optional wireless connect adapter.

Bendix King KT74. A popular direct slide in replacement for the KT76 series transponder. We have had a few of these out in the fleet paired with GNS-430Ws for a couple of years with perfect service records. Still the cheapest ADS-B out solution if you already have a WAAS Navigator.

Stratus ESG finally released! Production numbers have been limited so availability is not yet assured, but we are prepared to work with a customer who would like to install one of these devices. We're planning to install one in our Citabria as soon as the units are more readily available and will have more operational data at that time.

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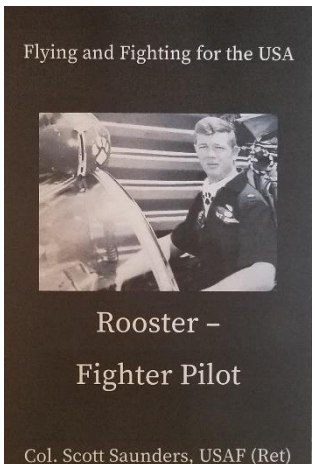
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Photos Here: <https://jimmygarrison.smugmug.com/N4014H/n-OnDj2/>. Contact Scott Saunders at 321-576-7076 or scott01s@wmconnect.com.

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