

The SPACE COAST AVIATOR



February 2012

Fly-out

Saturday, February 11, ETA 11:00 A.M.
Sebring (KSEF)

2012 Membership Renewal

Please we need your continued support

Please accept our sincere “thanks” for your support this past year and a special “thanks” to those of you who have already renewed your membership for 2012. Your continued support has helped sponsor FAASTeam Safety Seminars, made possible for MAPA to host the recent reception to honor the Tuskegee Airman at the movie premier “Red Tails” a sellout event and many other events and activities during the year. Each month MAPA represents the GA community at the Melbourne Airport Authority meeting and frequently address Board members on GA issues. MAPA board members also participate in Career Day activities at local schools.



On the fun side, we purchased and drew member’s names for tickets to the **VAC Tico Airshow**, the **Cocoa Beach Airshow**, and the **Valkaria Air Fest Airshow** and the monthly fly-outs continue to be great fun.

FIT Aviation still offers members the fuel discount. And METAR, TAF, DUATS and weather radar images are available on your mobile handheld device at <http://mlbpilots.org/mobile/> Also, if you are beyond line-of-sight of KMLB, you can go to <http://www.radioaviation.com:8000/radio1> and listen to **Melbourne Tower, 118.2**, and **Orlando Approach Control, 132.65**, on your PC, made available by MAPA.

So please renew by sending your \$15 check payable to “MAPA” and mail to P. O. Box 702, Melbourne, FL 32902. → www.mlbpilots.org

South side Rehab

Update

Last December we mentioned the rehab of Taxiway “V” and taxi lanes around the hangars. We have learned paving will begin on February 20. Signs will be posted on the T-hangar gates. If you need your aircraft during the period, KMLB Management has offered the tie-down spaces at the old FIT area. →

The Cornfield Bomber

“Gary, you better get back in it!”

By Dick Peiffer

This is a remarkable story about a USAF fighter interceptor, the F-106 Delta Dart a legend in its day. The Air Force asked for a fighter that could do 1.9 mach and continuous flight at 57,000ft. It did both. Built by Convair, the “Six” as the pilots called it, first flew in 1956. It saw duty with the USAF and the Air National Guard until retirement in 1988. It was an advanced version of the F-102 with various modifications and a more powerful J-75 engine. In December 1959, it set a world speed record of 1,525.96mph, about 2.3 mach at 40,500ft. The pilot said it was not accurate because he was still accelerating.



However, our story takes place on February 2, 1970. A flight of three departed Malmstrom AFB, in Montana on a training mission. Soon, they were dog fighting when; during a vertical climb about 38,000ft, Lt Gary Foust, lost control. His attempts to regain control failed, and the Six went into a flat spin. Trying all the spin recovery procedures in the book, a fellow instructor, Major Jim Lowe, followed him down.

About 15,000ft Lowe recommended, “Eject your drag chute.” The chute caught on the plane’s tail. He tried various trim and flap settings. He throttled back to an approach power setting. Nothing happened. By now, he had tried everything and more. At 12,000 feet, it was time to eject. Foust ejected. The fighter suddenly recovered from the spin, wings level at about 175kts, in a nice glide and resumed a slow descent heading off on its own. It was said; as Lt. Foust watched his plane fly off, Major Lowe yelled into his headset, “Gary, you better get back in it”.

Lt. Foust landed in a mountainous area of Montana and locals on snowmobiles found and brought him out.

As the fighter neared the ground, it stayed level and made a perfect landing in a snowy empty cornfield. After skidding across the snow, it finally stopped about 400 yards from a paved road.



A local law enforcement officer called Malmstrom to report that he had come upon a fighter that was on the ground, pilotless, and still running. When he asked how to turn it off, someone on the base told him; just let it run out of fuel. The engine continued to run for one hour and 45 minutes and occasionally it would inch forward.

The landing put a gash in the belly of the fuselage, but otherwise the aircraft was fine. A team of technicians arrived, disassembled the Six, and shipped to California where it was repaired and returned it to active service.

The Six, tail number 58-0787, completed its operational service life years later, and is now on permanent display at the USAF Museum at Wright Patterson AFB, where its story is told in the exhibit.

Exactly what caused 58-0787 to resume normal flight is unknown - loss of the canopy, the pilot’s weight, no one knows for sure. Maybe the bird just did not want to end its life by crashing into a frozen cornfield. I can appreciate that. → http://en.wikipedia.org/wiki/Cornfield_Bomber

Embraer

First U.S. assembled Phenom 100 delivered

The first Phenom 100 assembled at the KMLB Global Customer Center was sold to **Executive AirShare** of Kansas City, MO. The huge KMLB facility is the assembly and delivery center for all Phenom 100 and the global customer sales center for the entire range of Embraer aircraft. Included in the state of the art customer service center is a design studio for customers to select both interior and exterior custom features that includes flat screen monitors and software so the customer can have a virtual view of the finished aircraft. → www.aviationweek.com/bca



IFR Currency Requirements

Explanation of IFR Currency Requirements

Because of recent confusing comments noted in emails, blogs and websites about IFR currency requirements the FAA has issued **Notice NOTC3489** as a blast clarifying the requirements. The blast is quoted in its entirety.

[14 CFR 61.57](#) (d) describes the requirements for an instrument proficiency check (IPC), and includes a description of when an IPC is necessary. While certain exceptions apply, a pilot may reestablish instrument currency that has been lapsed for more than 6 months only through obtaining an IPC. On December 16, 2011, the FAA issued a technical correction to section 61.57 (d) in order to clarify the meaning of the regulation. This clarification was simply just that, a clarification, and no change to the application of the rule was intended. As the FAA explained in that technical correction, (emphasis added):

The revised language makes it clear that a pilot who has failed to maintain instrument currency for more than six calendar months may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until completing an instrument proficiency check. A pilot whose instrument currency has been lapsed for less than six months may continue to reestablish instrument currency by performing the tasks and maneuvers required in paragraph (c).



Notwithstanding the exceptions on 61.57 (e), the following timeline illustrates the correct application of 61.57 (d):

January 31, 2012: A pilot is no longer instrument current because they no longer meet the recent experience requirements found in 61.57 (c). This pilot may no longer act as pilot-in-command (PIC) of an aircraft operating under IFR or in weather conditions less than the minimums prescribed for VFR.

February 1, 2012 to July 31, 2012: The pilot has between these dates in order to obtain the recent experience requirements found in 61.57 (c). This experience may be obtained through instruction, the use of a safety pilot, or through a simulator / training device.

August 1, 2012: If by this date the pilot had not regained instrument currency, the only method by which a pilot may become instrument current again is by obtaining an IPC.

The FAA has become aware of some recent blogs, emails, and website comments that contain confusion about the technical correction and the current meaning of the rule. This FAAST Blast will hopefully alleviate that confusion. For additional information, please review the latest technical correction to 61.57 at <http://www.gpo.gov/fdsys/pkg/FR-2011-12-16/pdf/2011-32333.pdf>. →

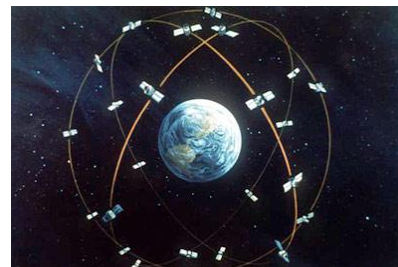
LightSquared proposals dim

Update

If you read anything about the aviation industry, you have seen a number of articles about a company **LightSquared** and their proposals for a global wireless broadband network. Nearly everyone in aviation has voiced concern about its potential to interfere with GPS. Here is an update:

LightSquared's proposals "...would cause harmful interference to many GPS receivers," and "...there appears to be no practical solutions or mitigations" to allow the company's network to operate without that significant disruption, according to the National Space-based Positioning, Navigation, and Timing Executive Committee co-chairs.

This conclusion was after "substantial federal resources" were spent to analyze the company's original plan and subsequent modifications, wrote Deputy Defense Secretary Ash Carter and Deputy Transportation Secretary John Porcari in their Jan. 13 letter to Lawrence Strickling, assistant commerce secretary for communications and information. Further, an FAA analysis concluded that LightSquared's proposals "...are not compatible with several GPS-dependent aircraft safety-of-flight systems," wrote the co-chairs. These findings build upon the warnings of senior Air Force space officials about the LightSquared network's projected interference.



For an simple explanation of LightSquared's proposals and potential interference go to [AOPA Live](http://www.aopa.org/aopalive/?watch=tpZDIwMjqVj8-uLSrpAUvZW8ch32Tqyl) and watch this brief but informative video → <http://www.aopa.org/aopalive/?watch=tpZDIwMjqVj8-uLSrpAUvZW8ch32Tqyl>
www.airforce-magazine.com

User Fees Redux

It ain't over yet folks

Back on the front burner is the President's plan to charge \$100 per flight on every turbine GA flight. The [Associate Director for General Government Programs, Dana Hyde](#), has replied to objections stating that GA who operate jet aircraft don't pay the same as an airline for a like distance flight. Not mentioned in her reply is that all the fees paid by the airlines are passed along to the passenger or to the shipper for freight.

Pilot/owners are concerned that like most federal programs once in place they tend to expand and include everyone. An additional a fee-for-service on each instrument training flight in a Cessna 172 would put a huge damper on training.

Many agree an increase in the current tax on jet fuel would result in similar income with no added collection costs. It's been said, this separate fee would require an office load of bureaucrats to manage collections. If you are interested and concerned you may email, Dana Hyde at the [White House](#) or your congressional representative. → <http://www.whitehouse.gov/omb/>



“Say Again”

So the story goes

A number of years ago, the Boeing Aircraft Company in cooperation with NASA built a gun to propel a four-pound dead chicken at aircraft windshields to simulate a bird strike and test the strength of the windshield.

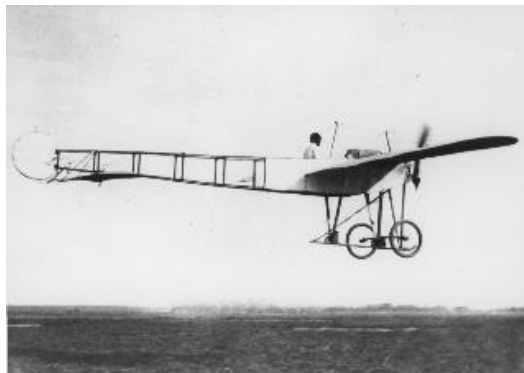
British engineers heard about its success and contacted NASA. Their purpose was to test the windshields of their new high-speed trains. NASA sent a gun to the UK. When the gun fired, the engineers were shocked. The high velocity chicken shattered the shatterproof windshield, crashed through the control console, snapped the engineer’s seat back in two pieces and embedded itself in the breaker panel on the back wall of the compartment.

The Brits wired NASA the disastrous result of the experiment along with the design specs of the windshield and asked for suggestions.

NASA responded with a one-line memo, “Defrost the chicken.” →

Mystery Airplane

Can you identify this airplane?



The first member wins a MAPA cap.
Email your answer to email@mlbpilots.org

There were no winners for the January mystery airplane. It was the XP-81 aka YP-81 built by Consolidated- Vultee in 1944 as a long-range bomber escort for the USAAF. It was a disappointment. Due to problems during development, the turboprop engine was not ready for installation by the January 1945 completion date. Therefore, the company installed a P-51D Merlin engine package in place and by February, it was undergoing testing at Muroc Army Air Base what is now Edwards Air Force Base. Finally, a GE TG-100 turboprop engine was installed but the performance was not as good as the Merlin engine. By this time, we had captured the islands of Guam and Saipan and that removed the need for a long-range high-speed escort. The end of hostilities with Japan cancelled the program and the two prototypes eventually went to the US Air Force Museum at Wright-Patterson in Dayton, Ohio where they remain in storage. → http://en.wikipedia.org/wiki/Consolidated_Vultee_XP-81



Aviation Maintenance Alert

Beechcraft: V35A; Cut Rudder Control Tube; ATA 2720

A general aviation submitter says, "During the performance of an Annual Inspection, an IA (*Inspection Authorization*) found the right ruddervator trim control cable was routed incorrectly and had cut through the right ruddervator control tube (approximately 75%). The tube also had signs of a crack originating from the damaged section of the tube (cut area), and had begun to bend due to weakening of the tube as it was being cut. There was no maintenance entries noted in the log book to determine when this may have occurred." (*If this doesn't rate a steak dinner reward...nothing does!—Ed.*) → https://www.faasafety.gov/files/notices/2012/Jan/2011_12_Alert_BonanzaCableCutterbrief.pdf

Schedule

- Feb. 11-12.** **Melbourne, FL. AOPA FIRC.** Hilton Rialto Place. Time to renew your CFI? <http://www.aopa.org/asf/seminars/seminar.cfm?FA=FIRC>
- Feb. 18.** **Valkaria, FL. (X59) Valkaria 2012 Air Fest.** Performers include Corky Fornof, Gene McNeely, Patty Wagstaff, Fred Cabanas, Roy Davis and many others. <http://www.valkariaairfest.org>
- Feb. 23.** **Melbourne, FL. AOPA ASI.** Topic: Wanted Alive. Reining in the Fatal Accident Rate. Hilton Melbourne. http://www.faasafety.gov/SPANS/event_details.aspx?eid=41926&caller=/SPANS/events/EventList.aspx
- Mar. 9-11.** **Titusville, FL. (KTIX) TICO Warbird Airshow.** Theme Doolittle's Raiders 70th Anniversary. <http://www.vacwarbirds.org/>
- Mar. 23-25.** **New Smyrna Beach (KEVB) 3rd Annual Balloon and Sky Fest.** <http://seasideballoonfest.com/>
- Mar. 24-25.** **Flagler Beach. (KXFL) Wings over Flagler.** <http://www.wingsoverflagler.com/>
- Mar. 24-25.** **Punta Gorda, FL (KPGD) Florida Int'l Airshow.** <http://www.floridaairshow.com/index.html>
- Mar. 27-Apr 1.** **Lakeland, FL. (KLAL) Sun 'n Fun. 36th Annual Fly-in.** www.sun-n-fun.org
- Apr. 28-29.** **Ft Lauderdale, FL Lauderdale Airshow.** Thunderbirds. <http://lauderdaleairshow.com/>
- July 23-29.** **Oshkosh, WI. (KOSH) 2112 AirVenture.** www.airventure.org



NOTAMS

A free service to members

If you have NOTAMS of interest for the members of MAPA, e-mail your items to NOTAMS@mlbpilots.org. Please notify us when your ad is no longer required.

MEMBERSHIP DUES

Your membership dues are for the calendar year. If you change your mailing or email address during the year please notify the Secretary by mail or email: email@mlbpilots.org. If your dues are overdue, membership will expire on March 1. Please renew your membership in December, and make your check payable to "MAPA" and mail to MAPA, P.O. Box 702, Melbourne, FL 32902. DUES REMAIN \$15. Thanks.

MEMBER PROFILE

Please keep your member profile up-to-date, **particularly your email address**. Send any change to email@mlbpilots.org. Complete your name and any changes you need to make. We need your correct email address and any other information you would like us to have. All information stays with us. Guaranteed!

Sale, Trade, Swap, Good Deals, Rentals, Services, Wanted, & Freebee Stuff

FIT Aviation offers a **.10¢ per gallon discount** on fuel to all MAPA members.

LoPresti Aviation at Sebastian Airport (X26) is offering up to a 30% discount with advance reservations on annual inspections. For every month in advance that you book your annual, receive a 5% discount up to 30%. This could mean substantial savings on your annual. Discount applies only to the inspection, and normal charges will apply for parts and/or repairs. Owner assisted Annual inspections are also welcome. Please contact them for more information at 1-800-859-4757 or email ed@loprestiaviation.com

Flight Instruction. Justin Wesley, Aviation Mentor, CFI, CFII, MEI offering flight instruction. Flight Reviews, IPC, or Safety pilot. Call 321-759-8418 or email at pilotjjw@yahoo.com

1960 Beech Travel Air BE-95A. 4380 TTA, 850 SMOH Left, 950 Right. New Props. King KX170, KX175. IFR Certified. Four place intercom. Dual Yoke, New Interior, New Side Glass, Hangared KMLB. Call Harold 321-725-9369

The Indian River Flying Club. Fly our C172 in MLB for IFR training or local sightseeing. Try our C152 based in Valkaria for low cost training. Or, fly our PA-28, Archer with a Garmin 430 GPS from MLB for local or long distance flights. Nominal deposit with reasonable monthly dues. Web www.fly-irfc.com Contact Membership Chair Casey Allen, cmallen4@gmail.com

1976 Piper Lance. 3035 TT, 660 SMOH with new Lycoming cylinders. NDH, one pilot/owner since 1983 (third owner). Always hangared. Factory air conditioning, Knots-2-U fairings and gap seals, GAMI injectors, HSI, Storm scope, Auto control IIIB (coupled), JPI digital fuel flow, Insight GEM, Standby electric vacuum pump, radar alt, electric elevator/aileron trim. 6 forward facing seats and 7th child seat. Call Jerry Trachtman, (321) 723-8281 (office), (321) 795-1459 (cell).



Tailwheel training! Frank Gallagher, MAPA member, is offering tailwheel training in his beautifully restored 1947 PA-12 Super Cruiser, based at Valkaria Airport, X59. In Frank's opinion, this is the best of all the Piper Cub series due to its 3 place interior, cockpit width, and electrical systems. For more information call Frank directly at 321-626-4438, or write him at aerovalkaria@aol.com, or visit his website at www.AeroValkaria.com. Training includes a tailwheel book with a syllabus that Frank has written. "Real pilots fly taildraggers"!



1956 Classic "Straight Tail" Cessna 172. N7050A Ser.# 29150 TTA 3,061 STOH 191 Millennium cylinders, pistons, new bearings, etc. Lower case, crankshaft inspected and in excellent condition. All Logs, NDH, Fresh Annual. New Imron paint & interior in 2001. STC for auto gas. Cleveland's, Dual Collins Nav/Com, VIR-351/VHF-251. Collins ADF-650, Collins TDR-950 Mode C, Garmin 295 GPS. Spare parts including extra radios, etc. \$25K OBO Based Valkaria Airport. Call Al Malerk 321-543-8345 albertmalerk@comcast.net



AVAILABLE – 50% ownership share in Cessna 172 for \$12,500 OBO! The plane is hangared at Valkaria Airport. Be able to fly whenever you want for lowest possible cost. Call Mark at 321-725-5585 or e-mail at mlenhart@cfl.rr.com for details.

Partners Wanted. Need three or four partners to form a non-profit flying club to purchase a new or used LSA to be hangared at Valkaria Airport. The primary objective of this club will be to give its members the opportunity to own and fly a modern airplane at the lowest possible cost under the Light Sport Program. The LSA we purchase will be decided upon by mutual agreement of the partners. The initial investment from each partner will be in the \$15,000 - \$20,000 range with ongoing fixed costs shared equally by the members. The operating costs will be covered by a per hour charge to the member(s) doing the actual flying. Anyone interested call Mark Lenhart 321-725-5585 mlenhart@cfl.rr.com or Al Malerk 321-543-8345 albertmalerk@comcast.net

1976 Cessna 172M; 890 hrs SFRMAN; Lycoming O-320E2D (150hp); 8 gal hr; Long-Range fuel - 52gal mains (C182 Tanks); 17gal aux in rear of AC. STOL kit; mogas STC; Comm1 – King KX155 TSO; Comm2 – King KX170; King KR85 TSO ADF; King KT76A with mode C; Apollo GX50 GPS; AccuTrack II auto pilot; Audio Panel King KMA20 TSO; 4 place intercom system; \$39k OBO; based South T’s MLB. Contact John Fahnestock: johnf@cfl.rr.com
321.213.4559

Available: ½ of a large hangar at Valkaria. EAA Chapter 1288 has a large end hangar next to the pilot lounge that will accommodate a high-wing single. Tenants would have to become Chapter members. \$20 per year. Rent \$250 per month. Contact Mike Whaley merlin@ov-10bronco.net

HANGAR FOR SALE. Box hangar on the North side of MLB. Floor and walls are painted and it has a half bathroom. \$95K Contact Marc Morrison email mmmorrison@gmail.com



Wind Garden Products. Airplane Spinners for the garden. Profits go to “Young Eagles” and “Toys for Tots.” For photos, pricing and information Tony Yacono 321-302-2251

[ANGEL FLIGHT SOUTHEAST](#)

Need pilots and ground personnel for missions to provide transportation for Organ transplant candidates, Chemotherapy and other repetitive treatment, Homeland security and emergency disaster relief, etc. Contact 800-352-4256 or locally Stan Williams: spoiler500@aol.com

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