

# The SPACE COAST AVIATOR



**March 2024**

## **Fly Inn**

**Saturday March 9, 0830 EST  
Southern Sisters Cafe  
2242 Sarno Road**

## **KMLB**

**Runway Safety Action Team  
& Airport Operations SAFETY Update!  
Thursday, March 28, 2024, starting at 19:00 EDT  
FIT Aviation, 801 Harry Goode Way, Melbourne, FL 32901**

**M**elbourne Airport Operations personnel will discuss the significant increase in Airline Operations, Flight Training operations, new construction and expansion of current facilities, and its effects in the last 12-24 months, and what is to be expected in the coming months.

KMLB ATCT personnel will present 2024 Runway Safety Action Team (RSAT) information to include activity, personnel changes and operational constraints during current local construction.

Q & A will follow. **BRING YOUR QUESTIONS!** Wings credit available.

Refreshments by MAPA and door prizes

For event details and registration click here: [FAASafety.gov](https://www.faa.gov/safety) →

## **A Marine Robotics Company Hopes Earhart Mystery Is Solved**

### **Going back for a better look**

**T**he combined efforts of marine archaeologists and robotics experts believe they may have solved one of history's greatest mysteries: what happened to Amelia Earhart. On July 2, 1937, Earhart and her navigator, Fred Noonan, were flying in a Lockheed Model 10 Electra when they lost contact with the U.S. Coast Guard.

Deep Sea Vision (DSV), a South Carolina-based marine robotics company, believes it may have an answer. CEO Tony Romeo, alongside his brother Lloyd Romeo, believed in the "Date Line" theory proposed by former NASA employee and amateur pilot Liz Smith. This theory states that Earhart's failed flight was due to her and Noonan forgetting to turn the calendar back a day as they crossed the International Date Line, which is an important calculation in celestial navigation. The mistake would have caused westward navigational errors of around 60 nm.

Following Smith's projections for where Earhart's plane could have been located, DSV used its HUGIN 6000 submersible vehicle to scan the ocean floor with sonar technology. After some searching, it discovered contours and shapes that resembled Earhart's aircraft. The exact location a secret. The findings have also caught the eye of the Smithsonian, one of several organizations tasked with verifying the company's claim.

"We are intrigued with DSV's initial imagery and believe it merits another expedition in the continuing search for Amelia Earhart's aircraft near Howland Island," said Dorothy Cochrane, curator of the aeronautics department at the Smithsonian's National Air and Space Museum. → [Ainonline.com](https://www.ainonline.com)

## Changes Initiated for Mexico's Private Aircraft Entry

### Adios to annual entry permits

**M**exico's civil aviation authority (AFAC) has discontinued its annual entry permit for private aviation, with aircraft operators and aircraft only able to obtain single-use permits.

According to Juan Muniz, lead global regulatory service specialist with trip support provider Universal Weather and Aviation, the single- and multiple-entry permits have been replaced with a single-entry authorization (AIU), which is valid for 180 days. It will be issued to the aircraft on arrival at the destination, but local authorities must still be provided with the flight, aircraft, and crew information ahead of time.

This change resulted from modifications to the country's civil aviation laws and removed the multiple entry permits in an attempt to crack down on illegal charters operating in Mexico. → [ainonline.com](http://ainonline.com)

## New Arrival Alert Notices Published

### Expands a safety tool

**L**ast month, the FAA took another proactive step to address wrong surface events by publishing new Arrival Alert Notices (AAN). AANs provide a graphic visually depicting the approach to a particular airport with a history of misalignment risk as well as language describing the misalignment risk area.

Wrong surface events continue to be a focus area for the FAA as they can present a significant safety risk. The FAA has taken several steps to address wrong surface events but there is still a need to provide a more permanent awareness of these events, especially to GA pilots, who comprise 83 percent of wrong surface events. Many wrong surface events occur during the daytime and in visual meteorological conditions, and the majority of the time, the pilot has read back the correct landing clearance. AANs can serve as an additional planning and awareness tool for pilots.

The AAN effort started in 2022 by evaluating the top 40 airports for wrong surface arrival risk. AANs were developed for 12 facilities and released in the May 19, 2022, charting cycle, which were then tested for a one-year period. AANs were determined to be successful in mitigating wrong surface landing risk and the agency recently published 28 new AANs, expanding the total AAN library to 40. Learn more about AANs and view a map of available locations at [www.faa.gov/airports/runway\\_safety/hotspots/aan](http://www.faa.gov/airports/runway_safety/hotspots/aan). →

## Alaska 737-9 Door Plug NTSB Preliminary Report

### Bolts Left Behind At Boeing.

**F**uselage and door plug manufacturer Spirit AeroSystems shipped the affected fuselage with several damaged rivets just in front of the MED plug that blew out, the NTSB found. The fuselage arrived at Boeing's Renton, Washington, 737-production facility on Aug. 31. A day later, Boeing flagged the rivet problem and ordered it repaired.

Spirit workers assigned to the 737 factory completed the work on Sept. 19, the NTSB said. However, the bolts were apparently never replaced, setting the stage for the Alaska accident.

A Boeing-supplied photo taken before the work started shows the retaining bolts in place. Photos pulled from communications between Boeing "team members" sent just after the rivet fixes were done and included in NTSB's report show a photo of the plug in the closed position without the bolts. It is not clear whether Boeing or Spirit personnel were ultimately responsible for putting the bolts back.



Fallout from the accident and related quality problems at Boeing and Spirit have both companies under intense scrutiny. The FAA has sent a team to Renton to inspect aircraft and records as part of a wave of new surveillance and review of 737 MAX production. It also is limiting deliveries of newly built 737s to 38 per month.

Boeing president and CEO Dave Calhoun in response to NTSB's preliminary report on the blowout door plug said, "Whatever final conclusions are reached, Boeing is accountable for what happened."

Boeing has added internal inspections as well as more oversight in Spirit's Wichita factory as it struggles to get its arms around chronic issues within its walls and those of its most important supplier. → [Aviationweek](http://Aviationweek)

# GPS Jamming and Spoofing Explained

## ICYMI

**JAMMING:** GPS jamming is a technique that uses a transmitting device to interfere with GPS satellite signals. It can affect navigation systems in vehicles, aircraft, ships, and can potentially lead to accidents or loss of life.

GPS jamming is a relatively uncomplicated technique that simply involves producing an RF signal strong enough to drown out the transmissions from GPS satellites. The receiver would apparently go dark as if turned off.

Jamming can be used e.g., by DOD to protect airspace around a sensitive area such as, the Navy fleet, a combat area or missile launch site, a prohibited area (P-40) the President's retreat in Maryland, (P-56) the Capital Complex, Washington DC.

**SPOOFING:** GPS spoofing on the other hand is nefarious. Spoofing is when a counterfeit radio signal is transmitted to a receiver antenna to counteract and override a legitimate GPS satellite signal. It is often a form of cyberattack perpetrated by bad actors attempting to steer goods or people off course. It can be used to steal shipments, send boaters into the hands of pirates, or project a false location on the surface or aircraft in-flight.

Spoofing came-to-light in recent months in aviation by aircrews experiencing anomalies in GPS/GNSS on routes near the borders of Iran. Apparently, it may have been an attempt to draw the aircraft into Iranian prohibited airspace. Possibly for shoot down.

Mentour Now put together a 22-minute video to explain a growing issue in aviation. → Video: [Spoofing at work](#)

## APG Launches NaviGuard App

### A GPS/GNSS anomaly detection

**A**ircraft Performance Group (APG), a leading provider of performance, weight and balance, and flight planning solutions for the aviation industry, introduces NaviGuard, a **free**, standalone GPS anomaly detection and verification iOS app designed to address the growing concern of GPS spoofing and jamming incidents worldwide.

The FAA recently published a [Safety Alert for Operators](#), [[SAFO 24002](#)] advising flight crews to monitor their onboard equipment and to be prepared to fly without satellite navigation. NaviGuard offers a crucial solution to safeguard flight operators from spoofing threats. The app detects abnormal GPS readings on iPads and verifies GPS data using radio navigation.

Notable features of NaviGuard include:

**Anticipate Problems:** Real-time monitoring of problem areas enables pilots to foresee and circumvent issues stemming from GPS spoofing and jamming before they occur.

**Set Active Alerts:** Proactive in-app notifications alerts pilots of known danger zones during flights, presenting the option to reroute or proceed with complete awareness of potential hazards.

**Plot & Confirm:** In-flight GPS coordinate verification by mapping relative to Navigational Aids (NAVAIDs), removing any uncertainty about location accuracy.

FMI on NaviGuard <https://www.flyapg.com/NaviGuard> →

## Piper Unveils M700 Fury M-class Turboprop Single

### Certification expected by April

**P**iper unveiled its latest generation of its M-class single-engine aircraft, the turboprop **M700 Fury**, which replaces the M600SLS. FAA certification is expected by April. Customer deliveries will start in the U.S. immediately following FAA certification and internationally before year-end, according to Piper.

The six-seat M700 shares similar features of the M600SLS; including Garmin G3000 avionics with Autoland, but it is powered by a 700-shp Pratt & Whitney Canada PT6A-52 with a five-blade Hartzell propeller. A 100shp up from the M600's PT6A-42A, which has a four-blade propeller. Piper also chose Garmin's PlaneSync 4G LTE cellular datalink technology, which will allow M700 owners to check fuel quantity, aircraft location, oil temperature, battery voltage, and the Metar weather report at the M700's location and download databases wirelessly and remotely.

The engine delivers better performance during climb and at high altitude and significant improvements in takeoff and landing distance. Range increases to 1,852nm, max cruise speed 301kts a significant improvement over the M600.

Base price of the M700 Fury is \$4.1 million; typically equipped, it is \$4.3 million. → [Piper M700](#)



## Garmin to End Support Service for 430/530 Nav/Com

When replacement parts run out, that's it.

**T**he GNS 430 first came out in 1998 and now the parts bin is running low. In a statement, Garmin advised, “due to multiple component availability limitations, comprehensive repair service for Garmin’s GNS 430(W) and 530(W) series is estimated to become limited in the years ahead. This includes all GPS/COM and GPS-only variants, as well as all WAAS models. Initially, these limitations are estimated to impact a small percentage of repairs on early devices in 2024.”



They will continue their support until serviceable components become unavailable. The company added that products that Garmin must return as unrepairable due to the announced unavailability of repair parts would incur a \$500 processing fee per unit. Ouch! → [AVweb](#)

## Pilot Shortage?

**Depends on whom you ask**

**T**he ALPA is touting updated data from the FAA showing the agency issued 11,225 airline pilot certificates (ATP-MELs) during the 2023 calendar year, exceeding analyst forecasts and airline demand for new aviators.

This is the second year in a row that pilot production numbers are breaking records. In addition to the impressive pilot production numbers, the number of certified flight instructors totaled 93,567, a nearly 20 percent increase over 2019, further demonstrating that the airline pilot pipeline remains strong and robust – and there is no need to make unstudied, arbitrary changes to U.S. aviation safety regulations.

According to ALPA, increasing the pilot retirement age to 67 is unnecessary will disrupt airline operations, increase ticket prices, upend collective bargaining agreements, and create a cascading and costly training backlog.

FMI: [ALPA.org](#) →

## Challenger crew honored

**Actions likely saved lives**

**T**he Naples Airport Authority (NAA) honored the crew of the Bombardier Challenger 604 [Hopajet 823] that crashed after experiencing a dual engine flameout on approach to Naples Airport (KAPF) Friday, February 9. The crew, Ed Murphy and Fred Hofmann died in their attempt to land in the median of I-75 in a densely populated area of Naples. Their actions likely saved the lives of the flight attendant, Sydney Ann Bosmans, their 2 passengers and a number of people on the ground. The three survivors were transported to an area hospital for treatment of their injuries.

The authority also thanked the air traffic controllers and first responders “who acted promptly when the pilots reported an emergency.” → [Ainonline.com](#)

## See the Eclipse from 30,000 feet

**A once in a lifetime**

**D**elta Airlines Flight 1218 scheduled from Austin TX to Detroit MI on April 8, 2024 to view the eclipse from 30,000 feet. Tickets for the one-way flight were listed at \$1,129 purchased through the airline’s website. Chosen for this unique flight was the Airbus A220-300, as it boasts the largest windows of Delta’s narrow body fleet.

The schedule; depart Austin at 12:15 p.m. CT and land in Detroit at 4:20 p.m. ET. This flight is specifically meant for enthusiasts who want to experience the shadowy dance of a total solar eclipse at its dramatic peak.

If you missed this, Delta travelers will also have eclipse-viewing opportunities on the following: so don’t forget your protective viewing glasses:

- DL 5699, DTW-HPN, 2:59 pm EST departure, ERJ-175
- DL 924, LAX-DFW, 8:40 am PST departure, A320
- DL 2869, LAX-SAT, 9:00 am PST departure, A319
- DL 1001, SLC-SAT, 10:08 am MST departure, A220-300
- DL 1683, SLC-AUS, 9:55 am MST departure, A320 → [Delta](#)

## Advanced Air Mobility Update

The FAA has approved Joby Aviation’s electric air taxi propulsion certification plan. In a story that ran in FLYING magazine on February 9, staff writer Jack Daleo reports that the approval defines how Joby will demonstrate its electric propulsion system complies with FAA regulations.



This is an important step in receiving type certification for its Advanced Air Mobility (AAM) eVTOL design. Joby’s zero-emission air taxi is designed for a pilot to fly as many as four passengers on 100 sm (87 nm) trips at cruise speeds as fast as 200 mph (174 knots), while producing a “fraction” of the noise emitted by helicopters. The company requires type certification before its intended commercial launch in 2025, in partnership with [Delta Air Lines](#).

Joby announced on February 11, 2024, it has signed a definitive agreement with [Dubai’s Road and Transport Authority](#) (RTA) to launch air taxi services in the Emirate by early 2026, with Joby targeting initial operations as early as 2025. → [Joby](#)

## DOJ Lawsuit Against a Drone Operator Careless and Reckless

The DOJ is going vocal that it has filed a complaint in the U.S. District Court, against a Philadelphia man for flying a drone “unlawfully and unsafely in the Philadelphia area between at least December 2019 to the present, in violation of Federal Aviation Administration requirements. The allegations regarding unsafe sUAS flights in violation of FAA regulations are described in detail in the complaint. The United States alleges that, during certain flights, he improperly operated the sUAS inside of controlled airspace near the Philadelphia International Airport, over people and cars, and, in at least one instance, lost control of the sUAS, causing it to fly uncontrolled over Philadelphia.



The FAA had warned him in writing and provided him with counseling and education regarding requirements for safe operations of a sUAS under the FARs. The United States alleges that he nonetheless has continued to operate sUASs illegally and in a careless or reckless manner, that endangers others. “Failing to adhere to the safety requirements for flying drones endangers people and property,” said the U.S. Attorney.

The United States seeks substantial civil penalties (apparently in the neighborhood of \$200K) and an injunction to prevent additional illegal conduct. → [Justice.gov](#) [aero-news.net](#)

## Measuring Success with the Compliance Program Addressing safety concerns

The Compliance Program has changed the way the FAA approaches regulatory oversight. Since 2015, the Compliance Program has helped the FAA take over 44,000 compliance actions to address safety concerns. In addition, since fiscal year 2020, FAA’s Flight Standards took compliance actions over 80% of the time when addressing regulatory noncompliance. Dive into the data and learn more about how this program is making an impact in the article “Measuring Success” at <https://medium.com/faa/measuring-success-89d08c4665e3> in the Jan/Feb 2024 issue of FAA Safety Briefing.



See the entire Compliance Program-themed issue at [www.faa.gov/safety\\_briefing](http://www.faa.gov/safety_briefing). →

## Republic Airways Offers Direct Entry Captain/First Officer

Republic Airways is a sponsor of the FLYING daily newsletter and has a running ad in AOPA daily smart-brief that publicizes their direct entry pilot contract. It offers upgraded pay and benefits, plus a chance to earn up to \$100K in sign-on bonuses to Direct Entry Captains upon successful completion of Captain Operating Experience (Captain OE). Included is First Officers with competitive pay, benefits like accelerated training, professional development and a fast track to Captain. The fleet is Embraer 170 and 175s and operate for American, Delta and United.

The advertisement offers an opportunity to build a rewarding career at Republic, or transition to the three mainlines through their strong partnerships with **American, Delta, and United**. The ad says, “Find the path that's right for you, and discover the Republic difference.” → FMI: [Careers.rjet.com](#)

## Measuring Success with the Compliance Program

### Addressing safety concerns

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## Dangerous Laser Strikes Increase to Record High

### Can cause permanent eye injury

**D**angerous laser strikes topped all previous records in 2023. The FAA received 13,304 reports from pilots last year, a 41% increase over 2022. A scroll through Google indicates a number of folks have been caught, convicted and sentenced from 8 months to 5 years in prison and fined for shining a laser at aircraft. It is a federal crime and shining a laser at an aircraft is a serious safety threat. Many types of high-powered lasers can incapacitate pilots, many of whom are flying airplanes with hundreds of passengers. Pilots have reported 313 injuries since the FAA began recording data on laser strikes in 2010.

The FAA strongly encourages the public to report laser strikes to the FAA and local law enforcement agencies at [faa.gov/aircraft/safety/report/laserinfo](http://faa.gov/aircraft/safety/report/laserinfo).

Lasers can do permanent damage to the eye. Learn more about the dangers of lasers by visiting [faa.gov/about/initiatives/lasers](http://faa.gov/about/initiatives/lasers) and by reading the article "Blinded by the Light" here: [medium.com/faa/blinded-by-the-light-4879e10fe619](https://medium.com/faa/blinded-by-the-light-4879e10fe619). →

## "Florida Aviation Network Presents Plane Time - **Session A** with Gene Conrad"

The Florida Aviation Network hosts the 'Plane Time' Live Free Broadcast!

**Saturday, March 9, 2024 at 09:30 EST**

**T**he Florida Aviation Network (FAN) is broadcasting this popular aviation safety talk show that is recorded "Live". All aspects of aviation could be discussed; however, we plan to emphasize the often-overlooked aviation maintenance side of things. Make time to view and enjoy "Plane Time" - It might even save your life. Watch with a friend! The special guest for this show is Gene Conrad. Gene is the President and CEO of Aerospace Center for Excellence and SUN 'n FUN. Gene will be speaking about the **plans for the exciting SUN 'n FUN Aerospace Expo 50th Anniversary Show**.

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **Orlando FSDO FAA Safety Team** Select Number: SO15126864  
WINGS/AMT : Advanced Knowledge 2 - 1 Credit AMT: 1.00 [Click here to view the WINGS help page](#) →

## "Florida Aviation Network Presents Plane Time - **Session B** with Dr George Bartuska"

Florida Aviation Network hosts their Plane Time Free broadcast!

**Saturday, March 9, 2024 at 11:00 EST**

**T**he Florida Aviation Network (FAN) is broadcasting this popular aviation safety talk show that is recorded "Live". All aspects of aviation could be discussed; however, we plan to emphasize the often-overlooked aviation maintenance side of things. Make time to view and enjoy "Plane Time" - It might even save your life. Watch with a friend! The special guest for this show is Dr. George Bartuska, "The Weather Guy". George will be speaking on **Structural and Systems Icing**.

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **Orlando FSDO FAA Safety Team** Select Number: SO15126883  
WINGS/AMT Programs: Basic Knowledge 1 - 1 Credit [Click here to view the WINGS help page](#) →

## Senate wants Air Tours under Part 135

### Alphabet groups: “Unnecessary regulation and financial burden”

**T**he U.S. Senate version of the FAA reauthorization Act (S.1939) would require nonstop sightseeing and skydiving flights to operate under Part 135 something not included in the House version. All aviation alphabet associations warned that if the Senate bill were enacted, it would “have significant and insurmountable direct impacts on thousands of small general aviation businesses and the airports at which they operate” and would “negatively impact those conducting air tours and sport parachuting operations.” These now operate with an FAA issuance of a letter of authorization under Part 91.147.

Citing the high costs and regulatory burden associated with obtaining and maintaining a Part 135 certificate, the groups maintained that the requirement “would be nearly impossible and financially unattainable for these small businesses, resulting in their likely closure.” Further, it would overburden the FAA, tax its resources, and be harmful to its overall mission of aviation safety. → [AVweb](#)

## Sun’n Fun Safety Forums

### FAA forums will run daily from 8:30 a.m. - 3:30 p.m.; typically 1 hour long

**T**he safety forums will be held at the FAA Safety Center (aka "Orlando Field Office") that is centrally located on the Sun-n-Fun grounds at the corner of Laird Drive and Sun-n-Fun Road. It is the large tan building with the rooftop deck. Forums entrance is on the west side of the building.

The forums will run Tuesday through Saturday and are free. Sun’n Fun however, requires an entrance fee to the grounds. First forum begins Tuesday, April 9, 2024, starting at 08:30EDT. FMI: [Forum list and schedule](#)

Most safety forums qualify for WINGS/AMT credit. If you have a question regarding credit or perhaps becoming a participant in the WINGS program, see one of our Safety Team specialists in the forums area or on the web at [www.faasafety.gov](http://www.faasafety.gov). Sponsored by the National FAA Safety Team.

Planning to fly in? Be sure to read the NOTAM there are changes. – [SUN-n-FUN NOTAM](#) →

## Replacement of Rudder on High Wing Pipers

### AD or SAIB that is the question

**T**he FAA issued a NPRM for an AD on high wing Pipers rudders. It was a result of the rudder structure failure on a Piper PA-12 Super Cruiser and a PA-14 Family Cruiser in Alaska. It requires the replacement of the rudderpost on PA-12, PA-14, J4 Coupe and PA-18 Super Cubs about 31,000 Piper aircraft. Identified is, any rudderpost made of 1025 carbon steel be replaced with rudders that have posts made from 4130 low-alloy steel. Piper switched from 1025 to 4130N in 1974. The agency estimated the work, equipment and labor, to be about \$3,000 per airplane and \$92,976,000 on all airplanes.

Most will agree replacing the rudderpost would cost substantially more than what the agency estimates. Additionally replacing the rudderpost on 31,000 airplanes for issues with two airplanes is over-reaction.

EAA sent a letter to the FAA requesting the agency rethink the AD and, issue a Special Airworthiness Information Bulletin (SAIB) instead. → [AVweb](#)

## Protecting Your Pilot Certificate

### What’s legal and What ain’t

**T**he FAA and Aircraft Owners and Pilots Association (AOPA) discuss protecting your pilot certificate in the new WINGS-credit course ALC-1093, **Cost Sharing, Time Building, and Posting on Social Media**.

The first chapter of the course covers important information that pilots and aircraft owners need to know and understand regarding flying passengers and property safely and legally.

The second chapter is about building time, which is not as intuitive as cost sharing and pertains to flying to build time and experience. It explores topics like whether you can fly your airplane and be reimbursed by your company.

The third chapter covers important information that pilots and aircraft owners need to know and understand when it comes to posting on social media, holding out for compensation or hire and, what may be used, as evidence should safety regulations be compromised.

Take the course at <https://bit.ly/alc-1093> and get WINGS pilot proficiency credit! Make sure to leave us feedback after taking the exam.

— FAA Safe Air Charter Team, [safeaircharter@faa.gov](mailto:safeaircharter@faa.gov) Notice Number: NOTC3456 →

## Aviation History for March

### Speed-read or click the date

- [March 1, 1912](#). Capt. Albert Berry makes the first parachute jump from a Benoist aircraft piloted by Tony Jannus. Over Jefferson Barracks, St. Louis, MO.
- [March 1, 1932](#). The 20-months-old son of Charles Lindbergh is kidnapped from the family home in Hopewell, NJ.
- [March 2, 1918](#). Lloyd Andrews Hamilton becomes the first American to receive a commission in the Royal Flying Corps. Assigned to RAF No. 3 he becomes an ACE in June flying a Sopwith Camel.
- [March 2, 1949](#). Capt. James G. Gallagher, with a crew of 14 aboard the B-50A "Lucky Lady II" of the 43<sup>rd</sup> Bombardment Group, completes the first nonstop 23,452 miles round-the-world flight of 94 hours 1 minute with 4 refuelings with KB-29 before landing back at Carswell AFB, TX.
- [March 3, 2005](#). The Steve Fossett becomes the first person to fly an airplane around the world solo nonstop without refueling, flying 25,000 miles in 67 hours and 2 min.
- [March 3, 1911](#). With Capt. Benjamin D. Foulois navigating a course and Phillip Parmelee at the controls, the Wright "Model B flyer" on loan from Robert F. Collier sets an official United States cross-country record from Laredo to Eagle Pass, Texas. It flies the 106 miles in 2 hours 10 minutes.
- [March 3, 1919](#). Airplane builder William E. Boeing and Eddie Hubbard of Hubbard Air Service make the first international airmail flight from Seattle, WA to Victoria, BC, Canada.
- [March 5, 1962](#). A Convair B-58 breaks three records during a round trip between New York and Los Angeles in 4 hours 41 minutes 14.98 seconds. The fastest trans-continental crossing between Los Angeles and New York in 2 hours 58.71 seconds at an average speed of 1,214.65 mph.
- [March 6, 1990](#). The SR-71 Blackbird made its last flight, from Palmdale, CA, to Dulles Int'l Airport in world record time of 1 hour 4 min 20 seconds, at an average of 2,124 mph.
- [March 8, 2014](#). Malaysia Airlines Flight 370, a Boeing 777, disappears during a flight from Kuala Lumpur to Beijing; the cause is unknown aircraft not found.
- [March 9, 1950](#). CAA awarded its largest contract in history for the purchase of 450 DME ground stations. The \$4,210,750 contract to the Hazeltine Electronics Corporation.
- [March 10, 1966](#). The Congressional Medal of Honor awarded to Maj. Bernard Fisher for landing and rescuing a fellow pilot in his Douglas A-1E, Skyraider, in Vietnam.
- [March 15, 1913](#). The United States Army forms the 1st Aero Squadron under Capt Charles Chandler at Texas City to scout for Mexican incursions along the border.
- March 15, 1947. CAA established, airport traffic control zones having radii of three or five miles.
- [March 19, 1910](#). Orville Wright opens the first Wright Flying School in Montgomery, Ala., on a site that will later become Maxwell Air Force Base.
- [March 19, 1912](#). The Army Signal Corps buys their first Curtiss Scout airplane.
- [March 19, 1909](#). The International Aero and Motor-Boat Exhibition opens in London. Among the exhibits is a Wright airplane advertised for sale at \$7,000
- [March 20, 1922](#). First aircraft carrier, USS Langley, commissioned. Converted from a bulk cargo ship USS Jupiter.
- [March 23, 1903](#). The Wright brothers file an application for a patent for an airplane based on the design of their Glider No. 3.
- [March 21, 1983](#). First all-female USN aircrew to conduct an operational mission, in a Grumman C-1 Trader landing on USS *Ranger*. Lt Elizabeth Toedt, LTJG Cheryl A Martin, AD3 Gina Greterman, ADAN Robin Banks
- [March 24, 1920](#). The first USCG Air Station established at Morehead City NC. Closed end of first year due to lack of funding.
- [March 28, 1931](#). Boeing Air Transport, National Air Transport, Varney Airlines and Pacific Air Transport combine as United Air Lines, with coast-to-coast passenger service and mail service. It takes 27 hours to fly the route, one way.
- [March 29, 1923](#). US Air Service Lt R. L. Maitland sets speed record of 239.95 mph in Curtiss R-6 at Dayton OH.
- [March 30, 1933](#). The Sikorsky S-42, a four-engine flying boat designed for Pan American Airways, made its first flight. The S-42, entered scheduled service on Aug 1934, weighed over 20 tons, and carry 32 passengers for 750sm.
- [March 31, 1995](#). First female B-52 pilot, 2Lt Kelly Flinn, begins training. Graduates Sept 25 and assigned to a B-52 Stratofortress Squadron, Minot, ND.





## Florida Airshows 2024

### For your calendar

Mar 29-31	Tampa Bay AirFest (KMCF) (Thunderbirds)
Apr 5-7	<del>New Smyrna Beach Balloon &amp; Sky Fest (KEVB)</del> <b>Cancelled</b>
Apr 9-14	50 <sup>th</sup> Sun-n-Fun Aerospace Expo (KLAL) (Thunderbirds)
May 3-5	Vero Beach Air Show (KVRB) (Blue Angels)
May 11-12	Fort Lauderdale Air Show (Thunderbirds)
May 25-26	Miami Beach Air and Sea Show (South Beach, Miami)
June 14-17	Tallahassee Balloon Festival (KTLH)
July 13	Pensacola Beach Airshow (KNPA) (Blue Angels)
Oct 19-20	NAS Jacksonville Airshow (KNIP) (Blue Angels)
Nov 1-2	Blue Angels Homecoming Airshow (KNPA)
Nov 2-3	Florida Int'l Airshow (KPGD)
Nov 8-10	Stuart Airshow (KSUA)



## Outtakes

**Reminder the CPPP [Cirrus Pilot Proficiency Program] at KMLB March 1-3** anticipate heavy local traffic and likely delays over the weekend. [Cirrus](#)

**The FAA has launched a thorough inspection of Boeing's 737 MAX** production lines, both at the Renton factory and at Spirit AeroSystems in Wichita. [airlinerwatch](#)

**The USAF announced it is reopening a recall program to fill 1,000** mid-career commissioned and enlisted jobs, for pilots, combat systems officers, recruiters, air traffic controllers and more. [Airforcetimes](#)

**The A-10 are being retired to storage at the “boneyard”** being replaced by the F-35 by 2029. [AirForceTimes](#)  
**NetJets and NJASAP may have a deal** the pilots are now mulling over a new agreement.

**A Boeing 747 once owned and operated by Iranian carrier Mahan Air** was handed over to the US authorities, after the country filed a complaint that the plane's sale to a Venezuelan cargo line violated sanctions. [Usnews.com](#)

**U.S. Space Systems awarded Northrop Grumman a contract to develop a refueling spacecraft.** The Geosynchronous Auxiliary Support Tanker. [Northropgrumman.com](#)

**Orbit Fab an in-space orbit refueling startup and in-space servicing specialist ClearSpace** announced a multifaceted partnership. Under a [U.K. Space Agency](#) contract, ClearSpace is designing a mission to capture two inactive U.K. satellites. [Spacenews.com](#)

**Van's Aircraft says customer support since bankruptcy filing stronger than predicted.** Company now getting back to normal business operations. [AVweb](#)

**JetBlue Airways and Spirit Airlines will be heard in June as they appeal the Jan. 16** federal court ruling blocking their \$3.8B merger. [Reuters](#)

**USAF knows what failed in fatal CV22B Osprey crash in Japan – not why.** Linked to chipping from proprotor gearbox. [Air Force Times](#)

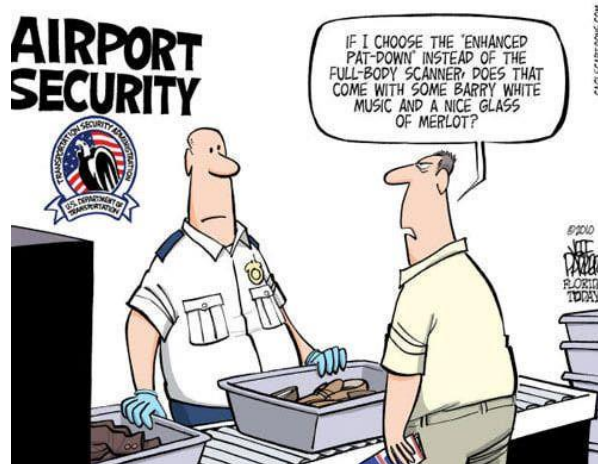
**Boeing changes leadership of 737 program.** Designed to improve quality control and image with customers. [Reuters](#)

**NetJets and Union reached an agreement in principal.** Ends finger pointing. Issues joint statement. [Aionline](#)

**NORAD: Small, “non-threatening balloon” intercepted** high over Utah Friday 2/23 by 2/26 it drifted over the Atlantic. [MilitaryTimes](#)

**Embraer announced the Phenom 300 series** has maintained its status of the world's best-selling light jet for 12 consecutive years. [Embraer](#)

## “Say Again”



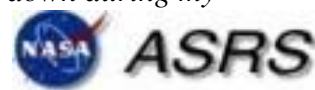
## “There I was”

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.

### A Pair Misses a Hold at Ten

This B737 crew encountered three problems common to taxi incidents - misunderstanding, assumption, and distraction. Communication and concentration could have helped them avoid an embarrassing "shuffle" off the active runway.

■ *I heard, "Taxi to Runway19," but I was not focused on the task at hand and missed the added phrase, "Hold short of Runway 10." The First Officer read back the hold short instruction (I missed it again) and he then began recalculating our takeoff data. [This] caused the First Officer to be head down during my approach to the hold short point... I had switched my attention to other things. As I taxied, I began tuning the radar and formulating a weather escape plan. I simultaneously discussed with the First Officer the bleed air and flap configurations for our heavy aircraft on a fairly short, wet runway. I was also preparing a rough mental draft of a pre-takeoff announcement about the impending turbulence on the climb out... As I approached Runway 10, I saw an aircraft in position at the other end. I assumed he was in position and hold, since I "had" clearance to cross. To my horror, as I crossed, I saw the other aircraft start rolling. I added power and got quickly out of the way.*



*In the past, I have always said aloud any hold short instruction just to reinforce it to myself. From now on, I will ask my First Officers to ensure that I repeat the hold short instruction. Additionally, I will not let myself become distracted from the task of safely taxiing the aircraft.*

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## 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 May 31, 2018, about 1920 CDT, a Cirrus Design Corp. SR22, N670SR, was destroyed when it impacted terrain shortly after takeoff from Midland Int'l Air and Space Port Airport (MAF), Midland, TX. The student pilot and passenger were fatally injured. The airplane was registered JMC Ranches, LLC, Midland, TX, and flown by the owner under the provisions of Part 91. The personal flight was originating at the time of the accident and was destined for Sierra Blanca Regional Airport (SRR), Ruidoso, NM. VMC prevailed at the accident site at the time of the accident.

Two corporate pilots were standing on the ramp outside the fixed base operator and saw the accident airplane during its initial climb. They said that the airplane climbed to about 200ft at a slow airspeed then stalled. The right wing dropped, and the airplane descended in a right turn until impact with terrain, behind the Commemorative Air Force's American Airpower Heritage Museum. A post-impact fire occurred.

The 39-year-old pilot held a Student Certificate. His most recent Class 3 medical certificate with waivers/limitations was issued on April 1, 2013. No pilot logbooks or records were found and the student's flight experience could not be determined.

The pilot's former flight instructor stated that the pilot had taken a 3 to 5 year "hiatus" from flying. He had flown with the pilot in a Cessna 172 from December 2016 to April 2017. When he last flew with the pilot, he estimated the pilot had accrued about 100 total hours of flight experience. The instructor stated that he never flew with the pilot in the accident airplane. The pilot's estimated flight time 192 hours total all aircraft and 92 hours in make and model.

According to the pilot's wife, the pilot had a horse training business, and he regularly flew the accident airplane between MAF and SRR, often with passengers.

The airplane maintenance records, both the airframe and engine received annual inspections on December 20, 2017, at a total time of 875.1 hours. At that time, the recording tachometer read 847.6 hours.

During the on-scene examination of the wreckage, all aircraft components were accounted for and there was no evidence of in-flight airframe, engine, or flight control malfunction or anomalies that would have precluded normal operation

The MAF automated weather observation at 1853 included wind from 150° at 9 knots; 10 miles visibility, clear sky, temperature 41°C, [105.8F], dew point 4°C, and an altimeter setting of 29.78. The 1952 observation included wind from 160° at 5 knots, temperature 41°C, dew point 4°C, and an altimeter setting of 29.78.

Given the atmospheric conditions, with airport elevation 2,872ft, the density altitude was 6,660ft mean sea level (msl) about the time of the accident.

The NTSB determines the probable cause(s) of this accident to be:  
An inadvertent stall, resulting in an uncontrollable descent and impact with terrain. Contributing to the accident was the high-density altitude.



## Mystery Airplane

Can you identify this airplane?



First prize is bragging rights  
Email your answer to [email@mlbpilots.org](mailto:email@mlbpilots.org)

**C**ongratulations to **John Twitchell** and **Joanne Mills** who identified the February mystery aircraft as the **Grumman A-6 Intruder** an all-weather carrier based, attack aircraft by Grumman Aerospace and led to the development of the **EA-6B Prowler**.

In 1957, a call went out from the Navy for an all-weather attack aircraft for long-range interdiction missions, with STOL capability for Marine close air support. They stressed all weather due to an absence of air support to Marines during the Korean War in bad weather. It specified a one or two engine turbojet or turboprop.

Eight companies submitted proposals with Grumman the winner. Their submission had a pair of [Pratt & Whitney J52](#) turbojet engines a crew of two in side-by-side seating for divided workload. Further, it was capable of conventional or nuclear weapons delivery using, toss bombing techniques. Grumman flight-tested the prototype on 19 April 1960.

The A-6 Intruder, all-weather attack aircraft, had a crew of two, pilot and bombardier/navigator, powered by a pair of Pratt & Whitney J52 turbojets with 9,300lbf thrust each. MTOW, 60,400lbs, max speed 640mph, Cruise 474mph, Combat range 1,010mi, Service ceiling 42,400ft, Climb 7,620ft/min, takeoff 4,530ft, land 2,540ft. Five hardpoints 3,600lb able to carry a variety of missiles and bombs or mines. Grumman produced 692 in all variants.



A-6 Intruders first saw combat during the [Vietnam War](#). The A-6B, whose primary job was the suppression of surface-to-air missiles, was an avionics modification of the A-6A with provisions for the Navy's anti-radiation missile. The A-6C had electro-optical sensors to observe and attack vehicles moving under cover of darkness. Two of the more successful variants developed were the [EA-6B Prowler](#), a specialized [electronic warfare](#) derivative and the KA-6D the tanker version. The A-6E, last model in the series, features a multi-mode radar and an improved computer.

The Intruder has been the mainstay of the Navy and Marine Corps air arms for more than three decades. Continuously up upgraded and modified its seen duty in close-air-support, interdiction, and deep-strike missions. It is configured for both Harm and Harpoon missiles and with its radar and FLIR/laser systems, can detect, classify and attack a full range of targets. The aircraft's long range and 18,000lb bomb payload coupled with its ability to fly in all-weather made it invaluable during the Vietnam. However, its mission profile of flying low to deliver its payload made it especially vulnerable to anti-aircraft fire, and in the eight years the Intruder was used in Vietnam, the Navy and Marine Corps lost 84 A-6 of various series.

The first Intruder loss during Vietnam occurred on 14 July 1965 when an Intruder from [VA-75](#) operating from USS [Independence](#), flown by LT Donald Boecker and LT Donald Eaton, commenced a dive on a target near Laos. Hit by ground fire, both engines failed, they ejected. After 18 hours, rescued by Air America pilot Sam Jordan near Lima Site 36 in Laos. Years later Boecker and Eaton retired as Admirals. \*[See below]

Of the 84 losses, ten were lost to SAMs, two by MiGs, 16 to operational causes, and 56 were lost to conventional ground fire and [AAA](#).

Twenty U.S. Navy carriers rotated through the waters of Southeast Asia, providing air strikes, from the early 1960s through the early 1970s. Nine of those carriers lost A-6 Intruders. Although capable of operating from carriers, most Marine Corps Intruders were shore based in South Vietnam at [Chu Lai](#) and [Da Nang](#) and in [Nam Phong](#), Thailand.

After Vietnam A-6s saw combat in in Lebanon in 1983, Operation El Dorado Canyon, and the raid on Gaddafi in April 1986, the 1991 Gulf War, and Operation Restore Hope in Somalia 1992-93. The Marine Corps retired the A-6 in 1993 and the Navy retired the last in February 1997.

The aircraft was generally beloved by its crews. A number are on display in museums. One is located at the Valiant Air Command at Space Coast Airport in Titusville. → \* [Eaton/Boecker-Rescue](#) 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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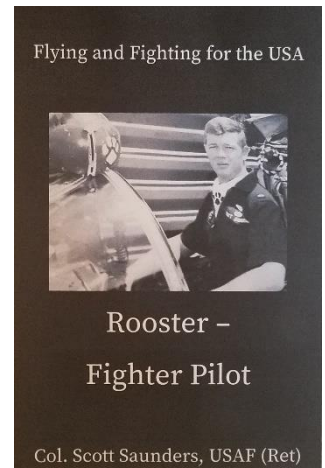
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Photos Here: <https://jimmygarrison.smugmug.com/N4014H/n-OnDJj2/>. Contact Scott Saunders at 321-576-7076 or [scott01s@wmconnect.com](mailto:scott01s@wmconnect.com).

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