

# The SPACE COAST AVIATOR



**November 2023**

## **Fly Inn**

**Saturday November 11, 0830 EDT  
Southern Sisters Cafe 2242 Sarno Road**

## **MAPA General Membership Meeting**

**T**he annual general membership meeting will be **Thursday, November 9, at FIT Aviation, KMLB**. As usual, the social with refreshments begins at 6:00pm. The meeting will begin at 6:45pm with a brief business meeting that includes a treasury report, association status and the election of volunteer officers and directors for 2024.

Our speaker will be **Alfredo Hernandez owner of El Ambia Cubano Restaurant**, in downtown Melbourne. He will talk about his **Escape from Cuba** on January 4, 1994 as he piloted a DC-3 to Miami – but was diverted to the Cayman Islands. What happened in flight. Do not miss Alfredo's story!

Come enjoy the taste of a Cuban sandwich from El Ambia Cubano, courtesy of our guest speaker, Alfredo Hernandez, refreshments and camaraderie with fellow members. →

## **Richard G. McSpadden, Jr.**

**A champion of aviation safety Gone West**

**O**n Sunday, October 1, Richard McSpadden, senior vice president of the AOPA Air Safety Institute, and former National Football League star Russ Francis were killed when their single-engine Cessna 177 Cardinal crashed after takeoff from Lake Placid Airport, NY according to AVweb and various media reports.

Richard McSpadden was an accomplished pilot that served as commander and flight leader of the U.S. Air Force Thunderbirds with over 100 flight demos. He held a Commercial certificate with AS/MEL/S, Instrument, Flight Instructor CFII/MEI, and a Citation 525 type rating.

McSpadden was in the right seat of a Cardinal C-177 flown by Russ Francis ex-NFL player that runs a charter and scenic flying service at Lake Placid Airport. FAA records indicate Francis held a Commercial certificate with AS/MEL, instrument, rotorcraft, and a DC-3 type rating.

Pete Bunce President and CEO of GAMA said, "Spad was a close friend. We flew F-15s together over the skies of Iraq. Worked closely within the airshow community when he served as the leader of the USAF Thunderbirds, and we flew the Idaho backcountry together. A true giant. I have never known an aviator with finer pilot skills who then in turn selflessly helped others, benefit from his vast expertise, with such humility that pilots at any experience level felt comfortable learning in Spad's presence."

Richard McSpadden spoke at a KMLB FAAS Team Seminar this past August. → [AVweb](#)

## **FLYING Magazine**

**Flying Media Group acquires AvBuyer**

**A**vBuyer is the 26<sup>th</sup> brand acquisition for the FLYING Media Group since 2021 when digital media entrepreneur and pilot Craig Fuller acquired FLYING from the Bonnier Corp. He renamed the parent company "FLYING Media Group" (FMG) based in Winter Park, FL. AvBuyer includes AvBuyer.com, one of the most active business aircraft listing marketplaces, and AvBuyer Magazine, a publication with market intelligence and distributed to FBOs all over the world.

The FMG has also acquired **AvWeb.com, Aviation Consumer, Aviation Safety, IFR Magazine, Plane & Pilot, Airline Geeks, Kitplanes and AircraftforSale**.

FLYING magazine is now published quarterly beginning last year in an attractive publication with excellent photography, and bound in a high quality Booklet format. Editor-in-chief is, Julie Boatman. → [FLYING](#)

## GPS, GNSS Highly vulnerable

**W**hile it might be a godsend to navigation, GPS guidance comes with vulnerability. Iran has apparently used GPS spoofing recently for nefarious means. GPS spoofing is the process of using an RF transmitting device to make a GPS receiver calculate a false position. A very useful tool for the military.

During the past few months, reports by airlines and business aircraft of GPS spoofing, near the Iranian borders has been dangerous. One severe enough for the crew to ask ATC for vectors. FAA has issued an alert for fake GPS signals for the Baghdad FIR. The increase in spoofing has raised flags about satellite navigation vulnerabilities among civilian operators.

As far back as 2011, the U.S. lost a [Lockheed Martin RQ-170](#) reconnaissance drone, said to have lost contact with the operator, wandered over Iran and crashed. Iranian TV showed video footage of what appears to be an advanced unmanned U.S. aircraft that most closely resembles the RQ-170 UAV.

Later, according to unconfirmed reports from the Christian Science Monitor that interviewed an Iranian engineer who said he was part of a team assigned to study that American remotely piloted aircraft. He explained that the process of capturing the drone centered on spoofing the communications signal used to manage GPS guidance.

The U.S. military has been aware of the vulnerability of satellite navigation from the get-go. They are active in their attempt to protect GPS over North America as seen by the Flight Advisory GPS Interference Testing NOTAMS.

Aviation must rely on the military success since the FAA has all but ended its support of ground based VORs and committed the National Airspace System to a satellite system. → [Ainonline.com](#) [Ops.group](#)

## Mistaken Assumption

### Your LLC may not be affording you the protection you think

**A**n interesting article appeared in an AOPA ePilot regarding aircraft ownership and the use of LLC for liability protection. Interestingly the article points out that the limited liability may not afford protection of the owner's assets.

Whether the LLC really provides any liability, protection is dependent on who is flying the aircraft. If the owner is PIC, there likely is no protection. If the owner is not acting as PIC, there is a much greater chance that the LLC will shield the owner's personal assets from a judgment.

Therefore, if you as owner do not intend to allow another pilot to fly the airplane, there is no benefit to place the aircraft in an LLC.

The article goes on to say, there are other issues involved with aircraft owned by an LLC, including compliance with FAA regulations and tax considerations that should not be overlooked. The issues are complex, and every situation is different. That is why it is important to speak with an experienced aviation attorney regarding your specific operations.

Read the entire article here: [AOPA ePilot](#) →

## Deadhead pilot battling depression

### Went Bonkers

**A** deadheading jumpseat pilot tried to shutdown both engines on a Horizon Air Flight 2059 an Embraer 175 with 83 people onboard. Joseph David Emerson, 44, had a long history of depression and that before trying to pull the handles that activated fire suppression and cut fuel to the engines he told the captain and first officer "I'm not OK."

Quick actions by the two-man crew kept the engines from shutting down. After a brief struggle, Emerson left the cockpit and eventually handcuffed by the cabin crew when he tried to open a rear emergency door.

The Horizon Air a regional subsidiary of Alaska Air Group departed Everett WA bound for San Francisco but then diverted to Portland after reporting a security threat and requested law enforcement meet the flight at the gate.

Emerson is charged with attempted murder of 83 people and a federal count for the airplane. He pleaded not guilty and told police he had not slept in 40 hours, had taken psychedelic mushrooms for the first time before the flight, suffered from depression and thought he was dreaming. → [Reuters](#) [AVweb](#)

# Northrup Grumman

## Says adios to commercial station and joins the Starlab program

**N**orthrup Grumman is halting plans to develop and operate a free-flying commercial space station in low Earth orbit (LEO), and instead will join the Voyager Space-led Starlab program.

Starlab is a planned LEO space station designed by [Nanoracks](#) for commercial space activities uses, whose launch is planned for 2028. It must be launched in one single launch, which leaves only [SpaceX Starship](#) as a capable launcher, for both reasons of size more than 8m in diameter (26.25ft) and mass. The station must be able to support 100% of the payload capacity of the ISS with the capacity to conduct more than 400 experiments per year by four astronauts.

The station will only serve as a weightlessness research laboratory, particularly for the pharmaceutical industry, and will be open to American and European astronauts, but will not be open to space tourism.

On October 4, NASA confirmed that Northrop was withdrawing from its Space Act Agreement so the company can join the Starlab program.

Northrop plans to provide cargo logistics and engineering services to support the Starlab station. → [Aviationweek](#)

## Elon Musk Outlines Plan for Starship Rocket

SpaceX making more than 1,000 changes to next Starship rocket.

**O**n the second Starship launch, the full-scale mega-rocket will have numerous upgrades. Those upgrades include a major change in how the rocket's two stages separate, propulsion system improvements, and a beefed-up launch pad in South Texas that should better withstand the blast from 33 main engines. The vehicle is being prepared for launch from Boca Chica Beach, Texas, on a second integrated flight test, with the goal of reaching orbit.

"There are really a tremendous number of changes between the last Starship flight and this one, well over a thousand," said Musk. "So I think the probability of this next flight working, getting to orbit, is much higher than the last one. Maybe it's like 60 percent. It depends on how well we do at stage separation."

The Starship vehicle is designed to be fully reusable, and SpaceX plans to use it for hauling satellites into orbit, constructing refueling tankers and propellant depots, and eventually transporting cargo and crew to the Moon and Mars. SpaceX's long-term goal is to replace its workhorse Falcon 9 rocket and Dragon crew capsule with the privately funded Starship vehicle. → [Aviationweek](#) [Spaceflightnow](#)

## Launch companies urge senators to improve the FAA resources

### FAA not keeping pace with industry

**A**t a hearing on Wednesday, October 11, executives from SpaceX, Blue Origin, and Virgin Galactic called on the Senate to provide FAA added resources to improve the agencies regulatory and licensing processes. The Senate Subcommittee on Space and Science heard from the trio of company representatives as well as a pair of industry experts.

SpaceX VP of Build and Flight Reliability Bill Gerstenmaier emphasized that the FAA's commercial space office "...needs at least twice the resources that they have today for licensing rocket launches." He said, "The FAA has neither the resources nor the flexibility to implement its regulatory obligations, we've entered an inflection point, with incredible innovation in commercial space launch. The criticality is especially true in the face of strategic competition from state actors like China. SpaceX is under contract with NASA to use Starship to land American astronauts on the moon before China does."

FAA was not invited to testify. Later, an FAA spokesperson said, "We're working diligently to attract, hire and retain additional staff." → [CNBC](#)

## Hullabaloo in the UK

Assessment increase

**I**n Britain, the airlines are fuming about a decision by the aviation regulators the Civil Aviation Authority (CAA) to raise the limit airlines can be charged for air traffic control services by NATS the private company that provides the service. The CAA says it is to help NATS recover their losses during COVID-19 pandemic.

The airlines say they are still smarting from the NATS ATC system shutdown in late August that caused thousands of flight cancellations and delays in the UK and Europe, as well. That foul-up cost millions and airline executives since have called for new rules on passenger compensation in the event of another such disruption. → [Reuters](#)

## Joby begins piloted flight tests

### Another step toward certification

**J**oby Aviation announced that it has flown its tiltrotor electric-vertical-takeoff-and-landing (eVTOL) aircraft with test pilots manipulating the controls. All previous flights were remote controlled.

Four pilots took part in the recent round of flights, which involved a range of maneuvers, including vertical thrust-borne hovers and transitions to forward semi-thrust-borne flight. Joby chief test pilot “Buddy” Denham said the piloted flights are designed to gather data on pilot-control interfaces and aircraft handling qualities. The flights are also geared toward “...supporting the development of the aircraft and laying the groundwork for future ‘for credit’ testing as part of the company’s ongoing certification program with the FAA” according to Joby.



Joby delivered its first of nine eVTOLs under a \$131M contract to Edwards AFB. NASA is eyeing Joby for lunar lander trainers, as well. → [AVweb](#) [CapEdge](#)

## Aircraft Hazard Areas

### What You Need To Know

**A**ircraft Hazard Areas (AHA) are used by ATC to segregate air traffic from a launch vehicle, reentry vehicle, amateur rocket, jettisoned stages, hardware, or falling debris generated by failures associated with any of these activities. There are many AHAs in the United States. They are activated via the NOTAM system. Pilots should be aware of where these AHAs are and review NOTAMs before each flight to determine if there are any airspace restrictions for the AHAs along their planned route.

For more information, please review the AHA document from the FAASTeam library here [Resources - Library - FAA - FAASTeam - FAASafety.gov](#) and the article “Let’s Give ‘em Some Space” here [Let’s Give ‘em Some “Space”. How to Safely Steer Clear of Aircraft... | by FAA Safety Briefing | Cleared for Takeoff | Medium.](#)

If you have any questions, please send an email to [9-AST-Inquiries@faa.gov](mailto:9-AST-Inquiries@faa.gov).

NOTC3231 →

## NTSB looking at blocked comm in B737 & Citation near miss

August 11, 2023 KSAN

**T**ranscripts of ATC tapes reported by the Aviation Safety Network revealed that overlapping radio communications between the tower and aircraft may have contributed to a near collision between a Cessna Citation XLS+ and a Southwest Boeing 737 at San Diego International Airport (KSAN) on August 11.

According to the transcript, the tower controller cleared the Citation to land on Runway 27, which the crew acknowledged. The controller then told the Southwest crew to line up and wait on the same runway, which that crew also acknowledged. With spacing diminishing, the Citation attempted to ask the tower to verify the landing clearance, but at the same time, the tower started transmitting to a Beech Baron—on the ground waiting to depart—about an amendment to its clearance.

After that exchange, the controller began a transmission to instruct the Citation to go around at the same moment the Citation was trying to ask the tower to verify that they were still cleared to land. Then, the tower said, “Citation Four Victor Hotel, go around, fly the published missed approach,” which the Citation crew acknowledged—despite the controller using an incorrect callsign.

The tower controller directed the 737 to exit the runway and, when asked why by the Southwest crew, the controller said, “There’s traffic on a two-mile final behind you.”

It’s been estimated that, during the go-around, the Citation overflew the 737 by about 100 feet. → [Ainonline](#)

## Welcome New Member

Kelly M. Koshlap

# Decarbonize Aviation - Good Luck to Us

By AVweb's Paul Bertorelli

**W**ith aviation the most energy intensive form of mass transportation, it is in the cross hairs as an emitter of greenhouse gas. In this [18 minute video](#), **Paul Bertorelli** examines the role of electric airplanes and, more importantly, sustainable aviation fuel (SAF). Well worth the time to view. Bottom line: Don't expect miracles. Video correction: At 10:05, the title should be a gallon of fuel (6.7 lbs) to a pound. → [AVweb](#)

## Israel Airspace

### Civil aircraft operating over Israel, Lebanon, and Syria at risk from missiles.

**A**irspace over Israel and neighboring countries is becoming increasingly hazardous for air traffic, according to security analysts monitoring the conflict initiated by Gaza-based Hamas forces on October 7. Business aviation flights in and out of Tel Aviv Ben Gurion Int'l Airport (LLBG) are effectively blocked, with access limited to scheduled flights and chartered airliners.

During a webinar recording distributed on Friday [10/13] morning, Osprey Flight Solutions' chief intelligence officer Matthew Borie warned operators about the risk of a civil aircraft being shot down *inadvertently* [?] by high-altitude, long-range air defense missiles fired from Iran-backed groups in Lebanon or Syria. Aviation regulators from the U.S., Europe, the UK, and Canada have all warned of ongoing risks from missiles and GPS/GNSS signal interference within a 200-nm radius of Israel. → [Ainonline](#)

## Hartzell has a New Owner

### Sold

**P**rivate equity firm Arcline Investment Management has signed a definitive agreement to acquire Hartzell Aviation from Tailwind Technologies.

There are two companies under the Hartzell Aviation umbrella: Hartzell Propeller, a manufacturer of propellers, and Hartzell Engine Tech, a designer, manufacturer, and supplier of aircraft engine accessories and products, including turbochargers, alternators, starters, starter adapters, fuel pumps, magnetos, cabin heaters, exhaust systems, and engine mounts.

Jim Brown, president of Hartzell Aviation said, "Our family has been blessed to be the stewards of Hartzell Aviation for 37 years. As we look to the future, we believe Arcline fully embraces our core value — Built on Honor — and will bring the skills and resources to build on over a century of excellence and innovation." → [GANews](#)

## Airworthiness Directive

AD's that may affect members' airplanes

**T**he FAA proposes to adopt a new AD [[Project Identifier AD-2023-00734-A](#)] for various airplanes modified with a certain configuration of the **Garmin GFC 500 Autopilot System** installed per Supplemental Type Certificate (STC) No. SA01866WI. This proposed AD was prompted by a report of an un-commanded automatic pitch trim runaway when the autopilot was first engaged. This proposed AD would require updating the applicable Garmin GFC 500 Autopilot System software for your airplane and would prohibit installing earlier versions of that software. The FAA is proposing this AD to address the unsafe condition on these products.

The FAA must receive comments on this AD by November 24, 2023. FMI: [FAA.gov](#) →

**T**he FAA proposes to adopt a new AD [[Project Identifier AD-2023-00389-A1](#)] for **certain vintage Piper aircraft**. This proposed AD was prompted by reports of broken rudders. One involved a Piper PA-12 on floats, and the other involved a Piper PA-14. Both aircraft sustained substantial damage when the rudder structurally failed. This proposed AD would require replacing any rudder equipped with a rudderpost made from a certain carbon steel with a rudder equipped with a rudderpost made from a certain low alloy steel. The FAA is proposing this AD to address the unsafe condition on these products.

The FAA estimates that the potential AD would affect 30,992 airplanes in the U.S., costing operators about \$3,000 each.

The FAA must receive comments on this proposed AD by November 22, 2023. FMI: [FAA.gov](#) →

# Aviation History for November

## Speed-read or click the date

- [Nov. 1, 1949.](#) Eastern Air Lines Flight 537, a Douglas DC-4, on approach to Washington National Airport, suffers a mid-air collision with a Lockheed P-38; all 55 people on board the DC-4 died.
- [Nov. 2, 1929.](#) The Ninety-Nines: International Organization of Women Pilots, also known as 99s, was founded at Curtiss Field, Valley Stream, New York, for the mutual support and advancement of women pilots.
- [Nov. 3, 1994.](#) Launch: Space Shuttle Atlantis STS-66. Mission ATLAS-3 science platform.
- [Nov. 4, 1993.](#) [China Airlines Flight 605](#), a [Boeing 747-409](#), overruns Kai Tak Airport runway 13 while landing during a typhoon. The 747 is unable to stop before crashing into Hong Kong harbor; all 374 aboard escape serious injury, but the hull is written off as a total loss; this crash is the first loss of a Boeing 747-400.
- [Nov. 5, 1981.](#) First flight of the McDonnell Douglas AV-8B Harrier II
- [Nov. 6, 1945.](#) The first jet plane to land on an aircraft carrier is a Ryan FR-1 "Fireball" piloted by U.S. Navy Ensign Jake West.
- [Nov. 8, 1957.](#) Pan Am Flight 7, a Boeing 377 Stratocruiser, disappears between San Francisco and Honolulu; small pieces of wreckage and human remains are found almost a week later by the U.S. Navy; all 44 on board are believed to have been killed; carbon monoxide poisoning is a suspected cause of the crash.
- [Nov. 9, 1950.](#) Flying an F9F Panther, Navy Lieutenant Commander William T. Amen shoots down a MiG-15. It is the first victory by a U.S. Navy jet over another jet
- [Nov. 10, 1972.](#) [Southern Airways Flight 49](#) from Birmingham, Alabama hijacked, and threatened with crashing into the nuclear installation at the Oak Ridge National Laboratory. After two days, the plane lands in Havana, Cuba. Fidel Castro jailed the hijackers.
- [Nov. 11, 1965.](#) United Airlines Flight 227, a Boeing 727, crashes short of the runway during landing at Salt Lake City International Airport, Utah; 43 of 91 aboard are killed.
- [Nov. 12, 2001.](#) [American Airlines Flight 587](#), an Airbus A300, crashes into a Queens neighborhood in New York City when the plane's vertical tail fin snaps just after takeoff. All 251 passengers and nine crewmembers on board are killed as well as five people on the ground.
- [Nov. 13, 1981.](#) Ben Abruzzo and crew make the first crossing of the Pacific Ocean by balloon, in the Double Eagle V
- [Nov. 14, 1969.](#) NASA launches Apollo 12, the second manned mission to the surface of the Moon.
- [Nov. 15, 1979.](#) [American Airlines Flight 444](#) a Boeing 727 flying Chicago to Washington DC, attacked by the Unabomber. The bomb planted in the cargo hold failed to detonate, but gave off large quantities of smoke, and twelve passengers had to be treated for smoke inhalation. The bomb was enough to have destroyed the aircraft had it worked. .
- [Nov. 16, 1959.](#) Capt. Joseph W. Kittinger, Jr. makes a record parachute jump from an altitude of 76,400 feet. Became a near-disaster when an equipment malfunction caused him to lose consciousness.
- [Nov. 17, 1947.](#) First flight of the Fairchild C-119 Flying Boxcar.
- [Nov. 18, 1978.](#) First flight of the McDonnell Douglas F/A-18 Hornet, 45 years ago.
- [Nov. 19, 1931.](#) Introduced: Sikorsky S-40 with Pan American
- [Nov. 20, 1970.](#) The US Air Force and Army assault the Son Tay prison camp. No POWs are found.
- [Nov. 22, 1994.](#) TWA Flight 427, an MD-82, collides with a Superior Aviation Cessna 441 on the runway at Lambert-St. Louis Int'l Airport, killing the pilot and passenger in the Cessna; there are no fatalities on board the MD-82.
- [Nov. 24, 1991.](#) Launch: Space Shuttle Atlantis STS-44. Mission Defense Support Program satellite deployment.
- [Nov. 25, 1940.](#) First, flight of the versatile de Havilland Mosquito.
- [Nov. 26, 1985.](#) Launch: Space Shuttle Atlantis STS-61-B . Mission multiple Comsat deployment, EASE/ACCESS experiment. First Mexican in space, Rodolfo Neri Vela.
- [Nov. 28, 1987.](#) South African Airways Flight 295, a Boeing 747, crashes into the Indian Ocean after a fire in the cargo hold. All 159 aboard die.
- [Nov. 29, 2012.](#) The U.S. Navy successfully conducts the first land-based catapult launch of the Northrop Grumman X-47B unmanned combat air vehicle at Naval Air Station Patuxent River, Maryland.
- [Nov. 30, 2000.](#) Launch: Space Shuttle Endeavour STS-97. Mission ISS assembly flight 4A: P6 solar arrays, radiator.



# High Blood Pressure and your Medical Certificate

Covered in this New Pilot Minute Video

In the latest episode of the [Pilot Minute video series](#), Federal Air Surgeon Dr. Susan Northrup covers how pilots with high blood pressure can get their medical certificate. “You may be surprised to learn that a majority of common blood pressure medications can be approved for flight,” says Dr. Northrup in the video. She also explains the criteria used for hypertension under the Conditions an AME Can Issue (CACI) program and encourages maintenance of a personal health management plan to prolong your flying career.

See this and past videos here [youtube.com/playlist?list=PL5vHkqHi51DQvRjGJo1SuXyZpK15HbzOI](https://www.youtube.com/playlist?list=PL5vHkqHi51DQvRjGJo1SuXyZpK15HbzOI) →

## Florida Airshows 2023

For your calendar

Nov 3-4	DeLand Sport Aviation Showcase (KDED)
Nov 3-4	Blue Angels Homecoming Air Show (KNPA)
Nov 4-5	Florida International Air Show (KPGD)
Nov 10-12	Stuart Air Show (KSUA)



ICAS listings: <https://www.airshows.aero/Page/ASCalendar>

## Outtakes:

**FAA gets a 45-day stay while congress dukes it out** over the reauthorization bill. [Congress.gov](#)

**GA mourns the loss of Richard McSpadden** died in an aircraft accident outside Lake Placid, NY, Oct 1. [AVweb](#)

**FLYING Media Group (FMG) has acquired AvBuyer**, a leading listing and business aviation media. [FLYING](#)

**Collings Foundation settles claims for the B-17 “Nine-O-Nine” crash** at Bradley Int’l Airport in Oct. 2019. [FLYING](#)

**After numerous reports near their border, Iran is the likely source of recent GPS spoofing** USAF says. [Aviationweek](#)

**Several international governments are operating evacuation flights** out of Israel over concerns about their citizens’ safety. [Aviationweek](#)

**Gov. DeSantis offered free transportation to Floridians** who can’t make it back to the U.S. because of flight cancellations after Hamas’ attack. [Politico](#)

**Joby Aviation Founder and CEO JoeBen Bevirt says electric air taxis** will be in service in 2025. [ABCnews](#)

**Embraer unveils Phenom 100EX Business Jet.** Roomer cabin and tech upgrades from Phenom 100EV. [Embraer](#)

**Sporty’s announced their 39<sup>th</sup> annual Christmas ornament series** is available. [Sporty’s](#)

**Aussie ATC Simulator Company gets a \$59M FAA contract** for control tower simulator. [AVweb](#)

**After 371 day, record in the ISS, NASA astronaut Frank Rubio adjusting** to gravity. [Aviationweek](#)

**The Russian segment of the ISS has experienced its third coolant leak** in less than a year, raising concerns about the reliability of Russia’s space endeavors. [Aviationweek](#)

**Allegiant Air begins twice-weekly non-stop service between MLB & ABE** Allentown PA on 11/17/23. [Mlbair](#)

**L3Harris has identified Taiwan as a potential buyer of a Bombardier Global 6500** airborne early warning and control aircraft featuring Israeli radars. [Aviationweek](#)

**Starting Jan. 1, 2024, EDMO Distributors will be the exclusive distributor** of ADS Garmin GFC 500 and GFC 600 autopilot installation kits. [EDMO](#)

**After three major airlines announced hiking salaries,** business pilot shortage became more acute. [Robb report](#)

**Reno Air Races received proposals from six cities to host future air races:** Casper, WY; Buckeye AZ; Pueblo, CO; Roswell, NM; Thermal, CA; and Wendover, UT. [Airrace.org](#)

**EPA declares leaded plane fuel a Public Health Threat, paving way for limits.** Prompts a response from a coalition of 10 GA associations. [NBAA](#)

**Van’s Aircraft having financial trouble doing internal audit.** Semi closed next two weeks. FMI: [Van’s Aircraft](#)



## “Say Again”



## HAPPY THANKSGIVING EVERYONE

### “There I was”

**T**he 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.

#### Fuel leaks on Cessna filler necks

■ *I departed the airport in a Cessna 172 with a student working on his instructor rating. Shortly after takeoff, we smelled raw fuel fumes and returned for a landing. The scent of the fumes got stronger in our descent. The student asked me to land. On the ground he told me, he got a migraine headache from the fumes. It appeared he was incapacitated from the fumes. If he was by himself this could have been deadly.*

*The plane was withdrawn from service and the fuel tank sent to a welding shop. Apparently, the filler tube developed a crack where it is welded to the gas tank. We were lucky that there was no fire or explosion.*

*This was the second time this year that this fuel tank leaked. About eight or nine months ago, I refused to fly the plane after smelling fumes on another training flight.*

*The plane continued to be operated by other instructors and students despite my emailed warnings to them, until it was pulled from service for the 100-hour inspection. The fuel tank was apparently sent to a welding shop for repair.*

*I spoke with an aircraft inspector who works for a different school and was told that this was a common problem in Cessna aircraft. This inspector believes the problem is caused by the fuelers letting the fuel nozzle apply too much force on the filler neck.*

*Our inspector/director of maintenance thinks it is caused by the fuel tank walls or top flexing, and causing stress cracks where the nozzle is welded.*

*Person A at Company confirmed that a lot of Cessna fuel tanks have cracks where the filler neck joins the top of the tank. They seem to think it is from the fuelers letting the nozzles put too much pressure on the fuller necks. However, they said the top of the tanks also develop cracks.*

*The Cessna leaking fuel tanks appear to be a systemic problem and it is inconceivable that the FAA is unaware of the problem and obscene that there have been no ADs issued to warn pilots to have mandatory fuel tank inspections, and ground the aircraft anytime there is the smell of fuel in the cockpit or fuel stains behind the filler caps or under the wing above the door.*

*Some operators have taken the step of not filling the fuel tanks to the top. However, in a descent, there will be fuel behind and consequently above the filler neck to create a pressure head to drive fuel through the crack in the neck weld.*

*Partially filling a tank with a known leak should be considered operating an aircraft in a reckless manner and consequent violation of FAR 91.13.*





# 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 December 16, 2017, at 1440 EST, a Cessna 150C, N7929Z, was substantially damaged when it impacted terrain after takeoff from a farm field in Castalia, NC. The commercial pilot was the owner of the airplane and fatally injured. VMC prevailed in the area, and no flight plan filed for the personal Part 91 flight that was destined for Triangle North Executive Airport (LHZ), Louisburg, NC.

The purpose of the flight was to recover the airplane from the field after a student pilot performed a precautionary landing there the previous day. The student reported that he had reduced engine power and airspeed after encountering turbulence; the engine subsequently became unresponsive to throttle inputs, and the student performed a successful landing to the field.

The student pilot accompanied his father (who was an airline transport pilot), a mechanic, and the accident pilot/owner to the field to retrieve the airplane. The accident pilot and the mechanic sampled the fuel, examined and test ran the engine, found no anomalies and subsequently determined that the airplane was ready for flight. The field was oriented east/west and was about 1,000ft long and 500ft wide. High-tension power lines, oriented northeast/southwest, and an estimated 40ft above the ground at their lowest point bisected the eastern and southern borders of the field diagonally. The southern border consisted of a small pond and a creek bed.

The student pilot and his father reported that the pilot "walked the field" and stated his takeoff/departure plan, which was to begin the takeoff roll to the west along the northern border of the field and arc the airplane's takeoff path 90° to the south. Once airborne, the pilot would fly the airplane beneath the powerlines, over the creek, and then climb to cruise altitude.

The property owner also witnessed the accident and recorded the takeoff with his cell phone. Review of the video and measurements taken by an FAA inspector revealed that, 300ft after the airplane began its takeoff roll, the airplane turned sharply left toward the powerlines. After 400ft, the airplane pitched up sharply and banked steeply left as it lifted off. The airplane neared the apex of its climb about 50ft above the ground in about a 60° left bank, when the camera panned down and the airplane was no longer in frame. Shortly thereafter, the camera panned back up in time to capture the airplane's collision with terrain. Throughout the takeoff roll, initial climb, and the flight to ground contact, the engine was heard accelerating smoothly and running continuously at high power without interruption.

The airplane's original 100-horsepower engine had been replaced with a 150-horsepower Lycoming engine, which likely influenced the pilot's decision to attempt the takeoff. The circumstances of the accident, including the lack of mechanical anomalies and the airplane's steep nose-up, left banking attitude just before impact, are consistent with the airplane exceeding its critical angle of attack during the initial climb after takeoff, which resulted in an aerodynamic stall at an altitude too low for recovery.

The 70-year-old-pilot/owner held a Commercial certificate ASEL/MEL and instrument airplane. His most recent FAA Class II medical certificate was January 11, 2017. He declared 8,400 total hours of flight experience on that date.

The wreckage was examined at the accident site and all major components were accounted for at the scene. Control continuity was established and a detailed examination was performed on the airframe and engine at a recovery facility in Griffin, GA. The examination revealed no pre-impact mechanical anomalies that would have precluded normal operation.

No autopsy was performed because the pilot died in a physician's care on December 17, 2017. The probable cause of death was "multiple blunt force injuries."

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

The pilot's exceedance of the airplane's critical angle of attack while performing a turning takeoff, which resulted in an aerodynamic stall and loss of control. Contributing to the accident was the pilot's decision to attempt the takeoff, which he believed required a steep turn at a low altitude to avoid power lines. → ERA18LA048



## Mystery Airplane

Can you identify this airplane?



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**C**ongratulations, to member **John Twitchell** for identifying the October mystery airplane as the **Fairchild AU-23 Peacemaker** an American armed gunship, and utility transport aircraft. A look-a-like variant of the **PC-6/C Turbo Porter** a.k.a. the **Pilatus Porter** that first flew in May 4, 1959.

The **AU-23 Peacemaker** was borne in 1971 for use during the Vietnam War. Fairchild Hiller produced 92 Porter's under license including 35 AU-23 Peacemakers. The Fairchild PC-6/C Porter was powered by a Garrett TPE-33, 650shp turboprop engine with a 3-bladed, constant-speed, full-feathering Hartzell prop that had beta and reverse ranges. Its maximum speed 170 mph, Stall 52mph, climb 1,580fpm, range 634, takeoff 520ft, (far less if it was light) landing 560ft, MGW 4,850, and empty 2,612lbs. The Porter had up to 10 seats easily removed for cargo, and first saw use with Wein Alaska Airlines and in Southeast Asia with Air America a subsidiary of the CIA. Air America operated nearly two dozen unarmed PC-6 Turbo-Porters in a variety of roles.



In May 1971, the USAF, Aeronautical Systems Division at Wright-Patterson AFB, Ohio, began work on a project to evaluate the potential use of an armed light utility STOL aircraft in Southeast Asia. The program, code named Credible Chase, was intended to add mobility and firepower to the South Vietnamese Air Force in a relatively short time. The Fairchild Porter, the Helio Stallion were selected for testing. The regular crew was two pilots and a gunner, with an external ordinance load of about 1,900lbs but it would be designed to carry up to six additional passengers and capable of carrying litters, ambulatory patients and a medical attendant. Initial performance testing was at Eglin AFB, Florida, and the Porter was successful enough to warrant a combat evaluation.

The Porter became the USAF ID, **AU-23A Peacemaker** and was fitted with a side-firing 20mm XM-197 Gatling cannon, four wing pylons and a center fuselage station for external ordnance. The 20mm cannon was essentially a three-barrel version of the M61 "Vulcan" 6-barrel 20mm cannon. The aircraft could carry a variety of ordnance including forward firing gun pods, 250 and 500-pound bombs, napalm units, cluster bomb units, flares, rockets, smoke grenades and propaganda leaflet dispensers. The aircraft had five ordnance stations, four wing pylons, and a fuselage pylon. A XM-197 20-mm automatic gun system could be mounted in the aft cabin. The USAF increased the Max Gross to 6,100lbs, with the external stores on five pylons.

The 4400<sup>th</sup> Special Operations Squadron (SOS) (Provisional) was formed to complete the operational tests and evaluation of the Credible Chase aircraft. Beginning January 2, 1972, 15 AU-23s went to the 4400th SOS, and testing continued with a number of issues including grounding some aircraft. Tests were completed on June 28, 1972.

According to the test results, the operation of the AU-23A in combat conditions as a gunship for counter-insurgency operations was, not recommended. Among its shortcomings was extreme vulnerability of ground fire, due to slow combat speed, low working altitude, no capability for rapid climb after load released and a lack of armor protection for the crew and vital aircraft systems.

On June 30, 1972, the 4400<sup>th</sup> SOS deposited 15 AU-23A in storage at Davis-Monthan AFB, Arizona. Sometime later, all 35 went to Thailand under the Military Assistance Program and operated by the Royal Thai Air Force as border surveillance and counter-infiltration roles. →



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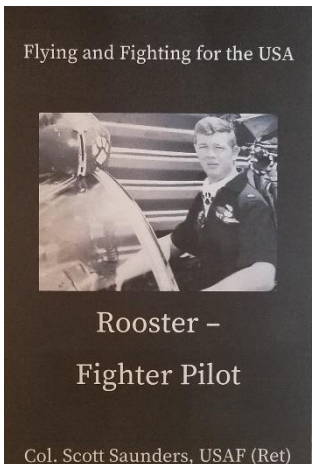
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Photos Here: <https://jimmygarrison.smugmug.com/N4014H/n-QnDJj2/>. Contact Scott Saunders at 321-576-7076 or [scott01s@wmconnect.com](mailto:scott01s@wmconnect.com).

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