

August 2024

New Sheltair Southside T Hangars

Project underway

The Sheltair T-hangar project on the south side has begun. The drawings indicate 30 T-hangars adjacent and northeast of the Control Tower property with access to taxiway V. There are 15 hangars per side with a center walkway pass through and two restrooms. Doors are 42'X15' and hangars vary from 1,566sqft to 2,106sqft. Square footage is ok for leasing costs but does not help much with depth. Generally standard T's are between 32 and 40 deep. There must be enough room fore and aft to get around the airplane without crawling under or opening the hangar door.

The drawings indicate a 37 vehicle parking area adjacent to the ATCT property. The project is expected to take about **15 months** to complete. Those interested in leasing space in advance are encouraged to contact Amanda Herx, Property Manager, at aherx@sheltairaviation.com. →

Southside Condo Hangars

Project to begin soon

At the July MAA meeting, Sabal Aviation received approval to begin construction of 10-box condo hangars. These will be located adjacent to Tower Access Road south of the existing box hangars and west of the FIT maintenance hangar. Base pricing provided was:

A-4	52Wx47Dx15H	\$305,000	Monthly CAM fees: \$523.34 monthly
B-1	60Wx45Dx14H	\$339,000	Taxes (EST): \$1690.39 annually
B2 – B5	50Wx45Dx14H	\$269,000	25% NON-REFUNDABLE deposit required to start
			Completion: <12 months beginning July 2024 →

KMLB Badge Method is Revised Again

Effective 6/24/2024

Yes, the gate badge form is once again revised. You can find a sample on the [MAPA](#) website listed on the main menu under Useful Forms. Once there, note the changes are highlighted. Or go to the [KMLB](#) → mlbair.com
mlbpilots.org

Climate activists arrested for spray-painting jets

Likely, not a clue what oil provides them

Two women were charged with causing more than £5,000 [US \$6,400] damage for spray-painting private jets in the UK. The two climate activists cut through the airport fence at Stansted Airport an executive airport about 30-miles northeast of central London, UK. They filmed one cutting through the fence, spraying painting two jets, then making a speech and posted it all on social media.

Apparently, the organization called “Just Stop Oil” is not new in the UK. Activists have blocked roads around London and vandalized property for quite some time. Stronger penalties seem to be in order. → [APNews](#)

New situational awareness system for controllers

Airport surface detection

The uAvionix systems employ the company's Automatic Dependent Surveillance – Broadcast (ADS-B) service called FlightLine, which provides controllers with "real-time, precise depictions of aircraft and vehicles on the airport surface, thereby improving situational awareness and reducing the risk of runway incursions," according to company officials.

The uAvionix surface situational awareness systems became operational June 30, 2024, at Indianapolis International Airport (KIND) in Indiana and Austin-Bergstrom International Airport (KAUS) in Texas.

"This significant milestone marks the first approvals under the FAA's Surface Awareness Initiative (SAI), part of a broader effort to enhance runway safety across the nation," said Christian Ramsey, Chief Commercial Officer for uAvionix.

Each airport also installed several of uAvionix's VTU-20 ADS-B Vehicle Movement Area Transmitters (VMATs) on airport vehicles, company officials said. VTU-20 is an FAA-approved system that allows vehicles that operate on or near runways and taxiways to be electronically seen by the tower and aircraft equipped with ADS-B In technologies, reducing the risk of runway incursions. Work will continue working with the FAA to expand FlightLine's capability to other airports nationwide. → uAvionix.com ainonline.com



Suni and Butch Lost in Space.

Not hardly

When Suni and Butch stepped into Starliner on June 5, they said to all, "See ya next week". Well now, it has become a bit longer. They may have to send up more sandwiches.

In the most recent press conference, Boeing and NASA emphasized the two are not stranded. "We're not stuck on ISS. The crew is not in any danger, and there's no increased risk when we decide to bring Suni and Butch back to Earth," said Mark Nappi, manager of Boeing's Commercial Crew Program. Remember Starliner is a Boeing product,

NASA officials said the Starliner is designed to remain in space for up to 210 days. While the initial test flight of a week or two was supposed to be limited to 45 days due to the spacecraft's battery life, the space station is recharging the batteries as intended, allowing NASA to consider extending that limit.

Neither astronaut is new to the ISS. Before this trip, Butch logged 167 days and four spacewalks and Suni has logged a year in the ISS with seven spacewalks.

Meanwhile, back to reality, NASA's competitor, SpaceX, launched its eighth crewed NASA flight into orbit in March and scheduled to launch again in mid-August up and back for regular crew rotation. → TheGuardian.com

SpaceX

Falcon 9 had a RUD

Speaking of SpaceX, here is an update. All poised to launch its Polaris Dawn Crew Dragon mission as early as July 31 sending four private astronauts into orbit for a few days to conduct a variety of tests. However, on Thursday, July 11, SpaceX's workhorse Falcon 9 rocket, after it lifted off from Vandenberg AFB in California, suffered a rare anomaly when the second stage failed to reach orbit and all 20 Starlink satellites were lost. Eventually they will return in a fiery death in Earth's atmosphere.

An attempt to reignite the engine "...resulted in an engine RUD for reasons currently unknown," SpaceX CEO Elon Musk said on Friday, using initials for the industry term Rapid Unscheduled Disassembly that usually means explosion.

The Falcon 9 is grounded until SpaceX investigates the cause of the failure, fixes the rocket and receives the FAA's approval, the agency said in a statement. That process could take several weeks or months, depending on the issue's complexity and SpaceX's plan to fix it.

This was the 354th mission of the Falcon 9 since the first failure in 2016 when a rocket exploded on the launch pad at Cape Canaveral. → Polaris/Dawn Reuters

Boeing buys Spirit AeroSystems - Back Minus its Airbus work

Boeing announced it entered into a definitive agreement to acquire Spirit AeroSystems in early July as an all-stock transaction at an equity value of \$4.7 billion, or \$37.25 per share. With the total transaction, value at \$8.3 billion, including Spirit's last reported net debt.

The acquisition will include substantially all Boeing-related commercial operations, as well as additional commercial, defense and aftermarket operations, according to the announcement. As part of the transaction, Boeing will work with Spirit to ensure the continuity of operations supporting Spirit's customers and programs it acquires, including working with the U.S. Defense Department and Spirit defense customers

Spirit customer Airbus accounts for about 23 percent of its revenue. So Boeing agreed to pay \$559 million to take over an Irish aircraft parts factory for Spirit's Airbus work. Boeing announced the main part of the deal was the Wichita plant it sold to Spirit 20 years ago.

The \$4.7 billion deal is part of Boeing's effort to tighten quality control after a series of tragic and embarrassing accidents and mishaps. The deal will give Boeing control of the Kansas facility that builds the fuselages for the 737 MAX series.

It was in that plant where the chain of events began that led to the loss of a door plug on an Alaska Airlines MAX 9 last January 7, over Portland, OR. So, to get control of the Wichita operation, Boeing had to ensure Spirit's other major customer Airbus would continue to get the parts it needs. → [Reuters](#)

Safety Alert for Operators ~ FAA SAFO 24004 ADS-B Transmitter Anomalies

This SAFO [24004] warns owners and operators of aircraft equipped with **uAvionix tailBeacon** or **skyBeacon** ADS-B transmitters paired with Mode S transponders of possible erroneous transmissions.

If the aircraft has a **uAvionix tailBeacon** or **skyBeacon** that are improperly installed and paired with the Mode S transponders, they can emit erroneous and unreliable ADS-B performance parameters.

Aircraft owners, operators, and installers should be aware of impacts to their specific aircraft systems identified by Original Equipment Manufacturers (OEM). Both uAvionix, tailBeacon1 and skyBeacon2 has STC installation manuals:

"A companion Mode A/C (not Mode S) altitude-reporting transponder is required to be installed for 14 CFR 91.225 and 91.227 compliance, unless installed on an aircraft excepted from the requirements of 14 CFR 91.215 and 91.225. The transponder's altitude source must comply with TSO-C10(), TSO-C106() or TSO-C88() and meet the requirements of 14 CFR 91.217."

Aircraft owners and operators of aircraft not excepted from the requirements of §§ 91.215 and 91.225 and equipped with uAvionix tailBeacon or skyBeacon ADS-B transmitters should ensure proper pairing with Mode A/C transponders to ensure compliance with Part 43 § 43.13 (a) and §§ 91.215, 91.217, 91.225, and 91.227.

FMI Contact: Direct questions or comments regarding the content of this SAFO to Aircraft Maintenance Division, ADS-B Focus Team at adsbfocusteam@faa.gov. →

Pilot Minute Video Can I take a weight loss drug and still fly?

Federal Air Surgeon Susan Northrup looks into whether a pilot can take one of the popular weight loss medications that are all the rage now and still fly.

If you are taking or thinking about taking one of the OTC or prescription weight loss drugs, check out this pilot minute film to get answers. The YouTube page for the video includes links to a variety of FAA publications, including pharmaceuticals for weight loss, no fly warning times for diabetes medications, and more.

Take a minute, check it out [here](#). →

Welcome new members

Tom Huff

James McElroy

Flight Instructors

Ground instruction is vital

Learning to operate the airplane is only a small part of learning how to fly. There is also aerodynamics, airspace, avionics, communications, navigation, medical factors, regulations, risk management, systems, weather, weight and balance, and much, much more.

Some flight instructors treat ground school as an afterthought or something that can be delegated to a pre-packaged course of home study with no effort on the part of the flight instructor. If three-quarters — or more — of the job of teaching learners how to fly happens on the ground, then effective flight instruction must include effective ground instruction. Additionally, it makes the in-flight instruction easier for both student and instructor.

Read about the importance of ground instruction and learn how to be an effective ground instructor in the article, “[Ground is Good](#)” in the **July/August 2024** issue of [FAA Safety Briefing](#). Check it out at medium.com/faa/ground-is-good-521c5b79ae11.

Check out the entire series of articles written for [Aviation Educators](#) at www.faa.gov/safety_briefing. →

From Flight Instructors

Aviation Educators “Inflight Insights”

Becoming a flight instructor can be a rewarding and exciting career. You get the opportunity to guide aspiring pilots through their training journey and hone your own flying skills by developing a deeper understanding of basic concepts and staying up to date with the latest developments in the aviation industry.

Read what a few flight instructors had to share from their experiences teaching in “[Inflight Insights](#)” also in the **July/August 2024** issue of [FAA Safety Briefing](#). Check it out at medium.com/faa/inflight-insights-e358f87ed026

Check out the entire Aviation Educators issue at www.faa.gov/safety_briefing. →

Jeppesen Cuts Prices

Simplifies NavData and chart coverages for Garmin and Avidyne panels

Jeppesen has unveiled new offerings for pilots flying with Garmin and Avidyne avionics, designed "to provide greater coverage areas at a reduced price and with a simpler purchasing experience," according to company officials.

Prior to the changes, Jeppesen offered more than 100 different charting coverages. Now, simplified to 14 coverage options, according to company officials. Previously, Jeppesen charts covering the U.S. cost \$960 a year. Now, charting coverage for all of North America is \$449, a 53% savings.

In addition, Jeppesen charts purchased for a panel also come with four keys, which are licenses that allow pilots to also use their charts in ForeFlight Mobile or ForeFlight Web, allowing for easier reference during flight planning and inflight, as well, company officials noted.

NavData coverages have been condensed. Previously, Jeppesen NavData covering the U.S. cost \$491 a year. Now NavData coverage for all of the Americas is \$349, a 29% savings.

Pilots can purchase the new coverages via Shop.Jeppesen.com. Existing customers can opt in at their subscription renewal date. → [Jeppesen](#)

Drone Pilots!

New Map to Make Finding FRIAs Easier

Summer is here! Sunny skies and good weather mean more outdoor activities, like flying your drone. Before you take flight, it is important to be familiar with all FAA requirements, including Remote ID (faa.gov/uas/getting_started/remote_id).

All drones that require registration or that are registered must comply with Remote ID. Remote ID provides drone identification and location information through a broadcast signal while in flight. There are three ways to be remote ID compliant:

- 1) Operate a drone with Standard Remote ID,
- 2) Operate a drone with a Remote ID Broadcast Module, or
- 3) Operate a drone without Remote ID in an FAA-Recognized Identification Area (FRIA).

Check out the new FRIA map at faa.gov/uas/getting_started/remote_id/fria to find a location near you.

For more information on rules and safety tips, visit faa.gov/uas. →

Bahamas Increased Customs Fees

\$ubstantially

A new fee schedule under the Bahamas Customs Management Regulations 2024 popped eyeballs with manifold increases over previous fees. Inbound flights tripling in cost - or worse.

The Bahamas are a prime tourist destination for light planes looking for a fun, equatorial cross-country trip. One expert in the niche, the Bahama Out Island Promotion Board director Kerry Fountain, said that Florida alone provided 95,000 GA visitors to the islands in 2023 alone. Overall, the Bahamas enjoyed 323,000 stopovers by private plane, thanks to the affordable flying and easy access. These fee increases will change the calculus for aircraft owners stateside.

Given the Bahamas' interesting relationship with private aviation, those in the know bemoan a surprise turn that could put a real dent in the number of small aircraft traffic they get from the mainland. Before, Bahamian Customs levied a \$50 USD fee for inbound flights, with outbound permits costing nothing. Now, commercial aircraft with jet power have to pay a \$50 inbound and \$50 outbound fee. Worse for the little guys, small 4 seater aircraft now pay \$75 each way, for a \$150 total for the round trip. Those with more than four seats see that one kicked up to \$150 each way, for a total of \$300 just for stopping by.

The new fee schedule was doubly damaging to the industry, since there was little indication or consultation with anyone before the new charges appeared for 2024. → www.myoutislands.com

AOPA Protests Bahamas Increased Fees

The AOPA has written to the Bahamas Prime Minister, Philip Edward “Brave” Davis, to intervene and rescind the new fees. Stating, “We believe recent actions by Bahamian authorities with respect to these fees will have a negative impact on a sector of the tourism industry that has contributed heavily to the economy of the Bahamas. We remain hopeful that the appreciation for the value of General Aviation tourism is not in question.” → AOPA

Fake Pilot with Fake A/C Registration Pleads Guilty

Bad day at Wolf Lake Alaska

A federal grand jury in Alaska returned an indictment on April 21, 2023, charging a Wasilla man with serving as a pilot without an airman’s certificate and displaying false or misleading marks about the registration of an aircraft.

According to court documents, Michael Anthony Roberts, 61, served as a pilot without a pilot’s certificate when he flew Piper PA-18 registered as N99640, at Wolf Lake Airport, Wasilla, Alaska on February 27, 2022. The aircraft crashed on takeoff. The indictment also charges that Roberts displayed a false or misleading mark on the Piper PA-18 about the registration of the aircraft. Apparently, he had outstanding warrants for crimes over a decade ago because the State Police had a wanted poster for his arrest.

Roberts is charged with one count of serving as an airman without a pilot certificate, in violation of 49 U.S.C. § 46306(b)(7) and one count of displaying false or misleading marks about the registration of an aircraft, in violation of 49 U.S.C. § 46306(b)(3). If convicted, he faces a maximum penalty of three years in prison and a \$250,000 fine on each count. A federal district court judge will determine any sentence after considering the U.S. Sentencing Guidelines and other statutory factors.

On June 6, 2024, he pleaded guilty in the U.S. District Court for the District of Alaska to charges of acting as an airman without a pilot's certificate and aircraft registration fraud. → Aero-news.net

Jet Blue Cutting Routes

Disappointing news for customers

JetBlue Airways is eliminating a number of unprofitable routes to destinations in the U.S. and overseas as it, moves to cut costs after a judge blocked its \$3.8 billion bid for Spirit Airlines earlier this year.

The airline will completely exit Kansas City, MO and Newburgh, NY, as well as, Bogota, Colombia; Quito, Ecuador; and Lima, Peru. In Los Angeles, for example, they will cut 10 flight per day, now 24 in lieu of 34. Sixteen routes will be cut from their system, five from Fort Lauderdale that include Atlanta, Austin, TX, Nashville, New Orleans, and Salt Lake City.

The issues generated by the economy, post-Covid changes in consumer travel interests, and about a dozen Airbus aircraft remain grounded for required inspection of the Pratt & Whitney engines. CBSnews →

Spirit Airlines

Furloughs pilots and raises exec's pay

Spirit handed out furlough slips to about 200 pilots while increase the salaries for top executives. The layoffs maybe not a surprise as they announced the plan back in April due to aircraft engine issues and slower growth.

However, the announced salary increases and bonuses for top execs from \$950K to \$500K was a surprise.. Spirit also made a deal with Airbus to delay all deliveries until 2030-2031 in an effort to save money. Estimated to improve its liquidity by \$340M over the next two years. → [AVweb](#)

Artemis II Core Rocket Shipped to Kennedy Space Center

NASA will now target September 2025 for Artemis II

Boeing and NASA moved the core stage of the Space Launch System (SLS) rocket for the Artemis II test flight from the NASA Michoud Assembly Facility in New Orleans, LA, to the Pegasus barge for its trip to Cape Canaveral, FL.

The barge trip to Kennedy is about 900 miles, and when it arrives, the rocket core will be moved into the Vehicle Assembly Building where engineers will prep it and attach the other rocket components of the spacecraft and the Orion crew module. → [Artemis](#)

Newark ATC moves to Philly TRACON

Goal: Improve service

In April, we had an article about FAA plans to relocate the Newark sector of the NY Common IFR Room (N90) to Philadelphia TRACON by the end of June. The agency said the move would help alleviate staffing issues at N90 located in Westbury NY.

The Newark sector airspace includes not only Newark Liberty (KEWR) but also Teterboro (KTEB), Morristown (KMMU), Caldwell (KCDW), and Linden (KLDJ) airports. As well as, the route system that includes the area west through the south of the New York metro area.

The National Air Traffic Controllers Association (NATCA) is protesting the move, which would relocate 12 certified professional controllers (CPC) from N90 to Philly for up to two years. An earlier report said that NATCA had agreed to the move in a signed memo. Now NATCA says, "...there are currently 33 CPCs overseeing the airspace in question," the association said in a press release. After the transfers, "...only 24 CPCs will be responsible for the same airspace." It is highly likely a crew of Philly controllers are/will be "checked out" in the sector to support the transferring Newark controllers.



As of this writing, it looks like the change of will be during the late night shift from Saturday July 27 to Sunday July 28. Sunday normally has less traffic. If it is a seamless change over, traffic should notice nothing. However, a change of this nature it is likely the dust will not settle for a few days.

NBAA has issued an advisory to its members the change could result in ground delays, reduced arrival rates for KEWR, KTEB, and KMMU, and possible airspace flow programs with changes in rerouting requirements that differ from standard preferred routes. Plan accordingly. → [Ainonline](#)

Piper Aircraft Shipments Climb 16% in First Half

On track for record year

Piper Aircraft has delivered 116 aircraft in the first six months and is on track to deliver approximately 300—including nearly 50 of its recently certified M700 Fury turboprop singles—by year-end, the company said at EAA AirVenture 2024. If that target were reached, it would mark a 22% increase in shipments this year for Piper noting strong global demand.

Deliveries in the first half increased by 16% from a year ago, despite a marginal dip in the first three months due to the launch and late first-quarter FAA certification of the M700 Fury, Piper's new flagship that replaced the M600/SLS in its lineup. In the second quarter, aircraft shipments soared by 30% while revenue rose by nearly 9%. → [Piper](#)

Aviation History for August

Speed-read or click the date

- [August 1, 1915](#). Lt Max Immelman shoots down his first aircraft, beginning his career as an ace and the period that will become known as the "Fokker scourge".
- [August 2, 1911](#). The first woman in the U.S, licensed as a qualified pilot is Harriet Quimby, a drama critic.
- [August 3, 1921](#). Lieutenant John A. Macready of the U. S. Army Air Corps finds a new use for airplanes when he sprays a patch of ground infested with caterpillars. This practice becomes known as crop dusting.
- [August 4, 1959](#). The first medical evacuation by helicopter from a Mobile Army Surgery Hospital (MASH) team takes place when an S-51 helicopter flies out a casualty from a fire flight along the Pusan Perimeter.
- [August 5, 1943](#). The Women Airforce Service Pilots (WASP) were formed.
- [August 6, 1956](#). First flight of the Beechcraft Travel Air.
- [August 7, 1963](#). First flight of the Lockheed YF-12. A-12 Mach 3+ operational.
- [August 8, 1982](#). First flight of the Cessna 208 Caravan.
- [August 9, 1945](#). B-29 Bockscar drops a plutonium-239 nuclear weapon, Fat Man, on Nagasaki.
- [August 10, 1912](#). Englishman Francis K. McClean becomes the first pilot to fly under bridges spanning the Thames River when he takes off from Harty Ferry, Eastchurch in his Short biplane S. 33.
- [August 12, 1942](#). The first American aircraft – A U. S. Navy PBY Catalina amphibian – Lands on Guadalcanal's Henderson Field. Aircraft based there will become known as the "Cactus Air Force."
- [August 13, 1962](#). First flight of the British Aerospace 125, later known as the Hawker Siddeley or Hawker Beechcraft.
- [August 14, 1979](#). Steve Hinton sets a new piston-engined airspeed record in a specially modified P-51 Mustang named the Red Baron. He reaches 499 mph Nevada.
- [August 15, 1958](#). Congress approves the Federal Aviation Act to regulate all US commercial and military aviation.
- [August 16, 1960](#). Capt. Joseph Kittinger (USAF) sets a world record for highest parachute jump 102,800ft and longest parachute freefall 85,300ft while testing high altitude parachute-escape systems in Project Excelsior.
- [August 17-18, 1989](#). A Qantas Boeing 747, City of Canberra, flies non-stop from London to Sydney, setting a world record for a four engine jet, after having flown 10,587,54 mi in 20hrs, 9min, 5sec at an average speed of 525.42mph an FAI recognized record.
- [August 19-20, 1957](#). Maj David Simons sets a new balloon altitude record of 101,516 ft
- [August 20, 1978](#). British Aerospace Sea Harrier VTOL fighter entered carrier service.
- [August 21, 1944](#). First flight of the Grumman F8F Bearcat.
- [August 23, 1958](#). President Dwight D. Eisenhower signs the Federal Aviation Act of 1958, dissolving the Civil Aeronautics Administration and Civil Aeronautics Board and transferring all authority over aviation operations in the United States to the newly created Federal Aviation Agency.
- [August 24, 2001](#). Air Transat Flight 236 runs out of fuel over the Atlantic Ocean. Glides 72 miles and makes an emergency landing in the Azores. Upon landing, some of the tires blow out, causing a fire and extinguished by emergency personnel on the ground. None of the 304 people on board was injured.
- [August 25, 1932](#). Amelia Earhart makes the first transcontinental flight across the US by a woman. She flies a Lockheed Vega.
- [August 26, 2012](#). After a final flight from Denver, Colorado, to Lihue, Kauai, Hawaii, 83-year-old Ron Akana retires as the longest-serving flight attendant in history. His career, all with United Airlines, had spanned 63 years since he joined the airline in 1949, interrupted only by two years of military service from 1951 to 1953. He had flown about 200 million miles and made about 10,000 trips over the Pacific Ocean.
- [August 29, 1969](#). TWA Flight 840 Boeing 707, hijacked, by two operatives from the Popular Front for the Liberation of Palestine force it to land at Damascus, Syria; all passengers were released except for two passengers who were released two months later; there are no casualties to the 127 on board, but the aircraft's nose section is blown up.



Florida Airshows 2024

For your calendar

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)
Dec 7-8	Ocean Reef Air Show (Key Largo) (07FA)

2025

Mar 15-16	Space Coast Warbird Airshow (KTIX)
Apr 1-6	Sun-n-Fun Aerospace Expo (KLAL)



Outtakes

Officials investigating a Southwest flight departing a closed runway before the tower was open at Portland Int'l [PMW] June 25. [AVweb](#)

NTSB could not decide if the copilot on the CASA 212 fell or jumped to his death during the emergency landing in July 2022. [NTSB](#)

An Alaskan Fake Pilot With Fake A/C Registration Pleads Guilty. Faces 3-years and \$250K. [Aero-news](#)

Former Senator Jim Inhofe Went West Tuesday, July 9 at the age of 89. Senator Inhofe was an icon for General Aviation. He sponsored more bills that supported General Aviation than the rest of congress. [AVweb](#)

The around-the-world flight mentioned last month by a Learjet 36A in April is now officially certified by NAA as a record. Its purpose was to raise funds for the restoration of the first production LearJet 23-003. [Ainonline](#)

ICYMI: Allegiant announced new nonstop service between KMLB and Cincinnati (CVG). [Allegiantair](#)

Preowned business aircraft has seen six consecutive quarters of reduced pricing and increased inventory. [Vref.com](#)

Experts warn of GPS attacks. Thousands of planes and ships are facing GPS jamming and spoofing that could potentially impact critical infrastructure, communication networks and more. [AviationWeek](#)

On June 26, 2024: Boeing says Starliner problems corrected but no updates its return. [Newsweek](#)

The NTSB says the May 25 Dutch Roll anomaly on Southwest flight was likely caused by damaging winds while parked overnight at New Orleans Int'l Airport days earlier. [NTSB.gov](#)

Congress has directed DoD to report the feasibility and advisability of transferring retiring Fairchild A-10s to Jordan. [AviationWeek](#)

L3Harris delivered two AT-802U to USAF Special Ops Command ahead of the OA-1K Sky Warden. [AviationWeek](#)

Boeing projects need for 2.4M new aviation professionals. Company anticipates a 3% increase in airplane deliveries of next 20 years with demand for 44K commercial aircraft. [Boeing](#)

Lockheed Martin sees market demand for 300 new F-16s. Buyers Philippines, Thailand and Turkey. [FlightGlobal](#)

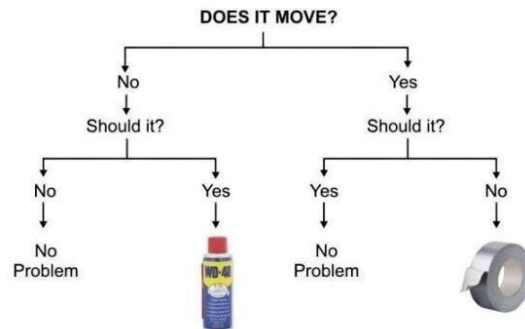
FAA and NATCA have reached an agreement to address controller fatigue, watch schedules, and off duty time. [AviationWeek](#)

Southwest announced it was abandoning open seating but no effective date. Check baggage still free. [AVweb](#)

Automation is a wonderful thing then it fails and the world comes to a halt. This past week 2,600 flights canceled, half-million passengers stranded, 911 systems went out. [Forbes](#)

Embraer introduces automatic takeoffs for E-2 of passenger jets. [AviationWeek](#)

“Say Again” Aircraft Mechanic Troubleshooting Chart



“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.

Pilot-Controller Communication Pointers

ASRS receives many communications-related incident reports that contain reporters' suggestions for improving the communications flow between cockpit and ground. A recent controller's report below offers words of wisdom for pilots who monitor ATC frequencies en route, as well as a useful phraseology suggestion for controllers.

- *I was providing on-the-job training to a recently transferred controller on Approach/Departure Control. Air carrier "X," a B727, departed runway heading climbing to 3,000 feet. The air carrier checked in - and was assigned 8,000 and turned direct approximately 240° heading. I had been watching a primary target (no transponder) for a few miles that was now 6 nm due west of [air carrier's departure airport], eastbound. I instructed the trainee to "issue the traffic." The traffic was issued with air carrier "X" instructed to "stay on runway heading." The pilot responded that they were heading 270° and asked if that would be OK. At first, the trainee said 270° would avoid the traffic, then realized it would be too close and turned the air carrier back to 290°. Air carrier "X" then reported the traffic in sight less than 1/2 mile, "heading right at us at our altitude" (4,000 feet)... The pilot questioned how close the traffic came... We told him there was no transponder, no altitude.*



We tracked the primary target to a small airport. Before landing, the pilot asked Approach for a transponder check (his first contact with ATC since departing airport in another state). The pilot called us on the phone and said...he was monitoring the ATC frequency and "thought you might be talking about me after I saw the 727 go by." Why the pilot monitored the frequency and never called us is beyond me. We could have avoided an NMAC... If the ATC service is there, use it! It's less workload on ATC to track an aircraft and give an altimeter [setting] than constantly be issuing traffic "type and altitude unknown."

My technique, which I recommend, is to add the phraseology "no transponder" when making a [traffic] call to a TCAS-equipped aircraft... Adding "no transponder" gets everyone looking out the window instead of looking at a blank TCAS box. →

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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 June 6, 2022, about 1610 CDT, a **Piper PA-28RT-201, N160LL**, was substantially damaged when it was involved in an accident near Northwest Florida Beaches International Airport (ECP), Panama City, FL. The pilot and one passenger were fatally injured, and another passenger sustained serious injuries. The airplane was operated as a Part 91 personal flight.

On the morning of the accident, the pilot and passengers arrived at ECP, and the pilot parked the airplane on a local FBO ramp about 0941. About 1100, the FBO moved the airplane to another location on the ramp because the pilot and passengers were not returning until later in the day.

Security camera video revealed that the pilot returned to the airplane about 1530. He opened the baggage compartment, entered and exited the cockpit multiple times, walked around the front of the airplane, and stopped in front of each wing until the two passengers arrived about 1541. During these 11 minutes, he did not appear to spend any appreciable time inspecting the airplane's engine or the ground below it. Examination of the pavement in the parking area revealed a trail of oil drops that led to a small puddle of oil where the airplane was initially parked. A second larger area of oil staining, measuring about 6ft by 6ft, was found at the airplane's second parking location, which was where the pilot conducted his walk-around and started the engine for taxi and takeoff.

About 1551, the airplane taxied to runway 34 and ADS-B indicated takeoff about 4:04pm. At 4:09, the pilot declared an emergency, made a 180° left turn, then continued to descend until impact with terrain 1.7mi from the runway threshold.

The 54 year-old pilot held a Private certificate with AS/MEL ratings, estimated 310hrs all aircraft, 216 make and model. His Class 3 was current. A May 25, 2022 entry in his logbook said "Test Arrow". The airplane was annulled on May 11, 2022.

A review of the data downloaded from an onboard avionics system revealed that during the flight to ECP, the oil pressure initially stabilized at 89 pounds per square inch (psi) and decreased gradually as oil temperature increased. After landing, the oil pressure ranged between 50 and 70 psi.

On the accident flight, the avionics system data showed that immediately after the engine started, the oil pressure stabilized at about 67 psi. The oil pressure gradually decreased as the aircraft taxied to the runway. Immediately before takeoff, the oil pressure had reduced to about 10 psi. When the engine was advanced to takeoff power, the oil pressure dropped to 4 psi.

The No. 4 connecting rod cap, connecting rod bolts, and bearing pieces were found in the oil sump along with other metallic debris and a trace amount of oil. Examination of the oil system revealed that the oil pressure sensor was separated from the engine. The sensor's rigid copper line fractured at the fitting to the accessory section of the crankcase. This oil leak ultimately resulted in oil starvation and loss of engine power during the departure.

During the most recent annual, a new avionics system was installed that included a Dynon Skyview HDX panel display and a Dynon electronic flight instrument system. The logbook indicated that five people, one of whom was the pilot performed the work and an IA signed it off. Additionally, FAA Form 337, Major Repairs and Alterations, indicated that the installation was performed in accordance with Dynon Skyview HDX System Installation Manual, dated October 28, 2020.

Examination of the rigid oil pressure line revealed that it fractured due to high-cycle fatigue. This was likely from excessive vibration due to insufficient support of the oil pressure sensor and rigid line. The oil pressure sensor, which was part of the avionics system, was installed about three flight hours before the accident. The installation manual for the avionics system stated that a flexible line should be used to install the oil pressure sensor in order to minimize vibration effects. Instead, a rigid line was installed, which would have been more susceptible to the effects of vibration, including high-cycle fatigue failure.

The NTSB determines the probable cause(s) of this accident to be: Maintenance personnel's failure to follow the avionics installation guidance for the oil pressure sensor, which resulted in the high-cycle fatigue failure of a line, oil starvation, and the subsequent loss of engine power. Contributing to the accident was the pilot's failure to perform an adequate preflight inspection of the airplane. →



ERA22FA261

Mystery Airplane

Can you identify this airplane?



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Congratulations to **John Twitchell** and **Joanne Mills** that identified the **Martin JRM Mars** flying boat. Designed by the Glenn L. Martin Company for the U.S. Navy. The flying boat first flew 23 June 1942 and remained in active service with the Navy for 14 years. Intended as a long-range ocean patrol flying boat it later entered production as the JRM Mars long-range transport.

Its beginning was in 1938 when the Navy contracted the Martin Company to design and produce a large four-engine maritime patrol bomber. The Martin Company began by up scaling its [PBM Mariner](#) to the prototype XPB2M-1 Mars. On 8 November 1941, Martin announced the XPB2M-1 prototype. Then an engine fire during ground runs delayed flight-testing and the aircraft was not introduced to the Navy until 1943. By then the Navy considered the patrol bomber concept obsolete and the Mars was converted into a transport aircraft.

The Navy ordered 20 of the modified JRM-1 Mars. The first, named Hawaii Mars, was delivered in June 1945, but with the end of World War II the Navy scaled back their order, buying only the five aircraft which were then on the production line. Though the original Hawaii Mars was lost in an accident on the Chesapeake Bay a few weeks after it first flew, the other five Mars were completed, and the last delivered in 1947.

Specs: JRM-3 Mars - Four 3,000hp Pratt & Whitney R-4360 engines, with 4-bladed Curtiss Electric 16.8ft diameter props. Crew of four with accommodations for a relief crew. Capacity: 133 troops, 84-litter patient's w/25 attendants or 32,000lb payload, including seven [Willys MB](#) jeeps. Cruise: 190mph, Range; 4,900mi, Service Ceiling 14,600ft, MTOW: 165,000lb. Later Mars Water/foam load: 60,000lb.



Named the *Marianas Mars*, *Philippine Mars*, *Marshall Mars*, *Caroline Mars*, and a second *Hawaii Mars*, the five production Mars aircraft entered service ferrying cargo to Hawaii and the Pacific Islands on 23 January 1944. The last production airplane (the *Caroline Mars*) was designated JRM-2 featured a higher maximum weight and other improvements. On 5 April 1950, the Marshall Mars was lost near Hawaii when an engine fire consumed the airplane after her crew had evacuated. The remaining "Big Four" flew record amounts of naval cargo on the San Francisco-Honolulu route efficiently until 1956, when they were beached at NAS Alameda.

In 1959, the remaining Mars aircraft were to be sold as scrap, but a Canadian company, Forest Industries Flying Tankers (FIFT), bid for the four aircraft and the spares inventory. The company represented a consortium of British Columbia forest companies. The bid was accepted and the sale completed in December 1959. The four aircraft were converted into water bombers. The conversion involved the installation of a 7,200gal plywood tank in the cargo bay with retractable pick-up scoops to allow uploading of water while the aircraft was taxiing. The scoops could take 30 tons of water on board in 22 seconds. Later some of the hull fuel tanks were replaced with water tanks.

On 23 June 1961, the Marianas Mars crashed during firefighting operations with the loss of four crewmembers. Then on 12 October 1962, Typhoon Freda destroyed the Caroline Mars while parked at the Victoria airport.

The Hawaii Mars and Philippine Mars had their conversion into water bombers and entered service in 1963. They appeared at local airshows, demonstrating their water-dropping ability. Flying Tankers Inc. flew the water bombers to hot spots around the province when a need developed, such as the 2003, fire the threatened the town of Kelowna, B. C.

On 13 April 2007, Coulson Forest Products of Port Alberni, B. C. bought the two remaining Mars and based them at Sproat Lake near Alberni. On 25 October 2007, the Hawaii Mars ("Redtail") arrived at Lake Elsinore in southern California, on a private contract, to assist with firefighting efforts at the California wildfires of October 2007.

Upkeep of the R-4360 engines is expensive. By 2014, Coulson was going with Lockheed C-130s and now six 737s and a variety of heavy lift choppers for firefighting. Now plans are finalized for the transfer Hawaii Mars to the British Columbia Aviation Museum. The Philippine Mars will now go the Pima Air and Space Museum in Tucson Arizona. No official dates for either but most agree sometime in the fall of 2024. →



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The Ninety-Nines, Inc. is a non-profit, charitable, 501(c) (3) international organization that represents licensed women pilots from around the world. Ninety-Nine women pilots, including aviation pioneer, Amelia Earhart founded the organization in 1929.

A challenge coin is a small coin or medallion, bearing the organization’s insignia or emblem, normally carried by the members, and displayed by friends to show their support.

The coin, is shown at right is 1.75 inches in diameter, and cost \$15 each plus \$5 for shipping. All profits from the sale of these coins will be applied to the scholarship fund. You can order your coin(s) at www.spaceport99s.org/challenge-coin

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Fly-in/Drive-in Breakfast: The Valkaria EAA Chapter 1288 puts on an excellent pancake breakfast on the **third Saturday of each month**. It features big portions of blueberry, chocolate chip, or plain pancakes, scrambled eggs, sausage patties, bacon and grits. Regular and De-Caf coffee and orange juice. Dining is inside the new terminal building at Valkaria, or if the weather permits, up on the observation deck. All for \$10.00 adults, and \$5.00 children. We usually have several fly-ins from places all around Florida.

Serving is from 8:00am to 10:00am. If unusual circumstances prevent the scheduled breakfast an announcement appears on our website, eaa1288.com. Come and enjoy!

Note: VAC has cancelled breakfast through August due to construction.

Fly-in/Drive-in Breakfast: The Valiant Air Command Warbird Museum at Space Coast Airport hosts a breakfast on the **second Saturday of each month**. The Chef catered breakfast includes pancakes, eggs & omelets your way, sausage, bacon, biscuits and gravy, juice, and coffee. Served 8:00am – 10:00am, donation \$12 per person, under 5yo is \$5. Free museum admission is included with purchases of breakfast. Arrive early last month over 320 were serviced.

The VAC is a 501(c) (3) with all profits going to support the museum and its restorations.

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