

January 2025

Fly-In

Valkaria (X59) Fly-in/Drive-in breakfast
Third Saturday each month 8-10am
Sponsor: Valkaria EAA Chapter 1288

KMLB

Notes from 12/10/24 MAA Board meeting

1. Board member changes announced: Dave Neuman replaces Tim Thomas for the City of Melbourne, Scott Mikuen is stepping down after 17 years, replaced by Dan Schwinn, CEO of Avidyne, as Airport Tenant Representative.
2. Approved \$3000 raise for Executive Director, Greg Donovan (default raise for all city employees), PLUS \$55K bonus and car allowance in place of a company car.
3. Cliff Graham and Stephanie Betts (Operations) in Las Vegas for the 2024 ICAS Air Show conference. KMLB wants to have a show every 2 years.
4. The baggage in line project has been delayed by a bid protest and a new RFP will have to be issued. This will push out target date for new baggage system to July 2026.
5. Taxiway “A” project to start 02/03/2025.
6. Taxiway “M” extension to be completed by the end of February 2025.
7. No comments from marketing/business development regarding any projects.

Satcom Direct Buy Boosts Gogo into Orbit

Now serving the needs of business aviation and military/government markets

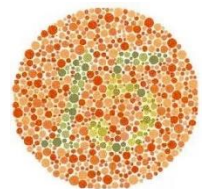
Gogo completed the acquisition of Satcom Direct on Thursday, December 5, for \$375 million in cash and issuance of five million shares of Gogo stock to SD ownership. The sellers could further realize an additional \$225 million “tied to realizing performance thresholds over the next four years,” according to Gogo, which funded the deal with \$250 million in debt and \$150 million in cash. → [Aionline](#)

FAA Makes Computer Color-Vision Tests Mandatory

The new computer-based testing methods mandatory

The FAA is modernizing its color vision testing with computer-based equipment and operationally based passing scores. The new testing process will screen for both yellow/blue and red/green deficiencies, and address inconsistencies and color degradation from using older test plates.

“Beginning **January 1, 2025**, the FAA will require all applicants for an initial airman medical certificate to test for color vision deficiencies using the new program. Pilots who have held a medical certificate will not need to retest unless they want a color vision restriction on their certificate removed, develop a medical condition or are taking medication that affects color vision.” → [FAA.gov](#)



FlySafe – Overreliance on Automation

Maintain your stick and rudder skills

Automation can be a life-saver, but overreliance on it can lead you into terrain. Know the technology traps in your flight deck and how to avoid a mishap with automation by reading this month's Fly Safe message about overreliance on automation at <https://medium.com/faa/cfit-and-overreliance-on-automation-48eed783b1e9>.

You can also watch a *57 Seconds to Safer Flying* video at <https://youtu.be/Ud3SaAWgtV0?si=39GtxvtNNYWwdf-> or view the whole series at <https://bit.ly/57Seconds>. → [FAA.gov](https://www.faa.gov)

Is That My Runway?

Wrong runway happens too often

“Is that my runway?” is not a question a pilot wants to ask when lining up for departure or arrival. Wrong surface events are a serious risk. To learn how to prevent these cases of mistaken identity and what the FAA is doing to help, read “Is That My Runway?” at <https://medium.com/faa/is-that-my-runway-454a45b10889> — in the Nov/Dec 2024 issue of FAA Safety Briefing magazine.

See the entire readers' choice issue at www.faa.gov/safety_briefing. → [FAA.gov](https://www.faa.gov)

Boeing's ongoing MAX issues

Boeing faces renegotiation with DOJ on plea deal

On December 5, a U.S. judge rejected Boeing's agreement to plead guilty to fraud in the wake of two fatal 737 MAX crashes, faulting a diversity and inclusion provision in the deal.

Boeing had agreed to pay a fine of up to \$487.2 million and spend \$455 million to improve safety and compliance practices over three years of court-supervised probation as part of the deal.

Victims' relatives want Boeing and its executives charged with crimes holding them responsible for the deaths of their loved ones and any evidence of wrongdoing presented in a public trial. They have also argued Boeing should have to pay up to \$24.78 billion in connection with the crashes. → [Reuters](https://www.reuters.com)

Airmen Testing Community Advisory

Are you working your way thru Certificates?

In case you missed it, in November the FAA issued this Airman Testing Community Advisory (ATCA) created by the General and Commercial Division, Training and Certification Group, Testing Standards Section (TSS). This is the office responsible for practical test and airman certification standards, certification testing programs, and supporting reference materials. The intent of this advisory is to provide an additional method of change management communication to our stakeholders and support efforts to ensure training and testing remain correlated for an effective certification process.



This special edition of the [Airman Testing Community Advisory](#) is available on the [Airman Testing webpage](#). **Note** that among other updates, this edition covers changes to [BasicMed](#). →

AIRBUS and Single Pilot OPS

A potty behind the captain's seat?

The ALPA says Airbus is proposing adding a toilet to the flight deck of its aircraft to eliminate the need for relief pilots and pave the way for single-pilot operations or Extended Minimum Crew Operations (eMCO). The technology behind single-pilot ops is well developed and tested but the wild card has always been human factors.

Airbus apparently sees the flight deck ensuite as the answer, and the pilot potty could appear on the flight deck of a test A350 by 2027. The manufacturer says single-pilot ops could be used in freighters in the next five years. → [AVweb](#)

ATC Privatization

Here we go again

According to Politico et al, former Rep. Bill Shuster, who did his best while a member of the House Transportation and Infrastructure Committee to Privatize ATC, is at it again with a presentation at an Aero Club luncheon in November. "I think we should take it out of government, commercialize it, or make a non-for-profit similar to the idea that I had six years ago."

A4A a trade association that lobby's for the airlines has been promoting the concept of privatizing ATC for years. While in congress, Shuster, included an ATC privatization measure in the 2018 FAA bill, but was unable to move reauthorization with an ATC privatization measure and ultimately stripped his provision from the bill.

The concept is supported by conservative organizations such as the Reason Foundation and Heritage Foundation, which continue to push for smaller government. The Shuster idea was handing ATC to the airlines. A terrible idea.

Of recent, the Reason Foundation a libertarian think tank has written [an open letter](#) to the incoming leaders of the Department of Government Efficiency, Elon Musk and Vivek Ramaswamy, to make air traffic control a "user-funded utility." The Reason Foundation, credited with coining the term "privatization," says most of the rest of the world (83 countries) has already distanced ATC from direct government control and are better off for it. However, Privatization comes with its own set of undesirable issues.

The Reason Foundation uses Nav Canada as an example, saying it has lower costs and is able to be much more nimble in tech acquisition and implementation. But Nav Canada is a much smaller organization. Only about 1,900 controllers and has raised user fees dramatically. It had to be bailed out by the government do to the reduced traffic during COVID and apparently in recent years, hit with staffing shortages resulting in service issues at major airports.

It's highly likely this will be a major topic during this next few years. → [Aionline](#) [AVweb](#)

Drones can help reduce wildlife strikes at airports

According an ERAU award winning study

A group of Embry-Riddle Aeronautical University (ERAU) students won first place in a national competition with research demonstrating how drones can help reduce wildlife strikes at airports.

The team's [research](#) noted that drones offer several advantages over traditional wildlife monitoring methods. They can access hard-to-reach areas, cover ground quickly and use various sensors to gather detailed environmental information.

The team tested their approach near Daytona Beach International Airport, following FAA wildlife hazard assessment protocols. They successfully identified local wildlife species and tracked their daily and seasonal patterns. They found that drones made tracking wildlife easier with their ability to track in rough terrain such as wetlands, forests and coastlines. The drones also allowed for tracking animals at night using thermal infrared cameras.

The ERAU students found that integrating drone technology into wildlife management could enhance safety, lower costs and provide airports with better insights into how wildlife interacts with their surroundings.

On airport deterrent that works very well is bird-cannons in use around the nation that is fueled by propane and makes a loud bang. → [erau.edu](#)

Lithium Battery Incidents

Warning: Do not leave lithium battery products in checked luggage

According to FAA data Lithium Battery Incidents occur weekly, on average on US flights. Federal legislation that seeks to tackle the fire risk posed by lithium batteries is being considered. This year, 69 lithium battery incidents involving smoke, fire, or extreme heat have occurred on U.S. flights as of December 16. Becoming a major concern to crewmembers.

Lithium batteries emit dangerous gases as well as smoke and fire. These can come from e-cigarettes/vape devices, cell phones, laptops and other electronic and medical devices. → [USFA.gov](#)

FAA issues a TFR on drones in New York Metro Area

FBI: “Do not shoot at Drones”

The FAA issued a TFR over a number of sites in New York City, two dozen communities across New Jersey and some military installations in the wake of ongoing complaints about brightly colored — and December 19, following similar restrictions over largely unexplained — flying objects filling the night skies over the two states. Even stars and planets have been identified in angry-citizen reports and videos as nefarious drones. Aircraft that have been misidentified as drones — amid an uptick of these mysterious sightings — pilots have been hit in the eyes with lasers, the FBI revealed. Some apparently believe a laser will do something to the drone.

DHS, FBI, FAA and DoD issued a joint statement on ongoing response to reported drone sightings. “There are over one million drones lawfully registered with FAA. Sightings to date include a combination of lawful commercial drones, hobbyist drones, and law enforcement drones, as well as manned fixed-wing aircraft, helicopters, and stars mistakenly reported as drones. It is a criminal offense to interfere with, damage or destroy a flying aircraft. It doesn’t matter if the aircraft is unidentified and flying over the backyard. Even if you miss, just shooting a gun into the air is typically classed as “reckless discharge of a firearm.” → [FAA.gov](https://www.faa.gov)

Airmen’s Medical Exams

Denials over Deferrals

Congress, in its infinite wisdom, legislated that the FAA's Office of Aerospace Medicine (AME) should no longer defer a pilot's application for a medical. Rather, the Reauthorization Act mandated that when the FAA determines that the file is incomplete, the medical examiner **MUST DENY** the medical request instead of its past practice of **DEFERING** it. Evidently, the deferral tags were mounting up and showing inordinate levels of delay.

So the FAA announced effective January 1, 2025, it would require AMEs to issue initial denials instead of deferrals for medical certificate applications that require additional information. The change was driven by the agency’s interpretation of a section of the FAA Reauthorization Act 2024 to expedite the process for deferrals.



According to the agency, the policy change is intended to expedite the medical certification process. Under the existing policy, deferred applicants have 30 to 90 days to submit additional medical records or evaluations in response to an information request letter. But the agency said there is no such timeline for denials and shifts the burden to file paperwork on pilots, ostensibly freeing up time at the FAA to work on other aeromedical applications.

AOPA and a coalition of airline and charter pilot unions expressed concern for “denial” on a pilot’s record. “These initial denials will also be reportable on future medical applications and other applications the industry uses, such as employment applications, which ask whether a pilot has had a previous medical denial,” the letter states. “The ramifications of an increase in airmen receiving and reporting medical denials on these applications and the need to educate hiring managers about this change are significant and will take considerable time.” The use of the word “denial” will be detrimental and haunt the pilot for the rest of his/her career, affecting BasicMed as well.

On December 18, the FAA announced the changes would be delayed until March 1. According to the agency, “This extra time will allow the agency to educate the pilot community and host a listening session in January with various aviation associations.” → [Ainonline.com](https://ainonline.com)

Luscombe Aircraft Auction

A Sad Ending at 81 years old

Luscombe Aircraft went on the auction block to be sold **Lock, Stock, and Barrel** in a four day auction beginning December 10, 2024 handled by Starman Brothers Auctions at the factory in Jamestown, NY. It includes, “the entire Luscombe Aircraft Corp. Sold as one package, including Type Certificate, STCs, jigs, shop equipment, tools, molds, new inventory, etc.,” according to officials with the auction house.

The auctioneers note that the factory, which is on the grounds of Jamestown Airport (KJHW) will be open for in-person inspections from Dec. 9 through Dec. 13 from 8:30 a.m. to 5 p.m.

The sale ends the plans of Steve Tetrake and Stephen Young, who acquired the Luscombe assets in June of 2019. They created the new company to manufacture parts for the Luscombe, as well as build new aircraft.

For more information: StarmanAuctions.com or 480-396-0380. → [GANews](https://www.ganews.com)

Lilium eVTOL Jet throws in the Towel

11 years' work and \$1B spent

Advanced Air Mobility pioneer Lilium has ceased operations and laid off most of its 1,000 employees after failing to raise the capital it needed to continue. The German company, which stunned the aviation industry 11 years ago with its electric multi-rotor design and audacious plan to introduce short-hop inner-city-to-inner-city service, raised more than a billion dollars in private investment before going public in 2021. It only attracted two orders for a total of 320 aircraft.

Late news: SOLD: On December 24, Lilium announced a buy-out deal with Mobile Lift Corporation. A group of Europe and North America investors has agreed to acquire the operating assets of the eVTOL aircraft developer Lilium. The agreement is a breakthrough in efforts started in late October to find new owners. Launched after the German parliament blocked a \$54M (US) loan guarantee that unlocked a similar amount from Bavaria. → [Ainonline](#)



Vertical Mag

Airport and Airway Trust Fund

Monies apparently diverted away from its attended purpose

A consortium of 30 aviation groups representing the broad spectrum of the industry have written President-elect Donald Trump asking him to consider funding changes to the FAA that will give the agency the resources it needs to modernize. Specifically, the group is urging use of the Airport and Airway Trust Fund to "upgrade and modernize FAA's facilities and air traffic control equipment." There have been concerns in the past money collected through fees and taxes for the fund have been diverted to non-aviation purposes.

The group says it has also identified efficiencies that can be achieved with procurement and deployment of the new equipment. Its proposals are also structured to "address key staffing shortages, and ensure stable and predictable funding, including multi-year budgeting, to strategically manage and deploy the FAA's ATC assets." → [AVweb](#)

Overseas Pilots: U.S. Agent Necessary

New FAA rule requires a U.S. agent for pilots with foreign addresses

Starting Jan. 6, 2025, the FAA will require individuals with foreign addresses and no U.S. physical address on file with the FAA to designate a U.S. agent for service if they apply for or hold certain FAA certificates, ratings, or authorizations. This rule applies to certificates issued under 14 CFR parts 47, 61, 63, 65, 67, or 107.

This change, published in the Federal Register on Oct. 8, 2024, aims to enhance aviation safety by ensuring timely communication with certificate holders residing abroad, according to FAA officials. The previous process of serving documents internationally often led to significant delays, potentially compromising safety, as individuals might unknowingly continue operating under suspended or revoked certificates, officials noted.

The U.S. agent, who can be an individual or an entity, will receive FAA communications on the certificate holder's behalf and is responsible for promptly forwarding them. A U.S. physical address, excluding P.O. boxes or commercial-only addresses, is required for the agent.

FAA officials acknowledged this rule will impose costs on individuals for designating and maintaining a U.S. agent, but emphasize the "crucial role of prompt communication in upholding aviation safety." → [FAA.gov](#)



Welcome New Members

Kevin Rosato

Joe Sutphin

Jonathan Briggs

Aviation History for January

Click the date for the full event

[Jan. 1, 1914.](#) The St. Petersburg-Tampa Airboat Line became the first scheduled airline in the world with a one-way fare of \$5.

[Jan. 2, 1929.](#) Evelyn "Bobbi" Trout flew a Golden Eagle 12 hours and 11 min at the Metropolitan Airport in Los Angeles, setting a new non-refueling endurance record for women

[Jan. 3, 1943.](#) Boeing B-17F Flying Fortress, "Snap! Crackle! Pop!" on daylight raid over Saint-Nazaire, France, loses wing due to flak, goes into spiral. Ball turret gunner Alan Magee, though suffering 27 shrapnel wounds, bails out (or is thrown from wreckage) without his chute at 20,000 feet, loses consciousness due to altitude, free fall and plunges through glass roof of the Gare de Saint-Nazaire station and is found alive but with serious injuries on floor of depot: saved by German medical care, spends rest of war in prison camp.

[Jan. 5, 1972.](#) US President Richard Nixon announces \$5.5B in funding for the Space Shuttle program.

[Jan. 7, 1929.](#) Carl Spaatz, Ira Eaker, and Elwood Quesada sets an endurance record of 151 hours aloft in the Question Mark, a modified Atlantic-Fokker C-2A airplane. While in the air, it refueled 37 times and resupplied six others, with 12 of the 43 replenishments taking place at night.

[Jan. 8, 2003.](#) Air Midwest Flight 5481, a Beechcraft 1900, crashes on takeoff from Charlotte, North Carolina; all 19 passengers and 2 pilots are killed.

[Jan. 10, 1964.](#) A B-52 H Stratofortress, configured as a testbed to investigate structural failures, has its vertical stabilizer sheared off in severe turbulence. The plane landed safely and was repaired. Directorate of Aerospace Safety, Norton AFB, California, film "Flight Without a Fin":

[Jan. 12., 1990.](#) USMC Douglas A-4M Skyhawk, crashes on approach to NAS Willow Grove, Pennsylvania, after an engine fire, coming down in Upper Moreland Township, impacting in an intersection, debris tearing off roof of an auto-leasing business, destroying four autos, and damaging six houses, but no injuries on the ground. Capt. Duane Pandorf, 35, parachutes into tree, suffering only minor injuries

[Jan. 13, 1982.](#) Air Florida Flight 90, a Boeing 737, crashes into the frozen Potomac River after takeoff from Washington National Airport; five on board survive; 78 on board and 4 on the ground die, including one initial survivor who dies after ensuring that the other crash survivors are rescued from the frozen river.

[Jan. 14, 1936.](#) Howard Hughes in a Northrop Gamma 2G, NR13761, which he had purchased from Jackie Cochran, sets a transcontinental speed record of 9 hours 27 minutes, averaging 259.1mph.

[Jan 15, 1943.](#) Operating from Guadalcanal, USMC Major Joe Foss shoots down three Japanese Mitsubishi A6 M Zero fighters, bringing his victory total to 26, all scored since October 13, 1942; he is the first American to match Eddie Rickenbacker's World War I score of 26. Although Foss never shoots down another plane, his total is enough to make him the second-highest-scoring Marine Corps ace in history and the highest-scoring one to score all of his victories while in Marine Corps service.

[Jan. 16, 1991.](#) Eastern Air Lines is dissolved after 64 years of operation. Many of its remaining assets are parceled out to American and Continental.

[Jan. 17, 1966.](#) A B-52 Stratofortress collides with a KC-135 Stratotanker during aerial refueling near Palomares, Spain. Seven crewmembers are killed in the crash, and two of the B-52's four nuclear weapons rupture, scattering radioactive material over the countryside. One bomb lands intact near the town, and another is lost at sea. It is later recovered intact 5 miles offshore.

[Jan. 18, 1982.](#) 1982 Thunderbirds Indian Springs Diamond Crash: The worst accident in U.S.A.F. Thunderbirds Demonstration Team history involving show aircraft, when four Northrop T-38A Talons crashed during pre-season training on Range 65 at Indian Springs Air Force Auxiliary Field, Nevada (now Creech Air Force Base). While practicing the four-plane line abreast loop, the formation impacted the ground at high speed, instantly killing all four pilots: Major Norm Lowry, leader, Captain Willie Mays, Captain Pete Peterson and Captain Mark Melancon. The cause of the crash was officially listed by the USAF as the result of a mechanical problem with the #1 aircraft's control stick actuator. During formation flight, the wing and slot pilots visually cue off the #1 lead aircraft, completely disregarding their positions in relation to the ground.

[Jan. 23, 1990.](#) Mid-air collision between two Blue Angels McDonnell-Douglas F/A-18 aircraft during a practice session at El Centro. One airplane, Angel Number 2, piloted by Capt. Chase Moseley (ejected) was destroyed and the other, Angel Number 1, badly damaged but managed to land safely. Both pilots survived unharmed.



“Say Again”

On the night of June 23, 1982, Pan Am Flight 009, a Boeing 747-200 at 37,000 enroute from London to Melbourne Australia. Suddenly #4 engine flamed out. Then #2 in seconds, then quickly #1 and #3. Unbeknownst to the crew they had run into an enormous volcanic ash cloud over West Java Indonesia. While they worked to get power restored Captain Eric Moody made a passenger announcement to the 248 passengers described as “a masterpiece of understatement”:

“Ladies and gentlemen, this is your captain speaking. We have a small problem. All four engines have stopped. We are doing our damndest to get them going again. I trust you are not in too much distress.”

They were able to get the engines restarted about 13,000 and landed safely at Jakarta, Indonesia.

Outtakes

Airbus is proposing a flight deck potty for single-pilot ops. As expected, pilot unions are dumping all over the plan. **The Philippine Mars flying boat is on its final flight to Pima Air Museum** with stops at SFO and SAN for brief public display. Engine issues has aborted two flights. Currently working on engine repairs.

News sources, report that Rep. Sam Graves pilot, War Bird owner and staunch advocate for GA, has been granted a waiver to continue as Chair of the Transportation and Infrastructure Committee. [Axios](#)

On Dec. 4, Gogo announced it has completed the acquisition of Melbourne based **Satcom Direct**, combining two of the leading providers of inflight connectivity to business aviation. [Gogo](#)

FAA says, Boeing 737MAX production on hold. Will not resume production until a new safety management system is implemented. [FAA.gov](#)

NTSB: Lack of oversight contributed to fatal airshow midair. All five on a Boeing B-17G and the pilot of the Bell P-63 Kingcobra were killed during the Wings Over Dallas airshow. [NTSB](#)

Luscombe Aircraft being auctioned off on 12/19/2024. Includes “the entire Luscombe Aircraft Corp. Aircraft factory sold in on package, Type Certificate, STCs, jigs, shop equipment, tools, molds, new inventory, etc.” according to auction house.

The military grounds the V-22 Osprey tiltrotors again. They are called it a “pause” in light of another part failure on a training mission but landed without injuries to the crew. [Air&SpaceForces](#)

Worldwide 16 airlines closed their doors during 2024. That’s down from 19 in 2023 but, Spirit is in Chapter 11 and Frontier has not made a full year profit since 2019. [Gatechecked.com](#)

Archer the California-based eVTOL developer completes its factory near Atlanta GA production starts 2025. [Archer](#)

NTSB Preliminary points to pilot distraction in Hawker-Citation runway collision. [NTSB](#)

Malaysia announced it will resume the search for MH370, which disappeared on March 8, 2014 [AVweb](#)

Textron says it wants more testing before adding G100UL to its approved list. [AVweb](#)

Landing fees were approved for Kissimmee Airport by the City Commissioners. Effective Nov. 1. Apparently identified by aircraft registration transmitted by ADS-B. [OsceolaNews](#)

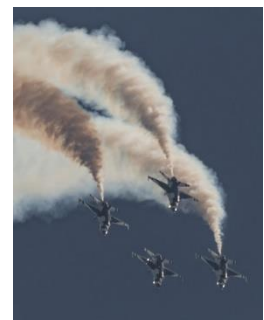
Spirit plan to cut more routes in 2025. Working thru chapter 11 bankruptcy they plan to sell 23 aircraft and furlough about 300 pilots in January. [Airlinegeeks](#)

A bill working its way in Congress will digitalize pilot certificates, eliminating the need to carry physical copies of airman and medical certificates. [AVweb](#)

Galvin Flying Service - A 94-year-old company announced the cessation of business in a note on its website. [Flying](#)

Air Shows 2025

Apr 1-6	Sun-n-Fun Aerospace Expo (KLAL) [Blue Angels]
May 3-4	Fort Lauderdale Airshow (FLL) [Blue Angels]
May 24-25	Miami Beach Air & Sea Show
July 21-27	EAA Air Venture 2025 Oshkosh (KOSH)



“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.

This C152 pilot experienced a common assortment of hazardous, hot weather factors that combined to produce an insidious, but predictable situation and potential disaster.

The Green Half-Mile

■ *After landing at MRC for fuel, we elected to take off using the grass runway. The winds had been relatively calm, and despite training numerous soft field takeoffs and landings for private and commercial ratings, we had never actually used a grass runway. We spoke with some of the regulars in the FBO, who said that the turf condition was good, and they provided some tips for using that particular field. We had two pilots in the aircraft, which put the C152 within 3 pounds of maximum gross weight when full of fuel. We back-taxed the length of the field to reposition and test the smoothness of the turf. At the end, we turned a 180 and conducted a rolling takeoff without coming to a stop.*

The plane reached rotation speed after about 1,000 feet (1,800 feet available), but on climbout, it became apparent that we would not clear the power lines and trees on the far side of the airport. With no more power to give, the aircraft already in clean configuration, and the stall horn starting to sound, I cut power and put the plane back on the runway, resulting in the plane coming to a stop in the grass after the end of the turf runway across Runway 24 and the taxiway. There was no damage to the plane or facility, or any injuries, but we were definitely two shaken up pilots after a close call.



A combination of factors contributed, most of which were related to operating at maximum gross weight on a hot summer day. Application of soft field considerations (not coming to a stop) over short field considerations (max power before releasing brakes) reduced the amount of available runway to less than full length.

The performance charts indicate we needed a total of 2,020 feet to clear a 50-foot obstacle with approximately 1,000 feet of ground roll. We had 1,800 feet of runway plus another 900 to 1,000 feet of clear climbout space before the first obstacle, which should have been more than adequate, but was not enough on that day.

We suspect the combination of flying a 40-year-old airplane with pilots relatively new to the C152 also significantly reduced aircraft performance from the best-case numbers in the published charts. The biggest lesson learned is that when close to the margins on gross weight and high density altitude, always take the longest runway winds will allow.

→ 511

Accident Case Study - Deadly Disorientation

AOPA Air Safety Institute examines the circumstances that led to the flight’s tragic outcome.

On October 11, 2021, a home security camera in Santee, California, captures an airplane rapidly emerging from the bottom of a cloud base. Split seconds later, the airplane spirals into a residential neighborhood, killing the pilot and one person on the ground.

The Accident Case Study series uses FAA ATC radio communication transcripts, NTSB documentation, and video animation to recreate accidents and share critical lessons, so we can recognize and avoid similar mistakes.

Length: 16 minutes FAA Wings: Eligible Accident Forgiveness: Eligible

Click here: [AOPA Air Safety Institute](#)

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.

Dark night conditions

On January 24, 2021, about 2000 EST, a **Piper PA-28-161, N266ND**, was substantially damaged when it was involved in an accident near Boynton Beach, Florida. The private pilot was fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 as a personal flight.

A review of air traffic control voice, ADS-B, and weather data revealed that the airplane departed Palm Beach County Park Airport, (LNA) under visual flight rules and turned to a southerly heading before contacting air traffic control. While in cruise flight about 1,000ft, the pilot requested visual flight rules flight following and routing “along the shoreline.” The controller approved the request, issued the altimeter setting, and instructed the pilot to proceed offshore and “follow the shoreline northbound at or below 500 feet.” At 1958:37, the pilot acknowledged the instructions and repeated the altimeter setting as the airplane began a descending left turn to the east.

The target identified as the accident airplane continued an eastbound descent on a heading about perpendicular to the shoreline when the controller assigned the airplane a new transponder code. When the pilot acknowledged, the airplane was at 300ft and descending. At 1959:25, the accident airplane displayed a transponder code one digit off of the assigned code. At that time, the airplane was crossing the beach at 225ft and descending. Once over water, the airplane’s track depicted a shallow, descending left turn.



At 2000:00, the controller repeated the transponder instructions, but the airplane’s target had disappeared and there were no further communications with the airplane.

According to FAA records, the 24 year old pilot held a private Certificate with ASEL and instrument rating. The pilot’s most recent FAA first class medical certificate was issued October 4, 2019. He was enrolled at 2Fly Airborne in an airline pilot training curriculum and, according to school records, had accrued about 190 total hours of flight experience, 95 hours of which were in the accident airplane make and model. The pilot earned his instrument airplane rating on January 20, 2021. Review of the pilot’s logbook revealed that he had accrued 19.8 total hours of night flying experience, of which 8.9 hours was in the accident airplane make and model. He had accrued 8.0 hours of solo flight experience at night.

At 1953, weather at West Palm Beach International Airport (PBI), 9 miles north of the accident site, included scattered clouds at 2,000ft and 25,000ft. The visibility 10 miles. Altimeter setting was 30.11.

The airplane was recovered by a commercial salvage operator January 26, 2021, and was examined at their facility under the supervision of two FAA inspectors. The engine cowlings were impact-damaged, the engine mounts were broken, and the engine rested in a “nose-down” attitude in relation to the airframe. Flight control continuity was confirmed from the cockpit to all flight control surfaces. The right wing was separated by impact and remained attached by the aileron control cable and electrical harness. Wing-mount fractures revealed failure features consistent with overload. The main and standby vacuum pumps and the vacuum-operated attitude indicator were disassembled and revealed no pre-impact anomalies. The electric fuel boost pump operated normally with electrical power applied.

The Palm Beach County Sheriff’s Office (PBSO) recovered an on-board video recorder from the airplane, successfully downloaded the data, and forwarded a video of the accident flight.

The view was directly out the front windscreen and did not capture the airplane’s instrument panel. From engine start, taxi, takeoff, initial climb, and final descent, the sound of the engine was smooth and continuous throughout. Changes in engine sound were consistent with the changes in flight mode. During the final portion of the flight, the airplane was in cruise flight on a southerly heading over a well-lit north/south interstate highway that bisected a developed urban/suburban area. To the east, the coastline was discernable due to its illumination. The water beyond was black with no visible horizon. There was no ambient light on or above the water providing illumination. The engine sound reduced, and the view was consistent with a shallow turn and descent on an easterly heading. The airplane crossed the coastline with illuminated homes and roadways clearly visible, but once over the water, the view in the windscreen was completely black with no discernable horizon. The attitude of the airplane could not be determined. For the final 25 seconds of the recording, the view remained completely black, while the sound of the engine was smooth and continuous until water contact.

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

The pilot’s controlled flight into the ocean at night due to his unrecognized spatial disorientation. Contributing to the accident was the pilot’s distraction with the tuning of his transponder while maneuvering over an area with reduced visual references.



ERA21LA111

Mystery Airplane

Can you identify this airplane?



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

Congratulations to **John Twitchell** who identified the December mystery airplane as the **Lockheed Model 18 Lodestar** designed as a 17-passenger transport that first flew in the early part of 1940. The Model 18 was the third in the series competing with Douglas Aircraft. Lockheed produced the Model 10 Electra the aircraft flown by Emalia Earhart when she disappeared, then for passenger service came the Model 14 Super Electra.

Sales of the 10–14 passenger Super Electra, which first flew in 1937, were disappointing despite the aircraft's excellent performance. It was more expensive to operate than the larger Douglas DC-3, already in widespread use. In order to improve the type's economics, Lockheed decided to stretch the Super Electra by 5 feet 6 inches, allowing an extra two rows of seats.

The prototype for the revised airliner, designated Model 18 by Lockheed, was converted from the fourth Model 14, one of a batch which had been returned by Northwest Airlines after a series of crashes. The modified aircraft first flew in this form on 21 September 1939, another two prototypes were converted from Model 14s, and before the first originally built Model 18 flew on 2 February 1940.



Powered by a pair of Wright R-1820, 1,200hp engines, MTOW 21,000, Useful 3,500lbs, Range 2,500sm, Ceiling 30,100ft, and Cruise 200mph. With a crew of 2 and a stewardess, it could carry 18 passengers. Lockheed produced 625 in all variants.

The Lodestar received its Type certificate on 30 March 1940, allowing it to enter service with the first customer, Mid-Continent Airlines. As hoped, the extra seats greatly improved the Model 18's economics, reducing its seat-mile costs to a similar level to that of the DC-3, while retaining superior performance. Despite this, sales to US domestic customers were relatively slow as most US airlines were already committed to the DC-3. Only 31 Lodestars were sold to US airlines.

Overseas sales were a little better. The biggest airline customers being South African Airways, New Zealand National Airways Corporation, Trans-Canada Air Lines and BOAC; another 29 were bought by the Royal Netherlands East Indies Army Air Force. Various Pratt & Whitney and Wright Cyclone powerplants were installed.

In 1940-41 when the U.S. started to build up its military air strength, many American-operated Lodestars were impressed into military service as the C-56. This was followed by the construction of many new Lodestars off the line for the USAAF as the C-60 and by the U.S. Navy and U.S. Marine Corps as the R50. Lend-lease aircraft were used by the New Zealand (RNZAF) as transports.

Following World War II, many Lodestars, C-60, and other military aircraft were overhauled and civilianized into executive corporate aircraft. Many others were sold to allied countries for their military services or converted to fire bombers or aerial spray planes. Others landing on the US civilian market as inexpensive surplus aircraft such as B-17, B-24, B-25, A-26 and C-47s. The Lodestars C-60 or L-18s were converted by companies, such as Dallas Aero Service's **DAS Dalaero** conversion, Bill Lear's **Learstar** (produced by PacAero), and Howard Aero's **Howard 250** that converted some to tricycle gear. These 12-passenger Howard 250s, with a wingspan of more than 70 feet, cruised at nearly 250kts, and features all the amenities of a 1950s luxury executive aircraft, including leather sofa and seats, wood detail, galley and large picture windows. Likely the most conversations were done by Dee Howard. After the 250 came the 300, 350, 400, 500 and 700 and eventually put to rest by executive turboprops like the Gulfstream 159.

The Howard 500 was the world's last production radial-engine passenger transport and the most advanced piston twin ever built, civil or military. Today, only two are still flying, both owned by Tony Phillippi, who also owns two non-flying 500s. →



NOTAMS

A free service to members.
MAPA does not endorse any product or service offered.

MEMBERSHIP DUES

Your membership dues are for the calendar year. If your dues are overdue, membership will expire on March 1 please make your check payable to "MAPA" and mail to **MAPA, P.O. Box 702, Melbourne, FL 32902. DUES REMAIN \$15. You can also renew through Pay Pal.** Go to the MAPA website (mlbpilots.org) and click renew/join via Pay Pal. You do not have to belong to Pay Pal. If you change your mailing or email address during the year **please** notify the Secretary by mail or email: email@mlbpilots.org . Thanks. mlbpilots.org

MEMBER PROFILE

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

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

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

Florida Tech Aviation Maintenance:

- Florida Tech Aviation Maintenance is still available to complete IFR / Transponder Certifications.
- Certifications are provided on a limited basis.
- Schedule well in advance of your expiration date!

Florida Tech Aviation FBO and Ramp:

- MAPA members are always welcome to enjoy our updated FBO lounges and classrooms.
- MAPA members **receive .25 cents per gallon** fuel discount.
- Enjoy full service on the Florida Tech Aviation ramp.
- First night tie-down is FREE to all aircraft with fuel fill-up.
- Single Engine tie-down price is only \$10 per night.
- Multi-Engine tie-down price is only \$20 per night.

CFI Services, Flight Review or knock some rust off. Flat Rate Flight Review for MAPA Members. Contact info, call/text 321-794-4309 e-mail, knbcfi@gmail.com

The Indian River Flying Club. Fly our Garmin 430 GPS equipped, MLB based C-172 for IFR training or local sightseeing. Try our C-152 based in Valkaria for low cost training. Or, fly our PA-28, Archer with a Garmin 430 GPS from MLB for local or long distance flights. Nominal deposit with reasonable monthly dues. Web www.fly-irfc.com

Modine Aviation: Need a Check Ride? CJ Modine is a local **FAA Designated Pilot Examiner (DPE)**. Practical tests administered at KMLB for Private, Instrument and Commercial ratings (ASEL and AMEL). Will travel to any local airport if my schedule permits. Travel expenses additional. Other Examiner services available including Military Pilot conversion, Remote Pilot, Foreign Pilot conversion, Ground Instructor, Flight Instructor Renewal and more. Flight Instructor services available for Flight Reviews, Instrument Proficiency Checks, Transition Training, Insurance required training, local orientation flights for visiting pilots and a whole lot more! First Responders, Military and current MAPA members get 10% off our already great rates! Call (321) 604-2438 or visit www.modineaviation.com.



Scott the Fly Guy, LLC. Scott the Fly Guy offers advanced flight training and reviews in your aircraft. Private Pilot, Commercial Pilot, Flight Reviews, Instrument Proficiency Checks, Night training, CFI training, Bahamas checkout, and Rusty Pilot back in the saddle training. Affordable rates. War stories free. Scott Saunders Call/Text 321-576-7076

CFI Concierge: One-on-one private, instrument and commercial pilot training to latest FAA ACS in your airplane. I can conduct Flight Reviews, Instrument Proficiency Certification and Rusty Pilot. Learn at your pace at a very reasonable hourly rate. Stop flying VFR and upgrade to that instrument rating you have been dreaming about. I fly out of KCOI, KMLB and KTIK. **Text/Call me at 571-214-6150, Jim Guida, CFII**

BASICMED MEDICAL EXAM FOR PILOTS. We offer BasicMed Flight Physical Examinations fulfilling the BasicMed requirements at Flexible Hours and Flexible Locations*. Basic Cost -\$150 (*small extra charge for travel) Contact: Judy A. Mayor-Davies, MD. Call or Text: 321-537-4487 or 321-537-4386 Or email menashelm@gmail.com

2021 Sonex Xenos Motorglider for sale. \$79,000
Engine: CAMIT 3300 127 hp six cylinder, 93 hrs. Tilt-back canopy, short & long wingtips, flush riveted with solid rivets, Differential brakes with full swivel tailwheel, LXNAV S100 variometer, GRT 7" MFD, Garmin GTR 200 Com, Garmin GTX 327 Xpdr, Skyvision portable ADS B In & Out. Information sheet available upon request.
Contact Rick Caldwell call/text 321-403-7731.



**Professional aircraft detailing
Fleet Services
Facility Care Large or small FBO**

**Kyle Bennett, MLB Operation Manager
FOXTROT Aviation Services
(321)576-6053
Member NATA & NBAA**

kyle.bennett@foxtrotaviation.com
www.foxtrotaviation.com



1401 General Aviation Drive 32935
 Phone: 321-345-3194
 Email: info@mlbflight.com
 Website: www.mlbflight.com



1389 General Aviation Drive 32935
 Phone: 321-255-9155
 Email: customercare@heckair.com
 Website: www.heckair.com



1389 General Aviation Drive 32935
 Phone: 321-345-9464
 Email: support@fallonpilotshop.com
 Website: www.fallonpilotshop.com



Fallon Pilot Shop is a one-stop shop for your aviation supplies and is conveniently located next to Melbourne Flight Training. We offer a wide selection of the latest pilot training material, cockpit gear, aircraft parts and consumables, and aviation novelty merchandise. We also offer many valuable “try before you buy” opportunities including a headset demo program, try-on apparel, and much more. Follow us at @fallonpilotshop or stop by the shop to see our latest sales and new product announcements. **All MAPA Members get 5% off at the Pilot Shop!**



Heck Air Aircraft Maintenance is a company dedicated to individualized service, quality, and honesty. We offer full-service aircraft maintenance including, Airframe Inspections (Annual, 100 hour, 50 hour, etc.), Piston Engine Repair, Magneto timing check, Spark plug cleaning and testing, Aircraft dry wash and wax, Logbook review, and much more!



Melbourne Flight Training, Heck Air Aircraft Maintenance, and Fallon Pilot Shop partnered together to provide the Space Coast a safe, affordable, and reliable flight training experience. Melbourne Flight Training is open 7 days a week for training or renting. Melbourne Flight Training will provide you with the required training and individual instruction to assist you in accomplishing all your Aviation Goals!

Services Include:

- **Flight Training**- Private-Instrument-Commercial-Multi-CFI-Flight Reviews-IPC-ATP
- **Cirrus Transition Training**- Rent our Cirrus SR20 G2 or Cirrus SR20 G6(Aug. 2020)
- **Aircraft Rentals**- Our rentals include fuel and an easy check out process.
- **Aircraft Management** - We offer leaseback opportunities and aircraft management services.
- **Fly This Sim FM100** - Instrument Currency, Only \$65/hour

1958 Piper PA-24-250 (Comanche 250) for sale. \$170,000. TTAF: 3483 Engine: 1056. N5273P has been extensively upgraded with new Avionics (Garmin GTN650, 2x 10" Dynon Displays, LIDAR Height above ground, Full Engine Monitoring system, PS 800G Audio panel), New CIES Fuel senders, New WAT Landing Lights, anti-collision lights, and Position Lights, New Pro-pilot Autopilot, and New Cleveland Rotor and brakes.. Many more upgrades. The plane is IFR equipped. N5273P has been maintained by Aircraft Engineering @ KBOW, (a renowned Comanche shop). There are no Squawks on this plane. Contact: **Troy Smith call/text 701.600.6262.**



Affordable flight training from former airline pilot, CFII/MEI. Anything from flight review to additional ratings in your owned or rented aircraft. Call/text Rick at 321 301-3455.

Ninety-Nines Challenge coins. The Spaceport Chapter of the Ninety-Nines is selling challenge coins to support their scholarship fund, which helps female pilots to reach their goal of becoming professional pilots.

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.

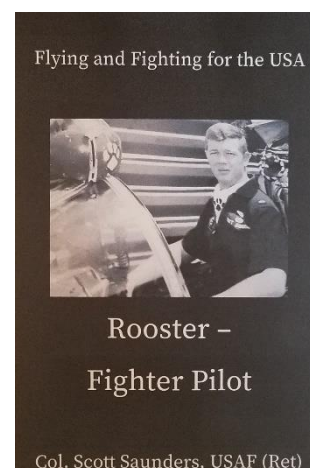
The coin, is shown at right is 1.75 inches in diameter, and cost \$15 each plus \$5 for shipping. All profits from the sale of these coins will be applied to the scholarship fund. You can order your coin(s) at www.spaceport99s.org/challenge-coin → [Ninety-Nines](http://www.spaceport99s.org)



New book release by Col Scott "Rooster" Saunders, USAF (Ret)

Rooster-Fighter Pilot is a riveting story about a boy who had a dream about flying and lived it out by going to the U.S. Air Force Academy becoming a fighter pilot. He flew combat in Southeast Asia and air-to-air training in the U.S., Europe, the Middle East, and Asia. He still flies today, holding a CFI, CFII, and MEI. He was recently awarded the coveted FAA Wright Brothers Award. He instructs and does Angel Flights, taking patients to their doctors. To check it out, go to rooster-fighter-pilot

Or click here. <https://store.bookbaby.com/book/rooster-fighter-pilot>



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!

The Valiant Air Command has cancelled breakfast until further notice.

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.

PILOTS BRING CHOCKS FOR YOUR AIRCRAFT [VAC](http://www.vac.org)

MAPA has new caps. They are \$10 each and will be available at all MAPA sponsored events. email@mlbpilots.org



Garmin GPS MAP 696 with yoke mount, XM antenna, extra cigarette lighter plugin cord, 120-volt charger, updated operating software and more. Asking \$1150.00.
Call CJ 321.604.2438



Volunteers

MAPA Officers

Ray Liles, President
Don Cast, VP
Andy Pedersen, Secretary
Bill Werner, Treasurer

Directors

Randy Carmichael
Dick Peiffer
Jim Schaub
Kevin Simmons
Rob Terry

Newsletter Editor

Dick Peiffer
email@mlbpilots.org

Web Master

Rob Terry
email@mlbpilots.org