

October 2024

Fly-in/Drive-in Breakfast
The Valkaria EAA Chapter 1288
3rd Saturday each month

Landing Fees

A long short story

The State of Florida (FDOT) contracted with a company ([Virtower](#)) to collect aircraft operations statewide at nontowered airports to record growth and to ensure funds are allocated properly. At airports with control towers, tower personnel complete traffic counts. At non-tower airports, the traffic count figures on the FAA, Airport Master Record is a guess submitted by the Airport Manager.

Virtower a Ft. Myers, FL, company advertises they, "...provide real-time operational statistics including Take-Offs, Landings, Touch & Go's, Parking, Taxiway and Ramp Utilization along with Gate Tracking. The system is also widely used for noise complaint investigation with maps available of all aircraft tracks immediately following an incident..."

Here is the catch; Virtower has partnered with [Victor Airport Systems](#) a Virginia-based company that has an automated landing fee billing and collection system called; PLANEPASS. Suddenly, a number of Florida airport managers are interested as an additional form of income. Thus far, the fee is set as \$3 per 1000lbs MGW. ADS-B data provides the registration and the rest is downhill.

According to the FAA, the purpose of ADS-B was to enhance safety and efficiency for Air Traffic Control and pilots. It was not meant for third party identification and fee collection.

On September 4, Deland City Commissioners meeting, landing fees at DeLand Airport, (KDED), was on the agenda. Manager John Eiff, said the intent of the fee is to deter traffic: "...a landing fee is to protect ourselves from other airports that are signing up for this. Orlando Executive, Kissimmee, Flagler, Ormond Beach are considering landing fees. If we do not impose landing fees, airplanes that are using the other airports and paying landing fees, will choose to come to Deland and saturate our pattern to an unsafe level. For us to add a landing fee is kind of protection against this."

He neglected to tell Commissioners that Deland Airport already has a deterrent to a crowded traffic pattern. A KDED NOTAM says, "Touch and Go operations prohibited if there are 3 or more aircraft in the traffic pattern."

At the September 4 Deland meeting, the proposed landing fee was at least temporarily rejected in a 3-2 vote after about two-dozen pilots spoke out against the proposal.

Later, Kissimmee and Ormond Beach tabled similar proposals. That may indicate a concern the fees may conflict with Airport Improvement Program (AIP) funding. According to AOPA, these airports have received \$67M in AIP funds during the past 10 years.

In a September 12 [letter](#) to FAA Administrator Michael Whitaker, AOPA President Mark Baker said, "...the agency should prevent third-party use of ADS-B data for fees. Its stated purpose was to enhance safety and efficiency for ATC and pilots. It was not intended for third party fee collection and billing of landing fees." Further, "...the practice of using automated processes to impose additional fees on pilots undermines the vital flight training industry and will further discourage pilots from equipping with ADS-B or cause pilots to cut back on flying." Finally, AOPA pointed out, that Congress expressly prohibited the FAA from using ADS-B data to investigate the actions of airmen in the 2024 FAA Reauthorization Act.

In the business jet world, landing, parking FBO fees are a fact-of-life. As high as \$200 is not rare for a Global, Grumman or BBJ. So what's the rhubarb? It's the **precedent** being set and the implications that this may have for the future use of ADS-B data. → [AOPA](#) [AVweb](#)

KMLB

September meetings

- The Sheltair south ‘Ts’ are about 7 months from completion. Then letters will go to current south ‘T’ tenants allowing a 6-month period to vacate.
- Taxiway M1 and M extension projects are completed. The perimeter road is next.
- Taxiway Alpha rehab contract awarded. Includes paving shoulders. Entryway standards for taxiways need to be 90° per FAA. Phase 1 starting in December 2024. Could be a 3-year \$30M project.
- The MLB terminal interior modification and repair work is ongoing. FMI click here: mlbair.com
- Some lighting is out of service on runway 9L/27R, including the PAPI’s. Repairs are underway.
- Centerline lights on 9R/27L centerline are due to be repaired soon. More info to come.
- As a friendly reminder, no smoking in the AOA, near fuel trucks or inside buildings. Use designated areas or outside the airport perimeter fence.
- Airport police: Call 911 if there is an emergency. Non-emergency call the MAPD duty phone on the back of your badge. 321-288-1578.
- Bird activity is on the rise on the airfield. NOTAMS will continue to be posted.
- Operations will be using “scare-off” tactics on the airfield. No need to be alarmed by the loud sounds we are dispersing. Coordinated with PD, and ATC. → FMI mlbair.com

Pilatus Aircraft coming to Sarasota Bradenton

Sales, design and service center

On August 27, Pilatus Aircraft announced plans to build a factory-owned “flagship” sales, design, and service center at Sarasota Bradenton Int’l Airport (KSRQ) in Bradenton, FL. Pilatus agrees to develop 17 acres on the north side of the airport property for the facility, which will employ more than 50 people to start.

The plan calls for 54,000 square feet of maintenance space, spare part, and new aircraft deliveries. An additional 17,000 square feet will be for workshops and administrative office space. → [AVweb](#)

Dynon Avionics

Advertised as Glass Cockpit Made Easy

In a recent software update, Dynon announced that they will be adding an Emergency Glide feature to their avionics. This is compatible with the SkyView HDX software. The addition of the Emergency Glide tech is a part of Dynon’s version 17.1, which was released on August 20. Another main upgrade in this version is with their SV-COM-PANEL Com Radio Control Panel. It features a new, high-contrast OLED display for improved pilot visibility. → [Dynon](#)

Space X

News

After nearly 300 extraordinary landings of a Falcon 9 first stage booster SpaceX’s oldest booster to date, (Booster 1062), the oldest of all boosters, on its 23rd flight, fumbled the landing and the vehicle was lost shortly after touchdown on the barge, ‘A Shortfall of Gravitas’.

On Wednesday, August 28 at 3:48 a.m. ET, Falcon 9 launched 21 Starlink satellites, including 13 with Direct to Cell capabilities, to low-Earth orbit from Space Launch Complex 40 (SLC-40) at Cape Canaveral Space Force Station.

On Tuesday, Sept 10 at 5:24am, SpaceX launched the capsule carrying four private citizens on a 5-day mission known as the Polaris Dawn. The crew made history as it reached a higher altitude than any human has traveled in five decades and returned safely on Sunday, Sept 15. → Space.com

Starliner

The episode ends

The troubled Boeing Starliner landed in New Mexico on September 6 sans crew, ending what turned out to be a 3-month media event. The crew, Suni Williams and Butch Wilmore, will return in February 2025 with SpaceX..

Boeing wrote on social media about its commitment to safety and to cooperation with NASA, as they were continuing, "...to focus, first and foremost, on the safety of the crew and spacecraft." → SpaceX

The Ninety-Nines Celebrate \$1M Donation

Helping female pilots

The Ninety-Nines is celebrating a recent \$1 million donation from the late Bill Wallingford, whose mother Josephine Wood Wallingford was the youngest woman to hold a pilot certificate when the organization was first founded in 1929.

According to The Ninety-Nines historians, Josephine Wood and her sister Francis both took flying lessons in Santa Monica, California. After earning her private pilot certificate, Wood received a letter from aviatrix Amelia Earhart, asking her to join an organization that was forming to promote and encourage other women pilots. At that time, only 117 women in the U.S. held private pilot certificates. Earhart reached out to all of them. After 99 women had responded favorably by the cutoff date, the group chose its name: The Ninety-Nines.

The local **Spaceport Chapter of the Ninety-Nines** supports a scholarship fund, which helps female pilots to reach their goal of becoming professional pilots. → [Globalair](#)

Mars Waterbomber going to Pema Museum

Its final flight this year

The last two Martin Mars Water bombers, Hawaii Mars and Philippine Mars, finished their work life and went into storage at the Coulson Flying Tankers Base on Sproat Lake near Port Alberni, B.C. Unable to sell the two aircraft, Coulson gifted both to museums. Hawaii Mars went to the British Columbia Aviation Museum and the Philippine Mars to the Pema Museum at Tucson, Arizona.

The Hawaii Mars was flown from Sproat Lake to North Saanich, B.C. on August 11. The Philippine Mars will make its final flight this year from Sproat Lake to Lake Roosevelt, Arizona where it will be dismantled and trucked about 150 miles to the Pema Museum, Tucson, where it will be reassembled and join about 400 other historically significant aircraft.

Thanks to Coulson Aviation the largest aerial firefighting company in the world. → [Coulson](#)



A 30-seat Hybrid Regional Airliner

A Dash-7 Look-a-like

A Swedish startup, Heart Aerospace, has rolled out a full-scale 30-seat hybrid electric airliner. It looks like a De Havilland Dash-7. It has a 100-foot wingspan and four wing-mounted electric motors. According to CEO Anders Forslund, the company team has accomplished this in two years.

The demonstrator won't fly until the second quarter of 2025, but it will be busy in the meantime ironing out ground operations including charging and turnaround procedures. The Swedish Agency for Innovations Systems (Vinnova) paid for part of the development and the next step is building a preproduction prototype, which is planned to fly in 2026. The goal is a battery range of 120 miles and a hybrid range double that.

→ [Heart Aerospace](#)



Ruckus on Frontier Airlines Flight

Flights need more duct tape

According to the Department of Justice, some clown went bonkers on a Frontier flight, September 9, enroute to San Francisco (SFO). He pulling the oxygen masks out of their housing in his row of seats. Then got into a donnybrook with the flight attendants when confronted. In the ensuing melee, he allegedly choked one flight attendant and repeatedly kicked another crewmember during brawl while the crew and passengers tried to restrain him. He was able to break out of two sets of flex cuffs, finally restrained with a seatbelt, just before the flight diverted and landed at Ontario Airport.

He faces up to \$250,000 fine and 20 years in federal prison if convicted. Most would agree it should be the maximum and appropriately headlined as a deterrent to others. → [AVweb](#)



Making Well-informed Weather Decisions

FlySafe GA Safety Enhancement Topic

There is access to more aviation weather information than ever before, but how well do you understand the capabilities and limitations of the equipment you're using and the information it provides? The latest Fly Safe topic covers how pilots can use available weather resources to make more well-informed decisions. Learn more at medium.com/faa/in-flight-weather-resources-c25ba46d2e5e. →

FAA proposes a \$633,000 fine on SpaceX

Politically motivated?

The FAA is proposing to fine Elon Musk's SpaceX \$633,000 for allegedly failing to follow license requirements and not getting approval for changes during two launches in 2023.

The FAA said SpaceX failed to get approval to revise its communications plan related to its license to launch from Cape Canaveral SFS including adding a new launch control room at Hangar X and removing the T-2 hour readiness poll from its procedures before a June 2023 launch. SpaceX used the unapproved launch control room for the PSN SATRIA mission and did not conduct the required poll, the FAA said.

Elon Musk on X suggested the FAA's action was politically motivated and vowed to challenge it. "SpaceX will be filing suit against the FAA for regulatory overreach," Musk said.

In September, the FAA said that SpaceX's planned Starship Flight 5 launch had a new configuration and mission profile that triggered a more in-depth review and said a final license determination is not expected before late November.

Congress and industry criticized FAA launch licensing regulations they claim threaten American competitiveness in space. Many in the launch industry have warned since the regulations went into force in March 2021 that it was difficult for companies to obtain licenses under a process that now can take years.

Separately: FCC chair Jessica Rosenworcel said recently, she wants to see more competition to SpaceX's internet satellite constellation Starlink, which controls nearly two thirds of all active satellites and has launched about 7,000 satellites since 2018. → [Reuters](#) [Spacenews](#)

National GA Award Nominations Now Being Accepted

Your chance to nominate

The General Aviation Awards board of directors is now accepting applications and nominations for the 2025 National Flight Instructor of the Year, Aviation Technician of the Year, and FAA Safety Team Representative of the Year. The awards highlight the important leadership roles these individuals play in promoting aviation safety, education, and professionalism.

Submissions will be accepted until midnight, Dec. 13, 2024. Please consider a friend or colleague who you believe deserves national recognition for their contributions to the GA community.

To apply/nominate, visit GeneralAviationAwards.com/nominate. Be sure to review the tips documents to ensure your submissions meet the necessary qualifications. Direct questions to Info@GeneralAviationAwards.com. →

Why Was My Student's Practical Test Cancelled?

Be thorough

Flight students are frequently being turned away from their practical tests due to qualification and aircraft airworthiness issues, adding to an already backlogged process. We spoke with FAA inspectors and pilot examiners to learn more about some of the most common checkride day errors, like not meeting flight time requirements for the solo cross-country flight. In the FAA Safety Briefing article, "[Why Was My Student's Practical Test Cancelled?](#)" online at medium.com/faa/why-was-my-students-practical-test-canceled-7e2e60eed4e3, we provide flight instructors with several tips to make sure their students don't get turned away on the day of the practical test due to eligibility issues or a non-airworthy aircraft. → FAA.gov

GA Group oppose limit on GI bill Flight Training

Unfair to Vets

Thirteen aviation organizations, including the AOPA, GAMA, EAA and NBAA, are speaking out against a bill that would put a lifetime cap of \$115,749 on GI Bill for flight training beginning with the 2025-26 school year. [AVweb](#)

FAA Approves Swift 100R fuel in 172s

By STC

On September 17, FAA announced approval of the use of Swift 100R unleaded avgas by supplemental type certificate (STC) in Skyhawks powered by Lycoming IO-360-L2A engines, marking “an important step” in the FAA and industry effort to supply unleaded fuel for the entirety of the U.S. piston aircraft fleet.

Swift Fuels, of West Lafayette, IN has said that it plans to seek an initial STC for the use of 100R from the FAA, and then expand the approved model list of piston aircraft and engines that can burn the 100-Motor-Octane fuel instead of 100LL leaded avgas. Swift is also pursuing a new product specification for 100R through standards organization ASTM.

It has been two years (September 2022) since GAMI G100UL received STC approval from FAA. G100LL is approved for use in every spark-ignition piston engine and airframe powered by those engines. → [AviationWeek](#)

uAvionix FlightLine

Airport surface detection

The uAvionix surface situational awareness system recently installed in Indianapolis Int’l Airport (KIND) and Austin-Bergstrom Int’l Airport (KAUS) will soon be installed at Tampa, Jacksonville, Orlando Sanford, Daytona, Miami Executive and Palm Beach Int’l and operational by the end of November 2024.

FlightLine is a cloud-based system that uses ADS-B data from a network of dual-bank receivers to provide real-time, precise depictions of aircraft and vehicles on the airport surface thus helping controllers to monitor surface activity more effectively thus reducing the risk of runway incursions and improving operational efficiency, particularly during busy periods.

At Indianapolis and Austin-Bergstrom, the airport also installed several of uAvionix VTU-20 ADS-B Vehicle Movement Area Transmitters (VMATs) on airport vehicles; company officials said VTU-20 is FAA-approved system that allows the tower and aircraft equipped with ADS-B In, to see those vehicles on or near runways and taxiways. Thus, reducing the risk of runway incursions. → [uAvionix](#)



Reminder! U.S. Service Academy Nominations

Applications are Open

Over the last five years, **Senator Rick Scott** has interviewed candidates from around the state, and selected the best and brightest to represent Florida in our nation’s service academies.

Now, through **October 18**, the Senator’s office will be accepting applications for students interested in attending the U.S. Naval Academy, U.S. Military Academy West Point, U.S. Merchant Marine Academy or the U.S. Air Force Academy for the Class of 2029.

If you or someone you know, is interested. **FMI** [Sen. Rick Scott](#) →

Welcome new members

Tom Conners

Dave Sweigart

Henry Wines

Aviation History for October

Click the date for the full story

[October 1, 1940](#). A British bomber is shot down over the Netherlands by German anti-aircraft artillery after being illuminated by a searchlight coupled to a [Freya radar](#). It is the first time an aircraft is destroyed after being detected and illuminated by a radar-guided searchlight.

[October 2, 1966](#). First flight of the Grumman Gulfstream II.

[October 3, 1985](#). Launch: Space Shuttle Atlantis STS-51-J at 15:15:30 UTC. Mission highlights: Second classified DoD mission; DSCS satellite deployment; first flight of Atlantis

[October 4, 2001](#), Siberia Airlines Flight 1812, a Tupolev Tu-154, is suspected to be shot down by a Ukrainian missile over the Black Sea. All 66 passengers and 12 crewmembers are killed.

[October 5, 1984](#). Launch: Space Shuttle Challenger STS-41-G at 11:03:00 UTC. Mission highlights: Earth Radiation Budget Satellite deployment; First flight of two women in space Ride and Sullivan; First spacewalk by US woman, Kathryn Sullivan; First Canadian in space Marc Garneau.

[October 6, 1955](#). McDonnell company test pilot George Shirley Mills bails out of McDonnell F3H-2N Demon over Carrollton, Illinois near St. Louis, Missouri after what appears to be a massive systems failure, including the J40 engine. Instead of crashing, fighter circles over two states for more than an hour sans canopy, ejection seat and pilot. It eventually impacts in cornfield near Monticello, Iowa, 250 miles from ejection.

[October 7, 1908](#). [Edith Ogilby Berg](#) became the first American woman airplane passenger when she flew with Wilbur Wright.

[October 8, 1966](#). Lockheed U-2C, 56-6690, of the 349th Strategic Reconnaissance Squadron, 100th Strategic Reconnaissance Wing, develops technical problems while on high-altitude reconnaissance flight over North Vietnam, attempts to recover to base but crashes near Bien Hoa, South Vietnam. Pilot Maj. Leo J. Stewart ejects and survives. This is the only U.S. Air Force U-2 loss in theatre during the War in Southeast Asia.

[October 10, 2012](#). As part of an arms embargo against Syria, Turkish Air Force F-16 Fighting Falcons intercept Syrian Air Flight RB442, an Airbus A320 suspected of carrying Russian-made weapons, in Turkish airspace during its flight from Vnukovo International Airport in Moscow to Damascus International Airport in Damascus, Syria, and force it to land at Esenboğa International Airport outside Ankara, Turkey.[1][2] Inspectors confiscate military communications equipment and items "thought to be missile parts" found aboard the plane

[October 12, 1997](#). Singer-songwriter John Denver was killed when the Long-EZ aircraft he was piloting crashed just off the coast of California at Pacific Grove, shortly after taking off from the Monterey Peninsula Airport.

[October 14, 2004](#). Pinnacle Airlines Flight 3701 crashed near Jefferson City, Missouri. Night ferry flight from Little Rock, Arkansas. to Minneapolis-St. Paul International Airport. Pilots were exploring the performance limits trying to reach 41,000ft for the "410 club". Both engines lost power, pilots were killed.

[October 21, 2009](#). Northwest Airlines Flight 188, an Airbus A320-212 with 149 people on board, lands in Minneapolis, Minnesota, an hour late after its pilots overshoot Minneapolis when they become distracted by a discussion of their schedules.

[October 24, 2023](#). A Chinese People's Liberation Army Air Force J-11 fighter made a nighttime interception of a US Air Force B-52H operating in international air space over the South China Sea. The fighter was observed flying below and in front of the B-52, closing to within 10 feet of the bomber.

[October 30, 1961](#). A specially modified Soviet Tu-95V Bear flying from Olenegorsk Air Base, dropped the largest nuclear weapon ever tested, the 58 megaton Tsar Bomba. This three-stage weapon was actually a 100-megaton bomb design, but the uranium-238 fusion stage tamper of the tertiary (and possibly the secondary) stages was replaced with one of lead, to limit the yield. A Tu-16 Badger instrumentation aircraft accompanied the Tu-95V. The test was over Novaya Zemlya, in the Barents Sea. A USAF JKC-135A instrumentation aircraft, was loitering nearby to monitor the test, close enough that the heat from the fireball scorched the paint. Soviet leader Nikita Khrushchev had announced the upcoming test on October 17, 1961 and the KC-135A modified by the USAF Big Safari office to monitor the test, in operation Speed Light Bravo.



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

Raytheon Technology Corp. (RTX) has been assessed a \$200 million fine for violating export laws involving exchanging intel on U.S. combat aircraft with prohibited countries. According to a [Reuters](#), RTX voluntarily disclosed its errors. [AVweb](#)

A federal jury convicted a pilot of making false statements on medical certificate application. [TSA.gov](#)

FAA proposed \$341K in civil penalties against 27 drone operators that violated regulations. [FAA.gov](#)

NTSB: Inadequate operator inspections, lax FAA oversight led to West Virginia chopper crash. [NTSB](#)

SpaceX oldest booster #1062 tips over on its 23rd landing and falls into ocean. . [SpaceX](#)

An onslaught of legal action filed against CrowdStrike for its July software debacle. [TechCrunch](#)

Son of one founder bequeaths \$1M to Ninety-Nines. [Globalair](#)

Starliner after a troubled mission lands in New Mexico desert. Its crew scheduled to return in February. [Reuters](#)

SpaceX Moving Toward Next Starship Launch. First flight over the poles. [SpaceX](#)

Southwest Airlines announces board shakeup, seven board member retiring. [AviationWeek](#)

Aviation faces growing risks from jamming and spoofing. Spoofing is insidious, it mimics' the transmissions from GPS satellites, tricking the receiver into believing that it has been sent information as expected.

Allegiant takes delivery of its first Boeing 737-8-200. A high-capacity 200 passenger version of the MAX-8. [Allegiant](#)

Boeing freezes hiring, considers furloughs as strike could cost \$3.5B by October. [Bloomberg](#)

The FAA is investigating the loss of cabin pressure on Delta 1203 a 737-9 that returned to KSLC with passengers needing medical assistance. [AVweb](#)

Orlando Exec (KORL) has new VFR departure procedures effective October. Effects runways 7 or 25. [NOTAMS](#)

The FAA is investigating why a Citation taxied through the window at the terminal at Teterboro. [abc7ny](#)

For the travelers: Delta Airlines expands transatlantic network, adds seven new routes. Includes, Catania Sicily, Barcelona, Brussels, Dublin and Milan. [AviationWeek](#)

Officials say spoofed GPS signals are spreading beyond active conflict zones near Ukraine and Middle East, confusing navigation and safety systems. [WSJ.com](#)

The new AOPA CEO will be Darren Pleasance a business pilot with 8,000hrs in 50 type aircraft; will succeed retiring Mark Baker January 1, 2025. [NBAA](#)

Gov Newsom signs a ban on avgas beginning in 2031 rising safety concerns, because a replacement fuel is not yet widely available. [Globalair](#)

“Say Again”



That number 1 keeps shutting down

“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.

Unverified Assumptions

A thorough walk-around inspection and associated activities could mitigate a host of problems that might develop during flight or ground operations. The charge to conduct a good walk-around flows from CFR 91.3(a), which assigns direct responsibility and grants final authority as to the operation of an aircraft to the PIC.

The walk-around and associated activities necessarily cover a large number of items typically described in an AFM or POH. In the spirit of the CFR and from a practical point of view, most everything that is possible to observe is also covered. Accordingly, the walk-around inspection and preflight activities are important to the safety of any flight.

Although all ended well, this Flight Instructor overlooked a detail that quickly placed the aircraft and crew in jeopardy.

■ *That morning, I met [my student], a private pilot to whom I am providing instrument instruction, at ZZZ1 airport. When I arrived, [the student] had already conducted a preflight inspection of the aircraft... Unfortunately, I did not verify the fuel quantity in the aircraft and relied on the student to do so. The plan for this flight was to do the RNAV...approach into ZZZ2, go missed [approach], and then fly VFR back to ZZZ1. After the missed approach at ZZZ2 and upon reaching 3,500 feet, the engine quit without warning. I took control of the airplane, requested priority with ZZZ2 Approach, and turned toward ZZZ. I was cleared for the runway and landed... without further incident. We could not restart the plane in the air or on the ground.*

There is some background needed at this point. Prior to this flight, I was the last person to fly this plane. As part of our standard practice, after the last flight, I requested fuel service from the FBO and asked that the plane be put away for the night. Assuming the FBO would honor my request, I left for the evening. When I arrived at the airport, my student had completed the preflight and confirmed there was fuel in the aircraft. I've flown with this student many times and found him to be a very competent pilot... Accordingly, I did not have reason to think there was not enough fuel in the aircraft. When we started the plane, we reset the fuel totalizer for full fuel, so when the engine quit, I expected there to be nearly 40 gallons of fuel in the plane when it was, indeed, empty.



There are several lessons to learn here. As an instructor, you can never fully trust your student, even if he or she is a certificated pilot, and it's important to verify all information. Another factor was expectation bias. As part of our standard practice, the aircraft is always put away with full fuel, and the FBO has never failed to honor this request. When I arrived at the airport, I expected the aircraft to have full fuel, and I expected my student to verify this for me. Another factor is that it is impossible to view the fuel gauges from the right seat on the Cessna Cardinal as they are on the left of the pilot side yoke, so I was unable to use them to verify the fuel state. In order to prevent a recurrence, I am going to suggest to the club that we standardize a way to measure the fuel and to make it a requirement to measure fuel before every flight. The aircraft's fuel quantity is difficult to check visually since there is a spring-loaded cover over the fuel port. At the end of the day, however, I was the Flight Instructor and should have verified the fuel quantity before departing. → 521

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.

Carbon monoxide

On January 6, 2020, at 1423 EST, a **Cessna 172H, N1612F**, was destroyed when it was involved in an accident near Newborn, GA. The pilot was fatally injured. The airplane was operated as a Part 91 personal flight. The pilot, who owned the airplane, departed Toccoa Airport-RG Letourneau Field (TOC), Toccoa, GA, about 1230 and was destined for Cairo-Grady County Airport (70J), Cairo, GA, about 240 nautical miles away. The pilot's daughter stated that he was likely flying to Cairo to look for property in the area.

Radar track data provided by the FAA showed a target correlated to be the accident airplane after departure from TOC. The airplane proceeded on a heading of about 170° for 15 miles, taking a right turn to about 233° for 5 miles, then turning south again to 190° for an additional 25 miles. About 1 hour into the flight, the airplane turned west-southwest in a meandering track for about 10 miles in the vicinity of Newborn; it then made a right turn to the north and completed several left 360° turns before turning back to the east and completing two additional right 360° turns. The airplane proceeded to the north briefly, completing several 360° turns before continuing into 13 360° right turns that progressed in an easterly direction until radar contact was lost near the accident site. The pilot's daughter stated that she thought there was no reason why the pilot would be looking at property in Newborn from the air.

The airplane impacted dense woods and terrain about 3 miles east of Newborn, GA. The wreckage path was on a magnetic heading of about 215° and was about 180 feet long. The airplane came to rest inverted. Both wings separated during impact, and a postimpact fire consumed the fuselage. All airframe, control surfaces, and engine components were located at the scene, and several smaller pieces of aluminum, plexiglass, wheel fairing, and a door were found along the wreckage path among broken tree limbs and branches.

Two witnesses observed the airplane flying low just before the accident, and another witness stated that the airplane was circling and then descended below the tree line. The airplane impacted terrain, and a post-accident fire ensued.

FAA airmen records indicate the pilot, age 72, held a Private certificate with ASEL rating. The pilot reported 344 hours on his most recent Class II/with waivers and limitations on November 15, 2013. The pilot's last logbook entry was July 16, 2019; his total flight time was 358.65, of which 1/4 hour was during the previous 6 months.

The airplane's most-recent annual inspection was September 17, 2018. Only three other records of maintenance were found for the 10 years before the accident. There was no documentation of installation of, or maintenance performed to, the right muffler. The mechanic who conducted the 2013 annual inspection and almost all of the airplane's maintenance from 2008 to 2013 knew the airplane well and considered the pilot a friend; he stated that the airplane was in "rough shape." Within the last few years, the pilot had asked him to conduct maintenance on the airplane, with the electrical system and a flap. The mechanic stated he didn't want to "touch" the airplane unless the pilot agreed to a comprehensive annual inspection. The pilot declined and elected to take it to another mechanic.

Postaccident examination of the airframe and engine revealed no preimpact mechanical anomalies that would have precluded normal operation. However, examination of the muffler assemblies revealed that the right muffler exhibited cracks and through-thickness metal wastage. Fractures associated with the separation of the aft face with inlet tube exhibited largely oxidized fracture surfaces and thinned walls. The center inlet tube was separated from the rest of the muffler due to loss of mechanical integrity from metal wastage. Holes and wall thickness loss were noted around the muffler body, which likely led to an escape of exhaust gasses and associated carbon monoxide entering the cabin during the flight.

Toxicology testing performed post-accident identified 48 to 61% carboxyhemoglobin in cavity blood. Levels of carbon monoxide of 40% and above lead to confusion, seizures, loss of consciousness, and death. ...it is most likely that the pilot experienced carbon monoxide poisoning during the flight when carbon monoxide entered the cabin from the degraded right muffler. The carbon monoxide poisoning led to the pilot's impairment/incapacitation and his inability to control the airplane, as demonstrated in the airplane's erratic flightpath during the flight. The pilot's underlying cardiac disease would have increased his susceptibility to the effects of the carbon monoxide poisoning.

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

The pilot's impairment/incapacitation from carbon monoxide poisoning due to a degraded muffler. Contributing to the accident was the pilot's failure to properly maintain the airplane. → ERA20FA068



Mystery Airplane

Can you identify this airplane?



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

Congratulations to **John Twitchell** and **Joanne Mills** who identified the September mystery airplane as the **Convair F-102 Delta Dagger**. Designed as an interceptor aircraft the F-102 was the first operational supersonic interceptor and delta-wing fighter in the USAF inventory. Developed from the experimental Convair XF-92, it was to be the backbone of American air defenses and to intercept approaching Soviet strategic bomber fleets, primarily the Tupolev Tu-95 Bear, during the Cold War era.

Designed alongside a sophisticated fire-control system (FCS); however, a simplified unit had to be adopted due to development difficulties. It used an internal weapons bay to carry both guided missiles and rockets.

On 23 October 1953, the prototype YF-102 performed its maiden flight; however, it crashed nine days later. The second prototype began flight-testing three months later, but results were disappointing. The aircraft could not achieve Mach 1 supersonic flight.

To improve its performance before quantity production, the aircraft went back to the drawing board for a major redesign. The changes included an extended and redesigned fuselage using the [area rule](#), which will reduce drag between Mach 0.75 and 1.2. In appearance, it gives the fuselage a pinched or “coke-bottle” waist. The redesign included a thinner and wider wing and redesigned canopy. It became the F-102A.

On 20 December 1954, the YF-102A, made its first flight only 118 days after work on the redesign had started. The next day, it exceeded Mach 1 for the first time. The revised design quickly demonstrated that it could attain a speed of Mach 1.22 and a ceiling of 53,000 feet.

Powered by a P&W J57 turbojet engine with afterburner, 11,700lbf thrust and 17,000lbf with afterburner. Empty 19,350lb, Gross 24,494lb, MTOW 31,500lb, Max speed 717kts, Mach 1.25, Range 1,170nm, Service ceiling 53,400ft, Rate of climb 13,000ft/min, Hughes MG-10 fire control system. Armament 24 x 2.75in rockets, 6 x AIM-4 Falcon air-to-air missiles or 1 AIM-26 Falcon w/conventional or nuclear warhead.



The F-102A went operational in June 1956, at George AFB. By June 1958, a squadron arrived at Thule Air Base on Greenland. That permitted the interception of Soviet aircraft at a greater distance from the U.S. In 1957, the 31st FIS activated at Elmendorf AFB, Alaska Air Command replacing the F-89s. In 1958, the 317th FIS was reassigned to Elmendorf AFB assuming the primary defensive force for Alaska. Soon units went to the USAF in Europe (USAFE) and Keflavik, Iceland. Typical interceptions included Soviet long-range reconnaissance flights and patrols off the Atlantic coast, Bering Sea coast along with various aircraft that were flying to and from Cuba.

While the F-102s official name was “Delta Dagger” it was universally known as the “Deuce”. The TF-102 trainer variant, because of its side-by-side seating, became the “Tub” due to its wider cockpit section in the fuselage.

In 1962, initial detachments went to Thailand to intercept any North Vietnamese II-28 “Beagle” bombers that entered the south. Later they escorted B-52 strikes codenamed “Arc Light”. About 14 F-102s were lost in Southeast Asia and used in raids along the Ho Chi Minh Trail and in FAC duties until about 1968 when all returned to the U.S.

Convair produced 1000 F-102s in eight variants including unpiloted drones. The “Deuce” continued to serve in large numbers with both Air Force and Air National Guard units well into the 1970s. [George W. Bush](#), 43rd President, flew the F-102 at Ellington AFB in Houston, Texas as part of his Texas Air National Guard service from 1968 to 1972. In the late 1960s, the aircraft served with Turkey and Greece until late 1970s.

During the sixties and seventies, the F-106 Delta Dart and the F-4 Phantom replaced them. Many became target drones as QF-102A and later PQM-102B simulating MiG-21 aircraft. Eventually, the program converted hundreds of F-102s for use as target drones for newer fighters, and the U.S. Army's Patriot missile system.

Today many are in museums or standing gate guard at Air Force and Air National Guard installations. →



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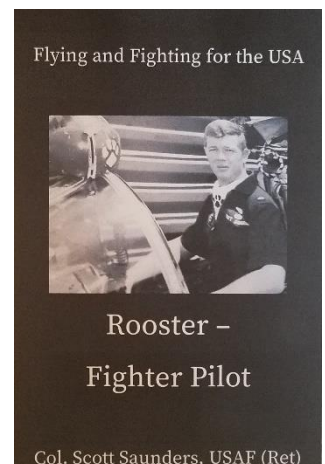
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