

## September 2024

### Fly-In's

**Valkaria (X59) Fly-in/Drive-in breakfast**

**Saturday September 21 8-10am**

**Sponsor: Valkaria EAA Chapter 1288**

### Former CFI charged with manslaughter

#### ICYMI

**A** Pennsylvania man who allegedly gave flight instruction 41 times without a valid pilot or instructor certificate was charged with involuntary manslaughter for the death of a student pilot.

Following a 2022 accident during an instructional flight that seriously injured the allegedly uncertificated instructor and killed the student, a federal grand jury on August 1 indicted subject with one count of involuntary manslaughter and 40 counts of serving as an airman without a certificate, a crime punishable by fines and up to three years of imprisonment. The manslaughter charge carries a sentence ranging from 10 to 16 months.

According to the indictment, he had failed “multiple” checkrides for his initial certification before being issued a commercial pilot certificate in December 2019, followed by a flight instructor certificate issued on March 11, 2020.

“On both November 18, 2020 and March 6, 2021,” he “flew an aircraft as an instructor with a student pilot when, during the attempted landing at Central Jersey Regional Airport, the aircraft... veered off the runway and was substantially damaged.” He was ordered to undergo a reexamination on September 29, 2021. He “failed the go-around portion of his reexamination,” the indictment states, and he never requested another reexamination. He then placed his pilot certificate on deposit with the FAA on October 7, 2021, in exchange for a temporary certificate that permitted only solo flight or with an instructor, in order to train and remediate his competence issues. His temporary certificate expired on November 8, 2021. The FAA contacted him multiple times to schedule the reexamination.

According to the indictment, he allegedly continued to provide dual instruction without a valid certificate after failing his reexamination in September until the accident flight that took place one year and one day after his failed reexamination. → [AOPA](#) [NTSB # CEN22FA436](#)

### Airbus Pushing Single Pilot Flight Deck

#### Industry response: ‘Insane’

**A**irbus has said for a couple years that advances in technology would permit single pilot operations as early as 2025. That idea has garnered miniscule support from the industry, but apparently, Airbus is still eyeing the proposal.

In an August 5, 2024, letter to Airbus CEO Guillaume Faury, the Presidents of ALPA, European Cockpit Association and the International Federation of Air Line Pilots’ Association asked Airbus to reconsider their push for single pilot flight deck.

The associations highlighted the recent CrowdStrike technology meltdown that wreaked havoc across the aviation industry, leading to hundreds of canceled flights and leaving thousands of passengers and crewmembers stranded. The Associations stressed that technological advancement have enhanced aviation safety but to maintain and enhance the current level of safety, technology alone will never replace the indispensable role of two pilots in the flight deck.

The letter ended with, “...Professional pilots and aircraft manufactures have a shared duty to protect our passengers and crew members. The signatory pilot organizations... will not relent on that duty, nor hesitate to demonstrate leadership in achieving it.” → [AVweb](#)

## Delta suffered \$500M loss from CrowdStrike debacle Thousands of flights cancelled or delayed

**T**he massive July 19 computer outage at Delta disrupted the airline's crew tracking system for nearly a week, preventing the company from locating pilots and flight attendants to operate flights. As a result, Delta had to cancel some 30% of its flights.

CEO Ed Bastian blasted CrowdStrike for the flawed software update at Delta and hundreds of companies around the globe, including hospitals, commercial businesses that shutdown due to computer outages on July 19. He said the carrier is prepared to pursue legal action. "We have no choice. We're not looking to wipe them out, but we're looking to make certain that we get compensated however they decide to for what they cost us. Half a billion dollars in five days."

Bastian said Delta's recovery was significantly hampered due to its heavy reliance on CrowdStrike and Microsoft for cybersecurity. The company had to manually reset 40,000 servers to restore operations.

CNBC reported that Delta is prepared to seek damages from CrowdStrike and Microsoft. → [Reuters](#)

## FAA OKs first drone deliveries Zipline International and Wing

**T**he FAA has authorized **Zipline International** and **Wing** drone delivery companies to conduct commercial drone flights without visual observers in Dallas-area airspace, marking a significant regulatory milestone. This decision allows the companies to manage airspace with FAA oversight, advancing their drone-based delivery services in partnership with Walmart.

Pilots flying within the Dallas Mode C/ADS-B veil probably will not see the package delivery drones that will commence regular flights in August. Drones will remain below 400 feet and protected from mingling with other air traffic by airspace and altitude limits, along with ADS-B surveillance. → [Flying](#) [AOPA](#)

## Uh Oh hold the applause

### FAA Proposes \$73,000 civil penalty against Zipline International

**T**he FAA proposes a \$73,000 civil penalty against Zipline International Inc., of Concord, North Carolina, for allegedly violating drug and alcohol testing regulations.

The FAA alleges that between June 13, 2022, and Oct. 31, 2022, Zipline failed to subject 10 employees who performed safety-sensitive work to random drug and alcohol testing. The employees performed aircraft maintenance or flight crewmember duties. The agency also alleges that Zipline failed to conduct an approved pre-employment drug test on one of those employees.

Zipline has 30 days after receiving the FAA's enforcement letter to respond to the agency. → [FAA.gov](#)

## Wanna fly with the Eagles make sure you're legal FAA Notice # NOTC3774

**A**ircraft operators must verify that an aircraft is validly registered before the aircraft can be operated. Per 14 CFR part 47, section 47.3 no person may operate an aircraft unless it has been registered by its owner. Pilots should review the registration certificate on the aircraft to ensure that it is valid. Evidence of valid registration is an unexpired Certificate of Registration kept onboard.

For aircraft that have recently changed ownership, but the new Certificate of Registration has not been issued yet, temporary authority to operate is allowed under 14 CFR part 47, section 47.31(c) with a copy of the AC Form 8050-1 that has been submitted to the Registry onboard the aircraft.

For more information on aircraft registration, see the FAA Aircraft Registration website at, [FAA.gov](#) →

**FMI:** [https://www.faa.gov/licenses\\_certificates/aircraft\\_certification/aircraft\\_registry/register\\_aircraft](https://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/register_aircraft)

## Just Stop Oil Leaders Sentenced

### Enough is enough

Looks like the UK and maybe EU countries have had enough of the 'Just Stop Oil' groups' shenanigans. The leader was just sentenced to five years in prison and four associates each sentenced to four years each. For blocking traffic on major thoroughfares, spray painting aircraft and recent Stonehenge vandalism that was apparently the last straw.

Now some well-meaning supporters are bemoaning the jail sentences because all protest were non-violent and jail is they say, too severe for non-violent protesters.

One might say tell that to the ambulance patient that nearly died while caught in the traffic jam caused by Just Stop Oil blocking traffic on the major thoroughfares. → [Guardian](#)

## Lawyer Pilot Says G100UL Does Not Void Engine Warranties

### Likely settled in Court

An AVweb reader who is a lawyer for a large eastern firm has offered a legal opinion on the warranty implications of the use of GAMI G100UL unleaded fuel in Lycoming and Continental engines.

Remember that Cirrus issued a service advisory that said it did not approve the use of G100UL in its SR series aircraft because its compatibility with materials used in the fuel systems was "inconclusive." It also suggested the use of the fuel could void the warranties on the engines. "As the GAMI G100UL fuel is a non-approved fuel per Continental and Lycoming, engines known to have run this fuel may not be covered by the current OEM engine warranty," the service advisory said.

The FAA by its STC approvals of G100UL has determined that G100UL is approved for use in every spark ignition piston engine and every airplane using a spark ignition piston engine in the FAA's Type Certificate database. This includes all such engines made by Continental and Lycoming. The FAA has determined expressly and conclusively that G100UL is an 'approved fuel' for these engines and airplanes.

"Based upon the foregoing, the FAA's express finding that G100UL is an approved fuel for every spark ignition piston engine and every airplane using a spark ignition piston engine in the FAA's Type Certificate database precludes the manufacturers from avoiding warranty obligations under the Continental Warranty or the Lycoming Warranty by reason of the use of G100UL fuel alone.

"Even if it is assumed arguendo that the phrase 'non-approved fuel' is ambiguous in meaning under the warranties at issue, it is a basic legal principle that ambiguous terms should be resolved against the drafter (e.g., Continental and/or Lycoming). Therefore, even were the words found to be ambiguous, the result remains that the use of G100UL avgas does not void the Continental or Lycoming Warranty."

Both Continental and Lycoming were copied the legal opinion. Lycoming clarifies their warranty regarding fuel saying, "...Lycoming publishes specifications for approved fuels in Service Instruction 1070. G100UL is not listed..."

For the complete articles printed in AVweb, click here: [Opinion](#) [Lycoming](#) →

## FIT adds more training airplanes

### Doubles its fleet of Piper Pilot 100i aircraft

The FIT just doubled its fleet of **Piper Pilot 100i** aircraft, having taken delivery of four more for a total of eight. Florida Tech fields now has a total of close to 50 Piper trainers, including Archers, Warriors, Seminole twins and now the Pilot 100i.

These Pilot 100i trainers have the reliable PA28 airframe and Lycoming IO-360-B4A, 180hp engine, holds 48gals usable fuel, nearly 1,000lb useful, and state-of-the-art Garmin G3X-Touch screen avionic that can be used to train all levels and certificates.

Piper specs: Cruise 128kts at 9.5gph with Max range 522nm. → [Piper-Pilot100i](#)



Piper Aircraft

## Fire inside historic Wright Brothers factory

### Including an arrest

**O**n August 13, firefighters responded to a fire in the historic Wright brothers' factory, Dayton, Ohio. The Dayton Fire Department reached the scene only 5 minutes after the call. The fire was extinguished in about an hour. No injuries reported. Dayton Police arrested a juvenile related to the incident. → [Aero-news](#)

## Ukraine is looking for retired F-16 pilots

### Need combat pilots

**U**kkraine is now recruiting retired F-16 pilots to bolster its ranks, according to a senior U.S. lawmaker. Sen. Lindsay Graham said this week that ex-Viper pilots can likely get a combat job if they want one. "If you're a retired F-16 pilot and you're looking to fight for freedom, they will hire you here," Graham told reporters after a meeting with Ukraine President Volodymyr Zelensky. "They're going to look throughout NATO nations for willing fighter pilots who retired to come help them until they can get their pilots trained. So we're going to get these jets in the air sooner rather than later."

Only about half of the Ukraine pilots needed will qualify by years end. → [AVweb](#)

## Southwest Airlines

### Ditches open seating and introduces red eye flights

**S**outhwest Airlines has always been known for its unique open seating policy. With no assigned seats, boarding times were statistically a bit faster, especially for an airline that cycles in and out of gates faster than legacy carriers.

However, open seating has encouraged the worst of the worst, including those who try to save seats for their friends by placing items on empty seats. Then there are the line of passengers in wheelchairs in order to board first. Invariably there are always some wheelchair passengers that are miraculously cured enroute and able to jog off the aircraft and down the Jetway into the terminal. A survey found that 80% of Southwest customers prefer assigned seating.

Besides the assigned seating announcement, Southwest plans to increase aircraft utilization with the introduction of redeye flights. Included in the first five routes is Las Vegas (LAS) to Orlando (MCO). Gamble all day and half the evening before the red eye home. → [Gatechecked](#)

## Virginia Flight School Closed Abruptly

### Students apparently lost thousand\$

**T**he students from American Aviation Flight School at Manassas Regional Airport were notified the school abruptly closed down on August 1. The school's owner Kevin Rychlik filed Chapter 7 bankruptcy on August 6 citing business debts (between \$10 million and \$50 million, based on the box checked on the petition form) as the primary reason. Leaving dozens of creditors and students at the risk of never being repaid.

One student according to local news (FOX 5) paid the school \$100,000 up front for the "Career Pilot Package" and has only logged only 3.5 hours. The owner allegedly told the student she would not get a refund. The student said, "They are not taking any responsibility in any way..."

The owner is also claiming personal health issues. According to AOPA, court records show, Mr. Rychlik previously filed Chapter 7 bankruptcy in 1989.

According to AOPA, a few days after filing, federal prosecutors allege, and Rychlik concedes in a plea-agreement signed August 16, that he operated several businesses in Virginia and willfully withheld some or all federal taxes collected from employees during various periods over the course of a decade. Rychlik agreed to plead guilty to a federal felony punishable by up to five years in prison, along with additional fines and restitution to victims—in this case, the U.S. government, to which Rychlik agreed to pay \$3.4 million in unpaid taxes and thousands to his students.

By law, the U.S. government gets first dibs on the \$3.4 million in unpaid taxes, which will leave everyone else out of luck. Rychlik was released from federal custody subject to various conditions imposed by the court.

Hearings in the various bankruptcy cases begin in early September for American Helicopters bankruptcy and after that, a hearing held in Rychliks' personal bankruptcy case. → [AOPA](#)

# Garmin

## Garmin Runway Occupancy Awareness System

On August 14, Garmin announced that its latest avionics solution received FAA certification. This new safety feature is called the Runway Occupancy Awareness (ROA). The first aircraft and initial certification of ROA is for the G1000 NXi-equipped Cessna Caravan.

ROA uses the equipped aircraft's GPS position and ADS-B In traffic information to determine whether other aircraft (airborne or on the ground) or ground vehicles might cause a runway incursion or present a potential collision opportunity. The potential incursion or collision information is presented to the pilot as a visual crew-alerting system caution and warning announcement on the primary flight display (PFD) and by the runway highlighted in yellow or red on the PFD's synthetic vision system. Similar caution and warning annunciations will be displayed on the SafeTaxi map on the multifunction display or window.

Garmin expects the next approved ROA as part of its G5000 flight deck STC for the Cessna Citation. Apparently, the ultimate goal is to make ROA available to all Garmin-equipped aircraft. → [Aionline](#)

## Data Visualization Showing Runway Safety Resources

### Heads-up/caution areas

The FAA offers a number of tools to support aviation safety and assist pilots in preflight planning at airports nationwide, including [From the Flight Deck videos](#), airport pilot handbooks, and Arrival Alert Notices.

To make it easier for pilots to access these tools, the FAA developed a data visualization to give pilots an at-a-glance view of where these resources are available. This data viz shows a map of the United States and includes filter and search options that let users customize their search. Pilots can filter and search by state, city, airport name, airport ID, and safety product. The data viz map is available at [www.faa.gov/fromtheflightdeck](http://www.faa.gov/fromtheflightdeck). →

## Are You Storm Ready?

### First choice, get out of Dodge

Storm season is upon us. Hurricanes, tornados, hail, and thunderstorms can wreak havoc this time of year. While many prep for this season with generators, batteries, and supplies, don't forget to prep your aircraft to weather the storm.

The key to protecting your aviation assets is knowing your area and the weather phenomena associated with it. For example, the best way to keep your aircraft safe from something like an oncoming hurricane is to move it away from the affected area. [Check with your broker, some insurance companies will reimburse for repositioning.] If you can't do that, a hangar is your second-best option. If you can't do either of these, make sure you know how to tie down and properly secure your aircraft to protect it from weather damage. After the storm has passed, don't forget to inspect your aircraft well.

Read the article "[Hailstones, Hitches, and Hauling Wind](#)" in the **July/August 2010** issue of **FAA Safety Briefing** ([www.faa.gov/sites/faa.gov/files/2022-01/JulAug2010.pdf](http://www.faa.gov/sites/faa.gov/files/2022-01/JulAug2010.pdf)) for more information about how to protect your aircraft during a storm. Moreover, check out this FAA YouTube playlist, "[Bad Weather? The FAA is Ready](#)" or click here; [youtube.com/playlist?list=PL5vHkqHi51DQuf2uO9tHTd69DsOtgM0oj](https://youtube.com/playlist?list=PL5vHkqHi51DQuf2uO9tHTd69DsOtgM0oj). →

## The Expectations of Experience

### Unfortunately, experience usually comes from bad judgment.

The time versus experience discussion has been around for as long as we have been flying. You cannot have experience without time, but the right experiences are the keys to success in flight training. We all have our reasons for becoming involved in aviation and there are many opportunities available. If you choose flight instruction as a path to another career, take that time to be the best possible instructor you can be by setting good examples of leadership, professionalism, and knowledge. Experience and dedication to training excellence matter. Read about the importance of the right experiences in "[The Expectations of Experience](https://medium.com/faa/the-expectations-of-experience-68b6401f1b5d)" at <https://medium.com/faa/the-expectations-of-experience-68b6401f1b5d> in the July/August 2024 issue of *FAA Safety Briefing*.

See the entire Aviation Educators issue at [www.faa.gov/safety\\_briefing](http://www.faa.gov/safety_briefing). →

## FAA Refers More Unruly Passenger Cases to the FBI

### Candidates for a fine and the no-fly list

**T**he FAA referred 43 more unruly passenger cases to the Federal Bureau of Investigation for criminal prosecution review during the past year.

The FAA has now referred more than 310 of the most serious cases to the FBI since late 2021 under a partnership aimed at ensuring unruly airline passengers face criminal prosecution when warranted. When the FAA refers incidents to the FBI, the FBI works closely with law enforcement partners and appropriate agencies to conduct an investigation if applicable.

The FBI has created ‘Crimes aboard Aircraft’ section on their [How Can We Help You page](#), with information about the types of crimes the FBI investigates and how people can report them.

The rate of unruly passenger incidents has dropped by over 80 percent since record-highs in early 2021 but unacceptable behavior continues to occur. Airlines have reported more than 1,240 unruly passenger cases in 2024.

The FAA pursues legal enforcement action against any passenger who assaults, threatens, intimidates, or interferes with airline crewmembers, and can propose civil penalties up to \$37,000 per violation. Detailed current data on these incidents is available on the FAA [unruly passenger website](#). →

## Hartzell purchases Reiff

### Preheating recommended below 40°F

**H**artzell Propeller expanded its engine preheating offerings with its acquisition of Reiff Preheat Systems. Reiff joins Tanis Aircraft Products, another Hartzell preheater brand well-known among pilots, to give aircraft owners a broader range of engine-care choices. Preheating at temperatures below 40° Fahrenheit can extend engine life. → [AOPA](#)

## ICON

### Sold

**I**CON Aircraft that filed Chapter 11 bankruptcy a couple months ago has been sold to SG Investment America. The company will continue to operate as ICON Aircraft. The new owners announced they would continue production and service to its A5 owners. Service and flight training will continue at Peter O. Knight, Tampa, FL as well as Vacaville, CA, and 60 other service and training partners throughout the U.S. → [ICON](#)

## NASA’s Boeing Crew Flight Test Return Status

### Here is an excerpt of the NASA August 20, 2024 update.

**D**uring Starliner’s flight to the space station, engineers noticed some of the spacecraft’s thrusters did not perform as expected and several leaks in Starliner’s helium system were observed. Engineering teams at NASA and Boeing have since conducted several thruster tests and in-depth data reviews to better understand the spacecraft. While engineers work to resolve technical issues before Starliner’s return to Earth, the astronaut duo have been working with the Expedition 71 crew, performing scientific research and maintenance activities.

NASA conducted two reviews – a Program Control Board and an Agency Flight Readiness Review – to decide how to safely return Wilmore and Williams from the station. As time wore Boeing officials downplayed, the severity of the thruster issues. NASA said a decision on the return of the astronauts and Starliner would be by the end of August.

Routine resupply with a Northrop Grumman Cygnus spacecraft arrived carrying 8,200 pounds of food, fuel, supplies, and the Progress Russian resupply spacecraft arrived carrying three tons of cargo for the station. Additionally, SpaceX resupply missions are planned through the end of 2024.

Finally, on Saturday, August 24, NASA Administrator, Bill Nelson, announced the Boeing Starliner will return uncrewed from the ISS. The mission’s two astronauts, Butch and Suni, will stay at the ISS and return with Crew 9 astronauts in February 2025.

Stay tuned! For NASA’s blog and information about missions. Click here: <https://www.nasa.gov/commercialcrew>  
Space launch schedule can be found at <https://www.spacelaunchschedule.com/> →



# Aviation History for September

Click the date for the full story

[Sept. 1, 1974.](#) The USAF SR-71 Blackbird 61-17972, flown by Major James Sullivan (pilot) and Major Noel F. Widdifield (RSO), crosses the Atlantic Ocean from New York City to London in a world record 1hr 54min 56sec at an average speed of 1,806.96 mph.

[Sept. 2, 1944.](#) In an experiment with the use of the F4U Corsair as a fighter-bomber, Charles Lindbergh flies a bombing mission in an F4U as a civilian consultant with United Aircraft, dropping one 2,000-lb and two 1,000-lb bombs on Japanese positions in the Marshall Islands.

[Sept. 3, 1932.](#) Jimmy Doolittle sets a new landplane airspeed record of 296 mph in the Gee Bee R-1. A twin R-2, is on display at Fantasy of Flight.

[Sept. 4, 1936.](#) Louise Thaden becomes the first woman to win the prestigious coast-to-coast Bendix trophy race.

[Sept. 5, 1982.](#) Douglas Bader, RAF fighter pilot in World War II, died. Bader was a successful fighter pilot, claiming 22 German planes shot down in WWII. He claimed the fifth highest total in the RAF, despite having lost both legs in a pre-war flying accident. He was shot down 1941 and spent the rest of the war in a German prison camp. He made so many escape attempts that the Germans threatened to take his prosthetic legs away from him.

[Sept. 6, 1976.](#) Viktor Belenko of the Soviet Union defects to the West, landing his MiG-25 FoxBat in Japan.

[Sept. 7, 1956.](#) Capt. Ivan Kincheloe flies the Bell X-2 research aircraft to a record of 126,200ft.

[Sept. 8, 1974.](#) TWA Flight 841, a Boeing 707, breaks up after a bomb explodes in the cargo hold and plunges into the Ionian Sea, killing all 88 onboard.

[Sept. 9, 1969.](#) Allegheny Airlines Flight 853, a Douglas DC-9, collides in flight with a Piper PA-28 Cherokee and crashes near Fairland, Indiana, killing all 83 occupants aboard the two aircraft.

[Sept. 11, 2003.](#) While landing aboard USS George Washington, an F/A-18D Hornet goes off the angle at when the arresting cable parts, pilot ejects and is recovered. The broken cable, whipping back across the deck, injures eleven-deck crew; the most serious are airlifted to shore medical facilities.

[Sept. 13, 2007.](#) First flight of the Tecnam P2006T.

[Sept. 16, 1956.](#) Introduced into service. Tupolev Tu-104 with Aeroflot.

[Sept. 17, 1956.](#) Lockheed U-2A, Article 346, disintegrated in mid-air near Wiesbaden AB, Germany, believed downed by a flight of RCAF CF-86 at 35,000ft killing Agency pilot Howard Carey.

[Sept. 19, 1962.](#) First flight of the Aero Spacelines Pregnant Guppy.

[Sept. 20, 1995.](#) After a supersonic pass close by the starboard side of the USS John Paul Jones, an F-14A Tomcat, from the USS Abraham Lincoln, explodes in flight from catastrophic compressor failure, both crew ejects, suffering burns to the upper body. Crew recovered. Plane goes down in the Central Pacific, ~800 miles W of Guam, and 55 miles from the carrier. <https://www.youtube.com/watch?v=7qMtnFtB38I>

[Sept. 21, 1964.](#) First flight of the North American XB-70 Valkyrie, the world's first Mach 3 bomber.

[Sept. 22, 1995.](#) A USAF Boeing E-3B Sentry crashes shortly after takeoff from Elmendorf AFB, Alaska, when its engines ingested a flock of Canadian snow geese. All 24 crewmembers die, including 2 Canadians air crewmen.

[Sept. 24, 1959.](#) A Lockheed U-2C, Article 360 out of Atsugi AFB, Japan, and clandestinely operated by the CIA, runs out of fuel and pilot Tom Crull makes an emergency landing at the civilian airfield at Fujisawa. The black-painted aircraft with no markings attracts curious locals. MP's are dispatched to cordon-off the area. This they do at gunpoint, which attracts even more attention and pictures of the highly secret U-2C soon appear in the Japanese press. Factory repaired and assigned to Det. B, this is the airframe that pilot Francis Gary Powers is shot down in on 1 May 1960. The 20th U-2 built, it was delivered to the CIA on 5 November 1956.

[Sept. 25, 1978.](#) PSA Flight 182, a Boeing 727, collides with a Cessna 172 over San Diego, CA; all 135 aboard the airliner, both pilots of the Cessna, and 7 people on the ground are killed, making this the worst aviation disaster in California history.

[Sept. 28, 1977.](#) Japan Airlines Flight 472, a DC-8, hijacked after taking off from Mumbai, India by Japanese Red Army (JRA) terrorists, who force the plane to land in Dhaka, Bangladesh, where they demand US\$6,000,000 and the release of nine imprisoned JRA members in Japan; the Japanese comply and all of the hostages are eventually released.



## Florida Airshows 2024

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

**Delta Air Lines CEO Ed Bastian criticized cybersecurity firm CrowdStrike and software provider Microsoft,** noting that the IT outage cost the airline \$500 million. [AVweb](#)

**China restricts exports of drones that could be converted for war.** Western countries have accused China of supplying drones to Russia via third-party networks. [TheHill](#)

**Pilot associations are sounding the alarm on Airbus' proposal** to move towards single-pilot operations on the flight deck. [AVweb](#)

**A ferry pilot flew a 2018 C172 from Merced, CA (KMCE) 2,425mi** to Honolulu, HI (PHNL) in 18 hours. [AVweb](#)

**Boeing to redesign jets to avoid cabin panel blowouts** and prevent a repeat of the Alaska cabin blowout. [Airways](#)

**Cirrus Aircraft has unveiled a Limited Edition SR Series aircraft** to commemorate 10,000 deliveries. [Cirrus](#)

**Nine new Human Factors courses are now available at** [FAASafety.gov](#)

**Golf ball sized hail damaged Calgary Airport terminal and over 18 air carrier aircraft** during a weekend storm-stranding passengers. Delaying thousands. [AVweb](#)

**Southwest Airlines and Archer Aviation agreed on a concept for eVTOL air taxi network** in California. [Archer](#)

**NetJets, Flight Safety increased flight hours but higher labor costs and fuel costs hurt bottom line.** [Privatejetcard](#)

**Alaska Airlines' \$1.9 billion acquisition of Hawaiian Airlines** has cleared review period for the DOJ now awaits DOT review. [AviationWeek](#)

**Clay Lacy Aviation has completed its first five installations of SpaceX's Starlink** low-earth-orbit Satcom terminals in Gulfstream and Bombardier ultra-long-range business jets. [Aionline](#)

**SpaceX rebuts CNBC story on Starship's launch operations** in south Texas is factually inaccurate. [X.com](#)

**As NASA debates the future of its crew capsule, Boeing and Lockheed Martin** (United Launch Alliance) are in talks to sell their rocket business to Sierra Space. [Reuters](#)

**The SpaceX, Starlink constellation has more than 6,280 satellites** in orbit and able to support video calls, streaming, online gaming, and virtual private networks. [Space.com](#)

**Unleaded fuel process needs a reboot** like leadership and direction from FAA. Editorial in [AVweb](#)

**Fire breaks out inside the historic Wright brothers factory in Dayton, Ohio.** Police arrested a juvenile. [Aero-news](#)

**FAA issues airworthiness concern sheet (ACS) on Cirrus SR-line power levers** due to a fracture. [AVweb](#)

**Atlas Air announced a partnership with Spartan Education Group** to train pilots for its fleet. [AVweb](#)

**Financially troubled Wheels Up announced it is losing** a couple of its C-Suite officials. [AVweb](#)

**Sheltair expands hangar facilities at Kissimmee (KISM)** with 9 T hangars and 10 box hangars. [Aviationpros](#)



## “Say Again”



## “There I was”

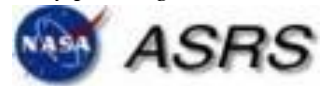
The Aviation Safety Reporting System (ASRS) publishes monthly their popular safety newsletter “Callback” written by pilots, controllers or aviation personnel and encourages reproduction as lessons learned. To protect anonymity the narratives are cleansed.

### Fueling Slip

A recent ASRS report from a Cessna-340 pilot provides an example of how fueling errors can not only cause serious incidents, but result in potentially costly engine damage. The best way to insure line-service does not, misfuel the airplane is to personally monitor the refueling process. That brief activity can be a lifesaving event.

■ *[After] arrival...my passengers deplaned and went inside the FBO... As I deplaned, the lineman approached me and said, “I understand you need some fuel.” I replied by saying “Yes, only the tips – hundred octane – I’m going in to check the weather.” The lineman had fueled this particular aircraft before. Normally I stand by the airplane as it is being fueled, but...by the time I got off the phone [with Flight Service]...the lineman had already finished fueling the aircraft. I never even saw the truck he used to fuel the aircraft...*

*The credit card slip did not indicate what type of fuel he had used or how many gallons... I let my passengers in, did a walk around of the aircraft, checked the fuel caps and sumped the tanks to see if any water was present. Everything appeared normal... The aircraft started normally. I taxied out to the active runway and [did] my pre-takeoff checks and started my takeoff [and] ...again checked all engine gauges. They were normal. As I approached 80 knots and rotated, just as I was airborne, one or both engines gave a backfire. I started to abort the takeoff but did not have sufficient runway ahead to land. I was about 100 feet and again checked all gauges. The cylinder head temperatures started to climb toward redline at that time and the engines started to run rough. I reduced power, the cylinder head temps started to reduce and the engines smoothed out. I stayed within gliding distance of the runway, circled and landed...*



*I taxied back to the ramp telling the passengers something was wrong...*

*As I opened the door, the lineman approached the aircraft. I... asked, “Just what kind of fuel did you put in this?” His reply was “Jet A.” At that point, I had the lineman drain all the fuel from the tip tanks. As he was doing that, I called the [engine manufacturer] service manager for advice...*

*After discussing what happened, we grounded the aircraft. A misfueling error may not be noticed during preflight unless a pilot opens the fuel cap to inspect the fuel color and smell. Supervising a refueling is the “first line of defense” against this type of problem. 259 →*

# 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 November 22, 2017, at 1656 EST **N4676L**, a **Cessna 172G**, was destroyed when it impacted trees and terrain near Pittsford, VT. The pilot was fatally injured. The airplane was registered to Anne Kristine II, Inc., and was operated by the pilot as a personal flight under the provisions of Part 91. Night IMC existed near the accident site and the flight was on a VFR flight plan. The personal cross-country originated from Pittsfield Municipal Airport (PSF), Pittsfield, MA, at 1555 with the intended destination of Middlebury State Airport (6B0), Middlebury, VT. To visit relatives for the Thanksgiving holiday the next day, according to the pilots' son.

A hand-held Garmin 396 GPS receiver was in the wreckage. Although damaged, track data for the accident flight was downloaded from the unit and depicted the entire accident flight. The airplane departed PSF at 1555 and traveled in a northerly direction until reaching Hoosick Falls, NY, where the airplane began to track northeast. The airplane continued on the northeasterly track until reaching Arlington, VT. After reaching Arlington, the airplane appeared to follow US Highway 7 for about 50 miles. During the initial portion of the flight, the airplane's altitude was generally at or above a GPS altitude of 3,000ft. About 35 miles before the end of the recorded data, the airplane began to descend. When the airplane was about 2 miles south of Pittsford, its altitude was about 1,500ft agl. Before reaching the town of Pittsford, while still following Highway 7, the highway made a left turn toward the west through the town and around terrain, but the airplane continued its track toward the north. As the airplane continued north, with the highway to the west, it entered a valley between two ridges.



After entering the valley, the airplane made a turn to the east followed by a turn to the north. These turns were within the bounds of rising terrain and ridgelines were on either side of the flight track. The airplane continued to follow the valley between the ridges before turning toward the west. The airplane crossed the western ridge, and then began a descending right turn toward the north, where the track data ended. The last recorded GPS position, about 14 miles from 6B0, was at 1,152ft MSL and about 750ft from the accident site; the ground elevation at that location was about 727ft.

The 89-year-old pilot held a Commercial Certificate with AS/MEL and instrument airplane ratings. His Class III, medical certificate issued on July 14, 2015 with limitation to wear corrective lenses for near and distant vision was not valid after July 31, 2017 based on his age. At the time of the medical examination, he reported 1,520 total hours of flight experience, and 55 hours in the 6 months preceding the examination. The pilot's logbook was not found in the wreckage and was not available for review during the investigation.

The pilot received two weather briefings, one 2-days before the accident, and another the day before the accident. The pilot was advised of a cold front moving through the area with scattered light precipitation, MVFR conditions at best and AIRMET Sierra for mountain obscuration likely. The second briefing, the pilot indicated that he would like to fly VFR because of the potential for icing in clouds. The briefer advised the pilot of widespread MVFR conditions, current METARs, Terminal Aerodrome Forecasts (TAFs), AIRMETs, freezing levels, winds aloft, and that VFR flight was not recommended along the route of flight. The briefer also advised the pilot of mountain obscuration east and south of the intended destination, which would have included the accident site. AIRMETs Sierra, Zulu, and Tango were valid for the accident site area at the accident time. The AIRMETs warned of IMC due to precipitation and mist; mountain obscuration conditions due to clouds, precipitation, and mist; moderate icing conditions below 7,000ft; and moderate turbulence below 14,000ft.

At 1556, the conditions at Southern Vermont Regional Airport (RUT), about 14 miles south southeast of the accident site, included visibility 10sm, light rain, 2,000 overcast. At 1656, RUT included visibility 6sm, light snow and mist, 2,000 broken, 2,600 overcast.

Examination of the airplane, engine and instruments did not reveal any preimpact anomalies. A vacuum-powered directional gyroscope was disassembled and internal examination revealed the pump had no preimpact anomalies.

Based on the available information, it is likely that the pilot inadvertently encountered IMC while maneuvering the airplane in deteriorating light conditions near the end of civil twilight. Although the pilot was instrument rated, no determination of his recent instrument flight experience could be made. He was likely not prepared for the sudden entry into instrument conditions and the loss of visibility combined with the turns and varying altitudes while attempting to exit the valley resulted in spatial disorientation and a subsequent loss of airplane control.

The NTSB determines the probable cause(s) of this accident to be: The pilot's decision to continue visual flight into IMC, which resulted in a loss of control due to spatial disorientation. → CEN18FA037

## Mystery Airplane

Can you identify this airplane?



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**C**ongratulations to **John Twitchell** and **Joanne Mills** who identified the August mystery airplane as the **Fairchild AT-21 Gunner** a twin-engine designed to train bomber crews in the use of powered gun turrets or a gun on flexible mount, and learn to function as a team-member on an aircrew.

The U.S. Army Air Corps (USAAC) until early in World War II had not appreciated the importance of heavy defensive armament for its bomber aircraft. For example, early B-17's armament consisted of five .30 caliber machine guns. Bombing missions over Europe quickly proved that additional armament was necessary. Guns on later variants increased from five to seven then to thirteen .50 caliber machine guns. Added were turrets, waist guns, tail guns, nose guns that coined the B-17s nickname "flying fortress". Now the crews needed training.

The Fairchild designed the Gunner that first flew in 1942 and appeared somewhat similar to the much larger Lockheed Hudson that was in service with the USAAC. Fairchild built two prototypes, one powered by a pair of 450hp P&W radials the XAT-13 and a second the XAT-14 was similar but powered by two 520hp, Ranger V-770 inline inverted 12-cylinder vee-type engines. These first flew in late 1942 and in addition to a pilot, and copilot/instructor the design included training stations for a bombardier, navigator, gunners and radio operator. Those without of nose gun turret were designation XAT-14A and meant for bombardier training. These prototypes were of unusual construction for its day. They were built using the Duramold process that is a Bakelite-bonded plywood used as a substitute for aluminum, which was in short supply in WWII.



Flight-testing resulted in the USAAC settled on the Ranger powered version and designated as the, AT-21 Gunner, specialized for gunnery training. The pair of Ranger V-770s gave it a cruise speed of 196mph; range 790nm; service ceiling 22,150ft; MTOW 12,500lbs; armament one 0.30cal Browning trainable and two 0.30cal Browning in power operated dorsal turret.

The USAAC needed bomber crews. So to speed production and delivery to training units, Fairchild Aircraft built 106 aircraft at their Burlington, NC plant in 1943 and 1944. Bellanca Aircraft built 39 at New Castle, DE, and McDonnell built 30 aircraft at their St. Louis plant. Total production was 175 aircraft.

Unfortunately, the AT-21 was not without issues. It proved unsuitable for use as a gun trainer due to vibration and oscillation tendencies, as well as an inherent instability caused by the short distance between the rudders and the gull wing. The aerodynamic instability resulted in unacceptable yaw with even slight rudder movements.

Deemed unsuitable for its original purpose, the AT-21 was reevaluated as an advanced pilot multi-engine trainer. This didn't work either. It had poor single-engine performance and multiple landing gear problems.

The USAAC withdrew the aircraft from service in 1944 and replaced it with examples of the actual aircraft in which the crews would eventually serve. Many AT-21s were then relegated to tow-target duties.

Few AT-21s survived in civilian use. One is believed stored in Texas awaiting restoration. →



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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](http://www.spaceport99s.org/challenge-coin) → [Ninety-Nines](http://www.Ninety-Nines)



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

**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.

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