

The SPACE COAST AVIATOR



November 2024

Fly-In's

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

[MAPA General Membership Meeting](#)

The annual general membership meeting will be held **Thursday, November 14**, at the **FIT Aviation, Training Room, Melbourne Int'l Airport**. As usual, the social begins at 6:00pm with refreshments. The meeting will begin at 6:45pm with a brief business meeting that includes a treasury report, association status and the election of volunteer officers and directors for 2025.

Our speaker will be Charles "Ike" Dye, Air Traffic Manager, Melbourne Tower. Mr. Dye will bring us up to date on any changes locally as well as future plans and relevant issues.

Please join us. Enjoy refreshments, camaraderie with fellow members. Bring your questions and participate in a discussion about local air traffic. →

[Milton](#)

[Milton finished most of what Helene missed](#)

Hurricane Milton surged ashore as a Category 4 storm, making it one of the strongest on record to impact west and the central Florida region. And only eight days after the havoc caused by Helene that had similar storm surge damage along the west coast and up into the Carolinas. FEMA, The National Guard and hundreds of GA pilots are still helping those in the Carolinas with Helene damage.

Milton brought with it, an apparent record number of embedded Tornadoes, one count 48, were spawning all across the state from Okeechobee north. Hopefully, they missed everyone reading this.

There were several fatalities reported so far and millions were left without power as it moved northeast. Downgraded to about a Cat 1 or 2 by the time Milton got to Melbourne but that didn't include the Tornadoes.

If your plans are to fly in the near future, check NOTAMs for the most up-to-date airport operation. Many with equipment and fuel issues. That goes for way up into the Carolinas where they have had severe flooding and a long way from "back to normal".

Many airports and FBOs across Florida are still in repair. Albert Whitted Airport (KSPG), reopened but not without issues, Sarasota/Bradenton International Airport (KSRQ) will remain shuttered until at least the week of Oct. 20 as workers continue to clean up and assess damage to the airport's infrastructure.

Sheltair, saw damage to its hangars at both KPIE and KSPG. Structures at KPIE were heavily impacted. Signature Flight Support said KPIE should reopen about Oct. 20. Signature had damage at KTPA, KISM and KMCO and KJAX. Hardest hit were KPIE and KTPA, which reopened at 8 am Sunday Oct. 20. Company officials said although facilities were impacted, no aircraft were damaged because of the storm.

Naples Airport noted that it only has Runway 5/23 available for operations. "This runway and the Naples Aviation FBO are available from sunrise to sunset daily until further notice," it stated, adding that it is working to fully restore the airfield as quickly as possible. By November 1 most should be back to some semblance of normal, but checking NOTAMs would be prudent. → [AIN](#)

KMLB South T-Hangars

We have been informed that the Sheltair construction of the south T-hangars are estimated to be completed sometime in late April 2025 based on cooperating weather. The airport will provide 180 days from the date of whatever the Certificate of Occupancy is for the tenants of the current south T-hangars to vacate. The rental fee for the new Sheltair T-hangars has not been announced. → [Sheltair](#)

Northrop Grumman Proposed KMLB expansion

The Melbourne Planning and Zoning Board is recommending approval of Northrop Grumman's plan to expand its KMLB property by 37.7 acres located east of SATCOM Direct, between NASA and access to Taxiway A. Apparently Melbourne City Council will vote at their next meeting on November 12. → [mlbair.com](#)



Vintage Fokker D VIII crash at Rhinebeck Board member killed during airshow

One of the most dedicated volunteers at the Old Rhinebeck Aerodrome in upstate New York was killed in the crash of a replica Fokker D VIII during an airshow on Saturday, October 5. Brian Coughlin died at the scene after the monoplane caught fire and crashed about 3 pm. The Sunday airshow was canceled as investigators from local authorities, the FAA and NTSB do their work.

Brian Coughlin grew up with vintage aircraft. He was a Aerodrome Museum Trustee. He is well known in vintage aviation and had built several replicas himself, including the one he was flying. He restored so many other vintage flying machines that we've lost count. Recently he's been instrumental in returning our Bleriot XII, Hanriot, SPAD VII, and Fokker Triplane to the flightline. → [Newsweek](#)

Carbon Monoxide Hazards and Mitigations Colorless, odorless, and tasteless that can be deadly

You are probably aware of the dangers of carbon monoxide (CO) in enclosed spaces like your home, but have you considered the hazards it poses while operating your aircraft? As long as aircraft burn fuel to generate power, there is a risk that CO could find its way into the cabin. Since 2010, there have been 12 fatal accidents in which CO impairment was the primary root cause. Pre-existing damage to exhaust systems has been identified as a common element in the majority of these cases. Proper maintenance and repair of existing exhaust systems is crucial for preventing this hazard. In addition, CO detectors are another piece of the puzzle. The usage of an alerting type of CO detector makes a major difference between fatal accidents and incidents where the pilot was exposed to carbon monoxide but was able to make a safe landing. To learn more about this #FlySafe topic, go to <https://medium.com/faa/carbon-monoxide-hazards-and-mitigations-in-aircraft-exhaust-systems-dc558b2493f8> [NTSB.gov](#) →

2025 National Air Races

Dates announced, planning began for Roswell, NM

The dates have been announced for the 2025 National Championship Air Races in Roswell, New Mexico. They will be held beginning Wednesday September 10 through Sunday September 14, and all seven classes of aircraft will be competing. After announcing the selection of Roswell as the race's next location, organizers have visited several times to meet with airport staff, emergency services, city officials, and others. → [GANews](#)

Landing Fees

Tabled for now, but don't bet on it dying

So far, the latest word on municipalities in the state to use ADS-B for collection of landing fees has been tabled by the initial airport authorities considering the option. Tabled doesn't mean it's a done deal. Users and particularly flight schools should remain aware of this coming to another vote.

Apparently, there has been no response from the FAA on the formal objection by AOPA and others to use ADS-B for fee collection. The FAA selling point to 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. The use of the system to collect landing fees would set a huge precedent for future use of ADS-B data. → [Ainonline](#)

Turkish Airline Captain dies midflight

A tragic incident that is bound to elicit a response to calls for enabling single-pilot operations. A Turkish Airlines captain died in mid-flight after becoming ill on a flight from Seattle, to Istanbul, Turkey. The second in command and a relief pilot took over the duties on Flight TK204 and the crew diverted with a medical emergency to JFK International in New York.

The Captain Ilcehin Pehlivan, 59, collapsed en-route over the Canadian territory of Nunavut, according to Turkish Airlines spokesman who said, "When first aid to our captain on the plane was unsuccessful, the crew decided to divert." The Airbus A350 diverted with an medical emergency to JFK but the Captain died before receiving additional medical assistance.

Aircraft manufacturer Airbus has talked single-pilot operations for commercial operations for over a year. The idea has met with strong opposition in the US and Europe as well. This incident will likely keep the idea on the back burner. → [Guardian](#)

FAA Stays Interpretation of Supervised Maintenance

FAA Puts the "Moss Ruling" on Hold

A recent take on a decades-old Part 43 rule by the FAA, had the GA industry alarmed and maintenance professionals worried for the future of the industry.

In July 2022, Jonathan Moss, who was manager of the Little Rock FSDO, requested an interpretation of Part 43.3(d), related to clarity on whether or not supervision and guidance could be performed remotely by video.

The reply two years later was **No**. Supervision could not be by video it had to be **in-person** consultation or supervision. It indicated that the phrase "readily available, in person, for consultation" meant that certified technicians would no longer be able to exercise judgment on tasks that could be left to the trainee for later inspection and sign-off. Rather, they would have to be physically present at all times as the work was being done.

It is likely that's not the response Mr. Moss was looking for. The general aviation community wrote formal letters to the FAA Regulation Law Division, cosigned by A&P/IAs, shop owners and instructors, asking for a reconsideration of the "Moss Ruling" that clearly effects nearly everyone.

It took a couple weeks and in a brief one-paragraph letter, the FAA legal team response read, in part, "...This letter is to inform you that the FAA is issuing a stay of the Legal Interpretation of 14 CFR § 43.3(d) dated September 3, 2024, while the agency reviews its policies and regulatory options..."

The battle is far from over. → [Ainonline](#) [AOPA](#)

Welcome New Member

Andrew Ellis

New ATC Training Plan Goes Live

ICYMI

Applications began starting Oct. 11, 2024, for the FAA's new direct entry air traffic control training program at two Oklahoma schools. Tulsa Community College and the University of Oklahoma are the first two institutions to offer the new Enhanced Air Traffic-Collegiate Training Initiative. Upon completion trainee graduates will go directly to air traffic control facilities for on-the-job training and skip the FAA's own training academy in Oklahoma City.

FAA Administrator Mike Whitaker said the two post-secondary institutions will offer the same training on the same equipment as takes place at the academy. The goal is to streamline training to address the nationwide controller shortage. "The FAA is working to hire and train more [air traffic controllers](#), in order to reverse the decades-long decline in our workforce and ensure the safety of the flying public," said Whitaker. "The Enhanced AT-CTI program is an important part of that effort." → [FAA.gov](#)

CFIs Face New TSA Rules

Effective November 1, 2024

All CFIs who are actively engaged in flight training will soon be required to have a Transportation Security Administration provider account.

In the past, this requirement only applied for training providers who provided instruction for non-U.S. Citizen students. This change becomes effective when interim rule [14 CFR 1552](#) becomes a final rule November 1.

Under the new regulation, flight training providers must hold an FAA certificate and obtain and use a Flight Training Security Program (FTSP) portal account. The new rule also stipulates that refresher TSA security awareness training, which was required annually, will now be required every 24 months.

If the CFI trains only U.S. Citizens, they are still required to certify their citizenship before training begins. That means they must review the applicant's birth certificate or passport, make a copy of the information, and provide an endorsement in the applicant's logbook.

The CFI is required to keep the records of the identification certifications for five years.

Obtaining an [FTSP portal account](#) is free and only takes a few minutes. However, as of Wednesday, the "wait time" for customer service inquiries-such as help recovering an account or forgotten user name or password-was listed as approximately 45 days.



Compliance List A

Flight Training Providers Who Train U.S. Citizens and Nationals

To comply with the final rule you must:

- Allow TSA inspections and audits and allow FAA access to your records (§ 1503.207)
- Verify that the student is exempt from a security threat assessment by examining their U.S. citizenship or U.S. national documentation (§ 1552.7)
- Designate a security coordinator (§ 1552.9)
- Ensure your employees receive initial and biennial security awareness training (§ 1552.13)
- Maintain records documenting verification of U.S. citizens/nationals for five years (§ 1552.15)
- Document aircraft simulator lease agreements (§ 1552.15)

The Air Up There: Father-Son Co-Pilots

A family affair

For Tom and Erik Lake, the passion for aviation runs in the family. This extraordinary father and son team has logged almost 500 hours together on the flight deck. Tom was his son's captain when he took his first flight as a commercial airline pilot, and Erik was his dad's First Officer on Tom's last commercial flight. The experiences in between their career milestones created a captivating narrative of a real and rare family legacy on the flight deck. In this episode of the FAA's podcast series [The Air Up There](#), Erik talks about his journey into aviation through the Reserve Officers' Training Corps and shares advice for aspiring Aviators. Tom, who has trained countless aviators, imparts his wisdom after retiring from a rewarding career. To listen to this, and other episodes of the podcast The Air Up There, go to https://www.faa.gov/podcasts/the_air_up_there. →

U.S. Customs Stops Imports of DJI Drones

Checking Russian made chips and software

Chinese drone manufacturer DJI notified its distributors that U.S. Customs and Border Protection is preventing the importation of some of its drones, citing the Uyghur Forced Labor Prevention Act as the reason for the stoppage.

DJI sells more than half of all drones sold in the U.S., about 80% worldwide, and says that no forced labor is involved at any stage of its manufacturing process. The company is happy to provide the documentation verifying its compliance the UFLPA. Commerce Secretary Gina Raimondo has said, "We're looking at drones that have Chinese and Russian equipment, chips and software in them." → [CBP.gov](#)

FAA Publishes Rule Removing CFI Expiration Dates

Another ICYMI

Effective 12/1/2024 the FAA has eliminated the expiration dates on flight instructor certificates. It's purpose is to save the \$5.6M in costs to process the renewal paperwork every two years. I does not change the requirement to keep the certificate active by completing a Flight Instructor Refresher Clinic (FIRC) every 2 years, or within a two-year period, completing recognized activities that included "at least 15 flight activities recognized under the FAA-sponsored pilot proficiency program," during which the flight instructor evaluates at least five different pilots and makes the required endorsements in each pilot's logbook for every activity. Also, if you sign off five applicants for practical test in 24 months and maintain an 80% pass rate that qualifies as currency renewal. →

[FAA.gov](#)

Florida Airshows 2024

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|-------------------|--|
| Nov 1-2 (KNPA) | Blue Angels Homecoming Airshow |
| 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

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

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Aviation History for November

Click the date for the full event

- [Nov. 1, 1949.](#) Eastern Air Lines Flight 537, a Douglas DC-4, on approach to Washington National Airport, suffers a mid-air collision with a Lockheed P-38; all 55 people on board the DC-4 died, including Congressman George J. Bates, New Yorker cartoonist Helen E. Hokinson, and former Congressman Michael J. Kennedy; the pilot and sole occupant of the P-38 is seriously injured.
- [Nov. 2, 1968.](#) Japan Airlines Flight 2, a Douglas DC-8, ditches in San Francisco Bay as a result of pilot error, all on board survive.
- [Nov. 3, 1950.](#) Air India Flight 245, a Lockheed L-749 A Constellation, crashes into Mont Blanc in France; all 40 passengers and 8 crew are killed. Sixteen years later, Air India Flight 101 crashes in almost exactly the same spot.
- [Nov. 4, 2008.](#) A Learjet 45 carrying Mexican interior secretary Juan Camilo Mourino and eight others plunged into a Mexico City neighborhood, killing all on board and seven on the ground.
- [Nov. 5, 1981.](#) First flight of the McDonnell Douglas AV-8B Harrier II.
- [Nov. 6, 1990.](#) Crew of a Navy Grumman A-6E Intruder, suffering engine fire, just after take-off from NAS Oceana, VA Runway 5. Aimed the bomber away from Virginia Beach, oceanfront crew ejected. Bomber comes down in the Atlantic Ocean ~.75mi offshore, after just clearing the Station One Hotel; on-shore breeze carries crew inland about three blocks from the beach, one landing in a tree, the other in a courtyard of a condominium, suffering only cuts and bruises.
- [Nov. 9, 1946.](#) First flight of the huge Lockheed R6V Constitution by Joe Towle and Tony LeVier.
- [Nov. 10, 1972.](#) Southern Airways Flight 49 from Birmingham, Alabama is hijacked and, at one point, is threatened with crashing into the nuclear installation at the Oak Ridge National Laboratory. After two days, the plane lands in Havana, Cuba, where the hijackers are jailed.
- [Nov. 11, 1965.](#) First flight of the Convair B-58 Hustler.
- [Nov. 12, 1921.](#) The first air-to-air refueling was made when Wesley May stepped from the wing of one aircraft to that of another carrying a five-gallon can of gasoline strapped to his back.
- [Nov. 16, 1970.](#) First flight of the Lockheed L-1011 TriStar.
- [Nov. 19, 1996.](#) [United Express Flight 5925](#), a Beechcraft 1900, collides with a privately-owned Beech King Air at Quincy Regional Airport, Illinois; killing all 14 on board both aircraft. Known as the Quincy Airport disaster.
- [Nov. 22, 1968.](#) Japan Airlines Flight 2 a DC-8, piloted by Captain Kohei Asoh. On approach to San Francisco International Airport but due to heavy fog and other factors, Asoh mistakenly landed the plane in the waters of San Francisco Bay, two and a half miles short of the runway. None of the 96 passengers or 11 crew were killed or injured in the mishap. The plane was recovered 55 hours after the incident.
- [Nov. 23, 1962.](#) United Airlines Flight 297, a Vickers Viscount 745D, crashes near Ellicott City, Maryland, following a bird strike; all 17 people on board died.
- [Nov. 24, 1971.](#) D. B. Cooper hijacks Northwest Orient Airlines Flight 305, a Boeing 727. Departed Portland, Oregon, releasing the passengers in exchange for US \$200,000 and four parachutes; the crew takes off with Cooper on board, and he parachutes from the plane; Cooper is never found and his fate remains unknown, although a roll of bills from his ransom is found in a riverbed many years later.
- [Nov. 26, 2012.](#) The U.S. Navy begins testing of the Northrop Grumman X-47B unmanned combat air vehicle aboard the aircraft carrier USS Harry S. Truman. By the time the testing period ends on 18 December, the X-47B will have made a number of successful carrier test launches and recoveries.
- [Nov. 27, 1989.](#) 1989 Jamba Hercules crash refers to an accident involving a Lockheed Hercules L-100 aircraft belonging to a CIA front company, Tepper Aviation, that crashed on final approach at Jamba, Cuando, Angola while delivering arms to UNITA
- [Nov. 28, 2002.](#) Arkia Israel Airlines Flight 582 was a flight operated by a Boeing 757-300 aircraft that narrowly avoided two surface to air missiles.

“Say Again”

A fourth grade class visiting the tower and one child asked:

“Have you ever had an emergency?”

The controller replied: “Yes, just this morning we ran out of coffee

Airworthiness Directives

AD that may affect members' airplanes

The FAA proposes to adopt a new airworthiness directive (AD) for certain **Piper Aircraft, Inc. (Piper) Model PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28S-160, PA-28S-180, PA-28-236, PA-28-201T, PA-32-300, PA-32R-300, PA-32RT-300, PA-32RT-300T, PA-32-301FT, PA-32-301XTC, PA-32R-301 (HP), PA-32R-301 (SP), PA-32R-301T, PA-32-301, and PA-32-301T** airplanes. This proposed AD was prompted by a report of a wing separation caused by fatigue cracking in a visually inaccessible area of the lower main wing spar cap and additional reports of fatigue cracking in the wing spars of airplanes that share common type design features. This proposed AD would require reviewing airplane maintenance records to determine if an eddy current inspection of the lower main wing spar bolt holes was done and, depending on the result, doing a one-time eddy current inspection of the lower wing spar bolt holes for crack(s), and replacing any cracked main wing spar.

The FAA is proposing this AD to address the unsafe condition on these products.

Comment by November 4, 2024.



[FAA.gov](https://www.faa.gov)

Outtakes

The Electric Air Taxi firm Joby announced a \$500M investment from Toyota.

Worldwide reports of GPS signal interference continue and experts discuss combating spoofing.

For the curious: Advanced Air Mobility (AAM) is an all-embracing term that includes Urban Air Mobility (UAM) that seems to be taking over the aviation news of late.

IAMAW ratified a five-year agreement with Textron Aviation ending strike. Includes a 31% wage increase over 5 years with annual \$3,000 lump sum.

Boeing talks with the IAMAW not going as well. Machinists turned down latest offer.

Airbus and AI software tech firm working on controlling fighter jets with hand gestures. Hummm.

European airline crews not happy about an AD on the Captain's seat that will prevent pilots from taking an in-flight nap on the Boeing 787s.

A third straight year of declining funding for UAM development is impacting several factors including establishing aftermarket support networks.

Investor Elliott Investment Management officially requests special meeting of Southwest Airlines shareholders on December 10. Something is up.

Atlas Air and Spartan Education Group partner on pilot training academy to provide a hiring pathway.

Freight carrier Atlas Air is the largest 747 operator in the world.

Sheltair broke ground in October on a \$16M expansion of its FBO at Orlando Exec Airport (KORL).

DOT IG: FAA oversight of Boeing issues 'Not Effective'. Agency's weaknesses exposed in report on how it handled Boeing 737/787 production issues.

The FAA has warned Boeing 737 operators of the potential for jammed or restricted rudder movement in those equipped with optional component supplied by Collins Aerospace.

NTSB Chair Jennifer Homeridy said having two pilots onboard is a vital safety asset and that reduced crew concepts are threatening.

Southwest announced should Boeing's machinist strike continue for much longer, they will have to take a hard look at its plans for 2025.

Aviation's new term, Powered lift aircraft the first new FAA category of aircraft in nearly 80 years.

Joby launches Public Offering ahead of planned 2025 eVTOL Release.

Delta Air Lines has filed suit against CrowdStrike, one of its software providers, following a massive flight meltdown in July.

Spirit Airlines plans to cut jobs and sell some planes amid looming financial struggles.

JetBlue and Spirit suspend flights to Haiti due to gang violence and UN helicopter hit by gunfire.

Lilium the start-up eVTOL is running out of time and money and filed for self-administered bankruptcy.

“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.

Early Descent

A familiar series of events led this pilot toward potential Controlled Flight Into Terrain (CFIT) before situational awareness was regained. The pilot offers some good insight into the value of single-pilot Crew Resource Management (CRM).



• *While diverting to an alternate, I received the ATIS and was being vectored for the ILS. After receiving a clearance for the approach, the Controller explained that he had just come on duty and was not aware that the glideslope was out of service. He apologized and amended my clearance to the LOC approach. I don't remember the specific ceiling being reported, but I asked if anyone had made it in on the Localizer since I was thinking that the weather was too low. He checked with the Tower and replied, "Yes." I accepted the clearance for the LOC, but with all the radio transmissions and cockpit distractions, I never gave myself time to "brief the approach."*

As soon as I was established, I started down to my first step down fix. Problem was, I was still outside the Final Approach Fix. I never received a TAWS (Terrain Awareness and Warning System) Alert, but realized my mistake when I received a "Terrain Alert" from my Number 2 NavCom. I arrested my descent and in doing so, the Alert went away. I had a "holy [cow]" moment, realizing what I had done and my potentially fatal CFIT situation. At that point I continued on the approach and, being in shock over the mistake I had just made, missed my next and final step down fix to the MDA. As I continued to the Missed Approach Point there was a small break in the overcast, but being high and in no place to make a stabilized approach to landing, I executed and reported "missed approach" to the Tower. They handed me back to TRACON and I was vectored to the ILS for another runway which concluded in a normal approach and landing.

*While I found no unusual hazards in my "Preflight Risk Assessment," it is apparent that my lack of familiarity with my destination airport combined with the lack of time for an approach briefing led to a lack of situational awareness in the approach procedure. In hindsight, better CRM may have included asking for vectors to come around again to intercept the final approach course, which would have allowed time for an appropriate approach briefing. **Never again!***

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Accident Report

Accident reports are provided by the NTSB and offered here as an educational tool, intended to help pilots learn from the misfortunes of others.

Departure into dark night conditions

On August 16, 2014, at 2324CDT, a **Lancair LC40-550FG, N6500Z**, impacted terrain after departing Cook Canyon Ranch Airport (TA25), near Ranger, TX. The pilot and two passengers were fatally injured and the airplane destroyed. The airplane was operated under the provisions of Part 91 as a personal flight. Dark night VMC prevailed for the flight, which departed without a flight plan. The flight was originating at the time of the accident.

Two witnesses at the airport, TA25, saw the airplane depart from Runway 35, lighted at a "high" setting by airport personnel. The airplane began a right turn towards the east. The turn increased at a slow rate to a "knife edge" bank angle and then the witnesses noticed the airplane's navigation lights became vertically aligned. The airplane then descended out of their sight.

The 63-year-old-pilot, held a Private Certificate with ASEL and an instrument rating. On July 7, 2014, he was issued a Class 3 medical certificate, which required corrective lenses. The pilot's logbook revealed that he accumulated 451.2 hours of total flight time, with 23.8 hours flown at night and 3.1 hours flown in actual instrument conditions. The pilot accomplished a bi-annual flight review on July 25, 2014. During this two-hour review flight, the pilot accomplished four instrument approaches, holding procedures, and three landings, all during daytime conditions.



In May 2012, the pilot received initial Lancair training that included 5 hours of ground instruction and 12.7 hours of flight instruction. The pilot had a total 118.8 hours of Lancair flight time, 2.4-logged night. The last two recorded night flights occurred in July 2013 and October 2012. Both of these flights were with a flight instructor. Most of his night time occurred at airports within the Dallas-Fort Worth metro area. His night currency for flight with a passenger(s) did not comply with FAA regulations.

According to U.S. Naval Observatory astronomical data, the moonrise at the accident location was 2329, about four minutes after the accident.

Several highly experienced, full-time pilots departed the same airport before and after the accident airplane. These pilots described the flight conditions on departure as "extremely dark" and "like a black hole" with no ground lighting, moon, or stars in view to aid with visual orientation.

The wreckage was located 0.4 miles northeast of the departure end of Runway 35. The point of initial impact was on a gravel road and the wreckage debris path was oriented southeast, with the main wreckage about 183 feet from the initial impact. The main portion of the fuselage was inverted with the left wing down and resting up against a tree. The right main wheel was 335 feet from the initial impact. The fuselage and empennage exhibited signs of post impact thermal damage.

Aileron control continuity was confirmed from left and right control sticks through the left and right side aileron control rods to the left and right aileron torque-tube bellcranks. Multiple fractures were present in the left and right aileron torque-tubes from the bellcranks to the aileron final drives. The aileron trim tab was parallel to the chord line of the right aileron.

The flap actuator was electrically actuated through its full range of travel with no anomalies found. Electrical continuity was tested in all positions, with the micro-switches in both the open and closed positions, with no anomalies.

The pilot's night flying currency was limited; his last night flight, flown with a flight instructor, occurred 11 months before the accident. The majority of the pilot's night flying experience (about 24 total hours) took place in a large metropolitan area with high levels of ground lighting; therefore, the pilot's night and instrument flying experience (about 3 hours overall) was likely not sufficient to operate safely in the challenging dark night conditions that existed during the accident flight.

The NTSB determines the probable cause(s) of this accident to be: The pilot's loss of airplane control shortly after takeoff as a result of spatial disorientation due to dark night conditions, the pilot's low overall night and instrument flight time, and his lack of recent night flights. → CEN14FA437

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 **October** mystery airplane as the **Grumman TBF/TBM Avenger**. Designed by Leroy Grumman and manufactured by Grumman and General Motors. It was identified as both the TBF and TBM Avenger.

In September 1939, Nazi Germany invaded Poland and the U.S. military with decades old equipment needed new and improved war machinery. The Navy needed a replacement for its obsolete Douglas TBD torpedo bomber and asked for proposals from industry. Several companies submitted bids, and in April 1940, the Grumman XTBF-1 designed by Leroy Grumman was awarded the winner for the Navy's new torpedo bomber. The Navy ordered two prototypes. One crashed in testing. The Navy named TBF-1 the Avenger in October 1941 and placed the order.

At the time, Grumman was busy manufacturing the F6F Hellcat the Navy's new carrier-based fighter a replacement of its F4F Wildcat. On 7 December 1941, Grumman was holding a ceremony on a new manufacturing plant. Within hours, Pearl Harbor was in the news and changed the next four years.

Among all else, the Navy needed airplanes, so General Motors began Avenger production. Based on Navy nomenclature, those made by Grumman were the TBF and those made by GM were the TBM. GM, Ford and Chrysler stopped building cars. They began building war machines; planes, tanks and jeeps designed by other companies. In all, 9,839 Avengers were built with Grumman building about 25% and GM built about 75% of 39 variants.

The Avengers had three crew-members, pilot, turret gunner and radioman/bombardier/ventral gunner. Armament, 2 x 30cal and 1 50cal Browning machine guns, Bombs 2,000lbs or a 2,000lb Mark 13 torpedo, including hardpoints for drop tanks, or rockets.

The Avenger entered service in 1942, less than a year after Pearl Harbor, and first saw action during the [Battle of Midway](#). Despite the loss of five of the six Avengers on its combat debut, it survived in service to become the most effective submarine killer and most widely-used torpedo bomber of World War II, sharing credit for sinking the super-battleships; [Yamato](#), [Musashi](#) and [Hiei](#) and credited for sinking 30 submarines.

In June 1943, shortly before his 19th birthday, future-president, [George H. W. Bush](#), was commissioned as the youngest naval aviator at the time. On 2 September 1944, while bombing his target, on the island of Chichi-jama. He was hit by ground fire and forced to bail out over water. Both of his crew-mates died. He was rescued at sea by the submarine [USS Finback](#). He later received the [DFC](#).

Post WWII, Avengers served with a number of allied countries in various capacities into the 1960s. Since, many Avengers have survived into the 21st century modified into spray-applicators and water-bombers throughout North America, particularly in Canada. In April 2021, a TBM that belonged to the Valiant Air Command was forced to ditch at Cocoa Beach, FL due to engine failure. The pilot "was fine" but it may take several years to rebuild the Avenger. →





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!

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- MAPA members are always welcome to enjoy our updated FBO lounges and classrooms.
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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

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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!



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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)
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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.

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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.

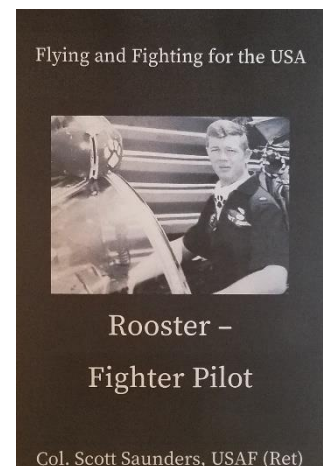
A challenge coin is a small coin or medallion, bearing the organization's insignia or emblem, normally carried by the members, and displayed by friends to show their support. The coin, is shown at right is 1.75 inches in diameter, and cost \$15 each plus \$5 for shipping. All profits from the sale of 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/challenge-coin)



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.

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



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