

The SPACE COAST AVIATOR



April 2018

Fly-out

No Fly-out this month due to
Sun 'n Fun April 10 - 15

Airshow Ticket Winners Giveaway

MAPA ticket winners for TICO and KMLB airshows

Congratulations to the winners of the annual MAPA airshow ticket giveaway. Twelve members each won a pair of tickets to attend one of this year's airshows. The winners are **Mark Lenhart, Ellie Hoffman, Jeff Bell, Judi Oswald, Pat Picornell, Neal Chancellor, Brian Davis, Anthony Wilson, James Mathews, Liz Waymire, John Robertson, and Mitchell Wilson**. Thanks to each of you for your continued support, we hope you enjoy the airshows.

Please remember to check the appropriate website 2018 Space Coast Warbird Airshow or Melbourne Air & Space Show for times and any last minute important information from the airshow staff. Avoid the hassle plan to arrive early.

Airshows provide a full day of family fun and entertainment for all ages. →

<https://www.valiantaircommand.com/airshow> <http://airandspacehow.com/>



NTSB Issues New Safety Alert

Minding Weight Maintaining Balance

The NTSB recently issued a new **Safety Alert (SA-072)** titled "**Minding Weight, Maintaining Balance.**" The Alert states that between 2008 and 2016, the probable causes of 136 general aviation (GA) accidents were related to pilots improperly conducting preflight performance calculations for weight and balance or not conducting them at all. One-third of these accidents resulted in pilot and/or passenger deaths. Several accident examples described in the Alert show the diverse circumstances under which these types of accidents can happen.

Among the Alert's recommendations is for pilots to know their aircraft's limitations and the factors that can affect its performance. It also cautions pilots to conduct weight and balance calculations in accordance with the applicable aircraft flight manuals (AFM) to ensure that your aircraft is loaded within its weight and CG limits. FAA recommends you review SA-072 here: www.ntsb.gov/safety/safety-alerts/Documents/SA-072.pdf. Also, see the accompanying 4-minute video here: <https://youtu.be/sts4PzyIQKg>. →



ADS-B

FAA reminder

The FAA deadline for equipping aircraft with ADS-B is fast approaching. There are many upgrades programs available to help you meet the January 1, 2020, mandated deadline for ADS-B and Future Air Navigation System (FANS)-1/A. The FAA cautions not to delay and get left in the hangar. As of April 1, there are 639 days left. The FAA has advise and answers to your questions at <http://www.faa.gov/nextgen/equipadsb/> →



Aviation History for April

Speed-read or click the date

[April 1, 1935](#). First flight of the North American T-6 Texan.

[April 2, 1982](#). The Falklands War begins as Argentina invades the Falkland Islands and South Georgia Island.

[April 3, 1944](#). The U. S. Army Forces' Fifth Air Force resumes attacks on Japanese airfields around Hollandia on New Guinea with the heaviest raid yet, including nearly a hundred Douglas A-20 Havoc bombers. They encounter only sporadic Japanese resistance.

[April 3, 1947](#). CAA began in service testing of GCA (ground-controlled approach) radar systems at Washington National and Chicago Municipal Airports.

[April 4, 1917](#). First flight of the SPAD S.XIII. Served in Capt. Eddie Rickenbacker's 94th Aero Squadron.

[April 4, 1949](#). The North Atlantic Treaty was signed by the U.S. Secretary of State and the Foreign Ministers of Britain, Belgium, Canada, Denmark, France, Holland, Iceland, Italy, Luxembourg, Norway, and Portugal.

[April 5, 1907](#). First flight of the Blériot V monoplane by Louis Blériot.

[April 6, 1926](#). Varney Speed Lines begins operations in the US. It will later become Continental Airlines

[April 8, 1931](#). Amelia Earhart climbs to a record altitude of 18,415 feet in a Pitcairn autogyro at Willow Grove, near Philadelphia.

[April 9, 1967](#). First flight of the Boeing 737.

[April 10, 1926](#). Lindberg becomes chief pilot for Robertson Aircraft Corp, flying Saint Louis to Chicago mail route

[April 11, 1943](#). Frank Piasecki flies the P-V Engineering Forum PV-2 helicopter to become the second successful helicopter to fly in the United States.

[April 12, 1981](#). Launch: Space shuttle Columbia STS-1 at 12:00:03 UTC. The first reusable orbital spacecraft flight.

[April 13, 1931](#). First flight of the Boeing YB-9.

[April 14, 1949](#). First flight of the Helio Courier

[April 15, 1952](#). First flight of the Boeing B-52 Stratofortress.

[April 16, 1949](#). First flight of the Lockheed F-94 Starfire

[April 17, 1944](#). Howard Hughes sets a new US transcontinental speed record, flying a Lockheed Constellation.

[April 18, 1942](#). Sixteen North American B-25 Mitchells, led by Col. Jimmy Doolittle, leave for the pivotal raid on Japan.

[April 19, 1960](#). First flight of the Grumman A-6 Intruder

[April 20, 1978](#). Soviet fighters shoot down Korean Air Lines Flight 902, a Boeing 707, the plane crash-lands near the Soviet Union's border with Finland; two of the 109 people on board are killed, the rest were subsequently released.

[April 21, 1956](#). First flight of the Douglas F5D Skylancer. Prototype used by NASA for Dyna-Soar abort training.

[April 23, 1918](#). Lt. Paul Baer shoots down his fifth aircraft, becoming the first ace of the American Expeditionary Force.

[April 24, 1933](#). First flight of the Grumman JF Duck

[April 25, 1948](#). A North American YP-86 becomes the first jet-powered aircraft to exceed Mach 1.

[April 26, 1962](#). First flight of the Lockheed A-12

April 27, 1955. First flight of the Sud Aviation Caravelle

[April 28, 1937](#). The Pan American Hong Kong Clipper, a Sikorsky S-42B flying boat, arrived at Hong Kong from Manila. Linking with the existing Pan Am route from San Francisco to Manila, this new service completed the first commercial airline route from the United States to a point close to the Asian mainland.

[April 29, 1971](#). First flight of the Piper PA-48 Enforcer



Flight of the Navigator

FAA Safety Briefing

As a flying companion, developing your navigation know-how is a win-win situation for everyone. In the end, improving your navigator skills helps you understand more of what is going on during the flight, with the added benefit of reducing the pilot's workload. To learn more, read the article "**Flight of the Navigator**" in the March/April 2018 flying companion-themed issue of *FAA Safety Briefing*. Download your copy or read online at www.faa.gov/FAA_ASB.

A mobile-friendly version is here: <https://adobe.ly/2oX0ASD>. →



Emergency Procedures Training

Engine failure in Twins - Prepare for the Unexpected

The General Aviation Joint Steering Committee (GAJSC) has identified a number of fatal general aviation accidents that occurred following powerplant failure. Mismanagement of light, twin-engine airplanes in single-engine operations was of particular concern. The GAJSC believes that scenario-based training in emergency procedures will be effective in reducing these kinds of mishaps. To learn more, see our #FlySafe fact sheet here: <http://bit.ly/2GapDc8>. →



"There I was"

A Traffic Pattern NMAC

Synopsis. At Bolingbrook's Clow Int'l Airport, Bolingbrook, IL is a non-towered airport. A PA-32R was in the traffic pattern-landing runway 18. A Bonanza departing runway 36 apparently not on CTAF or no radio. Two pilots in a PA-32R had to take evasive action on final and both pilots reported a NMAC.

Pilot flying:

"Flying in for landing at Clow (1C5). I was just beyond mid-field downwind for runway 18 when an aircraft on the ground announced that if any aircraft were on final for 18 then heads up, because there was a plane sitting at the end of 36. I continued my pattern and preparation for landing, turning base, and announcing location along the way. Aircraft on the ground were still communicating that there was a plane sitting on the runway. My attention was diverted a bit from flying the airplane to looking for this plane that was somewhere that it really shouldn't have been. I overshot the final turn just a bit with concentration interrupted, and was getting back in line for runway 18. [The pilot in the other seat] told me to fly the aircraft and he would watch for traffic. Aircraft on the ground announced that there was a Mooney rolling on 36. It was actually a Bonanza. I initiated a standard go around and announced that as well. I was at 650 AGL. Someone announced that the Bonanza was coming right toward us. A few seconds after I put in full mixture/throttle for the standard go around, [the pilot in the other seat] banked the plane hard right having seen the aircraft and hearing the warnings from the other aircraft on the ground. Within seconds, I saw the plane, wings level, in the path that we were just on under my banked left wing. I then went around and landed the aircraft. On the ground, [a ground employee] had seen the incident. He called it the closest that he had seen 2 aircraft to one another."



Pilot Not Flying:

"The plane holding short yelled again, "plane on final, you've got a Mooney coming straight at you! Get out of the way quickly!" He was climbing very quickly, and just as I looked, I saw him in a split second coming straight at us. Without hesitation, I grabbed the yoke and jerked it to the right to sidestep the upwind line as quickly as I could. Straightened out just to see him shoot past the left pilot window. He was no more than 100 feet away from us. Turns out it was a Bonanza." →

Accident Report

Spatial Disorientation

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

On August 30, 2015, about 0918 CST, a Cirrus SR22, was destroyed when it collided with terrain shortly after takeoff from Kewanee Municipal Airport (EZI), Kewanee, IL. The private pilot and one passenger were fatally injured; the second passenger sustained serious injuries. The privately owned airplane operating under Part 91 was a personal flight. IMC prevailed throughout the area, and an IFR flight plan filed for the cross-country flight, with an intended destination of Hot Springs, AR.

A family member drove the pilot and passengers to EZI at 0745. During the short drive, the pilot discussed the fact that the airplane's autopilot had stopped working during the flight to EZI a few days before. The pilot thought that this would make the trip a little harder but that it was not a critical system preventing his departure. The pilot said that he initially planned to fly under the clouds then climb above the clouds to his desired cruise altitude of 11,000 ft. Upon arriving at the airport, the pilot decided to delay the flight due to fog in the area. The pilot and passengers subsequently returned to the airport about 0900 for departure.

The closest reporting weather station was Galesburg, IL, 28 miles southwest of the accident site. The airport AWOS, issues observations every 20 minutes. The 0915 observation included, 200ft overcast, 1 mile in mist.

According to Flight Service, the pilot called before takeoff to file an IFR flight plan. He was issued a clearance with a void time of ten minutes. The airport manager reported that the pilot taxied for takeoff on runway 27; however, his radio calls indicated that he thought he was using runway 19. After an aborted takeoff, due to an open door, the pilot completed a back-taxi on runway 27, but again his radio calls were for runway 19. The airplane subsequently departed runway 27.

The 67-year-old pilot held a private pilot certificate with ratings for ASEL and instrument. His FAA third-class medical certificate was current. His logbooks indicated a total flight experience of 922 hours 37 hours in the accident airplane. He completed a Cirrus Advanced Transitional Instrument Training Course in May 2015. He had logged 130 hours of actual instrument flight experience and 94.1 hours of simulated instrument experience and 3.1 in the past 90 days, 4.8 hours actual instrument in the accident airplane.

The surviving passenger, seated in the left rear seat, after the aborted takeoff the airplane departed. She stated that when the airplane took off, it went quickly into the clouds. She stated that it did not feel as if the airplane was "going up." She stated that she heard a discussion between the pilot and then passenger seated in the front seat: the front seat passenger had reached for the activation handle for the airframe parachute system, and the pilot stated that the airplane was "too low." She then saw the ground approaching, and the impact occurred.

The FAA Quad City TRACON radar data indicated that the airplane made three nearly 360° left turns in close succession just before ground impact. The airplane's altitude during the turns varied between 1,200 ft and 1,800 ft MSL. Examination of the airframe and engine did not reveal any anomalies that would have precluded normal operation, and data retrieved from onboard engine monitoring equipment indicated that the engine was operating normally throughout the flight.

Conditions conducive to the development of spatial disorientation existed at the time of the accident, including restricted visibility, entry into IMC, and maneuvering for an assigned course after takeoff. It could not be determined whether the pilot recognized his error in departing from the incorrect runway, but it is possible that this error presented the pilot with an operational distraction about the time the airplane was entering IMC, and could have precipitated the pilot's spatial disorientation. Additionally, the pilot had reported to the airplane's co-owner the day before the accident that the airplane's autopilot was inoperative and that he did not plan to use it. Thus, the pilot did not have the autopilot available to help manage his workload during the flight. The radar depiction of the accident flight path was consistent with the known effects of spatial disorientation, and it is likely that the pilot became disoriented shortly after entering IMC after takeoff.

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

The pilot's loss of control due to spatial disorientation shortly after takeoff into low IMC. → [CEN15FA388](#)



Airmail Service

Celebrating 100 years of service

On May 1, 2018, the USPS will begin to issue two forever stamps to celebrate 100 years since the first airmail flight on May 18, 1918. That first regularly scheduled service was between Washington, Philadelphia and New York. Initially flown by U.S. Army pilots using converted Curtiss JN-4, Jenny's, flights were Monday through Saturday. Congress appropriated \$100K for the experiment and on June 4, the route included Boston. Then, after three months of success by the Army, on August 12, 1918, the Post Office hired civilian pilots, bought six specially built mail planes from Standard Aircraft Corp. and took over the entire operation. Four months later, on December 17, 1918, the first of the planned coast-to-coast service began between New York and Chicago.

Remember, these pilots flew in all kinds of weather, at night, trying to navigate relying on handmade charts with landmarks and ground contact. It was lethal. Asked, one said, "It is pretty much of a 'suicide club'." The name stuck.

In 1927, the Post Office handed off airmail service to private companies - carriers that would become the predecessors to airlines like Pan Am, Delta, United, American, and Northwest. →

http://about.usps.com/news/national-releases/2018/pr18_020.htm



Hangar Flying

A thorough preflight inspection can sometimes save a lot of grief.

By Dick Peiffer

Once I gave a flight review to a fella that had a Beech Bonanza equipped with most of the goodies one might want in any single at the time. We met and spent time going over the FAA necessities, checked the weather, and planning a flight. He had a couple hundred hours, mostly in a Cessna 172 or 182 and maybe 50 hours in the Bonanza. During preflight, I noticed he checked the oil thru the dipstick access door in the cowl. In response to my asking, he said he seldom checked "under the hood." I said, "Many manufactures don't give us the opportunity to preflight the engine area, and there is a lot of stuff forward of the firewall. You really should take advantage of the opportunity." He agreed, saying he just was not use to doing it. So together, we inspected the entire area and talked about all the things to check, touch, wipe, shake or try to pull off.

The flight went well. He was gaining confidence with the airplane, handled it well and had good habits.

About a year went by. He called me. He said he wanted to thank me for the lesson-learned during that flight review. He said his wife and he were at an airport outside of Boston and filed IFR to Akron-Canton, OH. During preflight he discovered, there was hardly anything left of the alternator belt. "It was shreds." He said it apparently happened on the trip up to Boston. He had a spare belt, as I suggested, stashed with a couple cans of oil in the baggage area. He found a mechanic that installed and adjusted it.

He said the weather was "lousy" on instruments all the way from departure to an ILS approach. He said he thought about what would have happened had he not checked and found the belt.

Being able to preflight "under the hood" as he said, is just one more reason I love Beech products. For those who cannot do it, use a flashlight like the pros, even in the daylight it is useful to look in the crannies.

ICYMI here is an FAA Safety Briefing, about "Engine Maintenance and Performance Monitoring". It includes sound maintenance practices that every pilot can and should become accustom. Fly safe. →

https://www.faa.gov/news/safety_briefing/2017/media/SE_Topic_17-11.pdf

"Say again"

A Gem of Gems from the Captain

On the night of June 24, 1982, British Airways Flight 9, a Boeing 747 with 248 passengers and a crew of 15, from London to Melbourne, Australia, lost all four engines after it flew into a cloud of volcanic ash about 110 miles SE of Jakarta. The Captain, Eric Moody, made the following announcement, described as "a masterpiece of understatement".

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

https://en.wikipedia.org/wiki/British_Airways_Flight_9

Mystery Airplane

Can you identify this airplane?



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

Congrats, this month goes to **Rob Schofield** and **John Twitchell**, who identified the March mystery aircraft as the not very well known, **Northrop P-61, Black Widow**.

Beginning in 1940, the British had an urgent need for an aircraft that could fly at high altitudes to patrol over London at night to intercept the Luftwaffe bombers. They had Airborne Intercept (AI) radar that would permit aircraft to operate independently of ground-based stations. They conveyed to aircraft manufacturers of their needs, and Jack Northrop, considering the speed, altitude, fuel load, for multiple hours aloft, plus the necessary armament and developed the multiengine P-61.

Over 700 were produced in the Northrop plant in Hawthorne, CA; it first flew on May 26, 1942. Powered by two 2,250hp P&W engines it had a top speed about 320kts, service ceiling over 33,000ft. Its armament was 4 20mm cannons, and 4 50 caliber machine guns. It carried a crew of 2 or 3, pilot, radar operator and optional gunner and enough fuel to allow it to loiter for hours. Later variants had bigger engines, greater speed and added range.

During the war, the P-61 was not only successful in downing Luftwaffe bombers but the V-1 “Buzz Bombs” and in addition to the European Theater, this night fighter served in the Mediterranean Theater, China-Burma-India or CBI Theater and the Pacific Theater based on Guadalcanal.

On January 30, 1945, a lone P-61 performed a mission as part of the successful raid carried out by U.S. Army Rangers to free over 500 allied POWs held by the Japanese at the Cabanatuan prison camp (Camp Pangatian) in the Philippines. As the Rangers crept up on the camp, a P-61 made low passes and performed aerobatics for several minutes. The distraction of the guards allowed the Rangers to position themselves, undetected within striking range of the camp.

A number of variants saw service around the world. The F-15A “Reporter” was the photoreconnaissance variant. The F-15A had a center pod with pilot and camera operator seated in tandem under a single bubble canopy, and six cameras taking place of radar in the nose. It had the same turbo-supercharged R-2800-73 engines as the P-61C. Takeoff weight of was 32,145lb and an increased top speed of 382kts, Only 36 of the 175 ordered F-15As were built before the end of the war.



After formation of the USAF in 1947, the F-15A was redesignated RF-61C and were responsible for most of the aerial maps of North Korea used at the start of the Korean War.

The P-61 was involved in the Thunderstorm Project (1946–1949) that was a program dedicated to gathering data on thunderstorm activity. The project was a cooperative undertaking on the part of four U.S. government agencies: the U.S. Weather Bureau and the NACA later to become NASA, assisted by the USAAF, later the USAF, and U.S. Navy. Scientists from several universities also participated in the project. Its goal was to learn more about thunderstorms and to use this knowledge to better protect civil and military airplanes that operated in their vicinity. The P-61's radar and particular flight characteristics enabled it to find and penetrate the most turbulent regions of a storm, and return crew and instruments intact for detailed study.

The Florida phase of the project in 1946 continued into a second phase carried out in Ohio during the summer of 1947. Results from this study formed the basis of the scientific understanding of thunderstorms, and much of what became known has been changed little over the years. Data collected for the first time from systematic radar and aircraft penetration of thunderstorms, forming the basis of many published studies and are frequently referenced by mesoscale and thunderstorm researchers. →



NOTAMS

A free service to members

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](#) 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.

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!

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FIT Aviation Maintenance Facility. We are expanding our capabilities and services.

FIT Aviation Maintenance Department is ready to assist all **Piper Cherokee** owners with the new proposed AD mandating installation of inspection panels/doors in order to inspect wing spars for damage. Our Maintenance Department has the experienced sheet metal staff, knowledge, and equipment to make your aircraft compliant in the minimum time. We can also IRAN the exhaust tailpipe V-band coupling on turbocharged **Bonanzas** to comply with that proposed AD. Please contact Rod Kern, Chief of Maintenance, (321)-674-6517.

Avionics: ADS-B. We have started to receive the first of the new Garmin ADS-B systems and have completed our first installation. These systems come in a variety of configurations including ADS-B out only, ADS-B out/in both options can either include a built in WAAS GPS or can take a GPS feed from a GNS430W or GTN series navigator. The ADS-B in can be displayed on a GTN or on an iPad with an optional wireless connect adapter.

Bendix King KT74. A popular direct slide in replacement for the KT76 series transponder. We have had a few of these out in the fleet paired with GNS-430Ws for a couple of years with perfect service records. Still the cheapest ADS-B out solution if you already have a WAAS Navigator.

Stratus ESG finally released! Production numbers have been limited so availability is not yet assured, but we are prepared to work with a customer who would like to install one of these devices. We're planning to install one in our Citabria as soon as the units are more readily available and will have more operational data at that time.

New Dealer Status:

Genysis (S-Tec) Authorized Service Center/Dealer
Powerflow Systems Tuned Exhaust Dealer (These really work!)
Garmin Authorized Service Center/Dealer
Avidyne Authorized Service Center/Dealer
Aspen Avionics Authorized Service Center/Dealer

Shop Services:

Routine Inspections and Repairs
Pitot-Static/IFR/Xpdr Certifications
Dynamic Prop Balancing
Sheet metal Fabrication and Repair
Corrosion Repair and paint touch up
Aircraft parts

MAPA members are always welcome stop by. Rod Kern, Director of Maintenance, is available for information, to answer your questions, discuss your options or add you to the schedule: 321-674-6517

FIT Aviation offers full service 100LL at \$3.99 per gallon for MAPA Members. Non-members \$4.24 per gallon. Obviously, the price will vary with wholesale costs. This is full serve, at your hangar (south side) or on FIT ramp.

Come fly our 180 HP Piper Apache! Climb at 2000 FPM, cruise 150-172 MPH, full IFR with a GTN-650 and ADS-B In/Out. \$160 per flight hour dry. Burns 12-18 GPH. Check us out at www.aerovalkaria.com for more information on joining our club.



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isac@imsaviation.com • Telephone: 321-652-2722. Plane is based MLB North side hangar I-10. If you see me out there, come by and take a look.

Pilot Supplies: Fallon Aviation is offering **MAPA members a 5% discount** on purchases made in the shop. Located at 673 South Apollo Blvd, they carry most pilot needs. They offer free shipping on most pilot supplies. <http://www.fallonaviation.com/> Call Kristina Fallon 321-345-9464

“ViewFromAbove” is offering biplane rides in their Waco YMF-5. Enjoy the open cockpit experience and a piece of history. Excellent birthday or anniversary gift. Rides tailored to suit your wishes. For more information, 321-777-1146 or 1-844-two ride (896-7433) www.viewfromabovefl.com

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

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



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Fleet: (all rates wet)

- (2) Cessna 172 aircraft equipped with Garmin 430Ws - \$120/hour
- Cirrus SR20 G2 with Avidyne Entegra - \$230/hour
- Beechcraft BE-76 Duchess w/ Garmin 430W, Garmin G5 Combo, ADS-B IN/OUT - \$250/hour
- Elite BATD Simulator - \$95/hour (with CFI)

Contact: Derek Fallon or CJ Modine: Phone: 321-345-3194

Email: derek@mlbfight.com or cj@mlbfight.com Based at Atlantic Jet Center



Business Development
Fallon Aviation
(321) 345-9464
www.fallonaviation.com

IFR rating, refresher or want to keep current? Save money by logging time on a BATD (Basic Aviation Training Device) that rents for \$45/hr here in Melbourne. Available for any CFII to use with a student. An FAA approved BATD allows you to log 10 hours towards an instrument rating, or do all the approaches and holding required to keep current, for less than half the cost of renting a Cessna 172. The BATD has a GNS430, simulator, so you can familiarize yourself before flying a rental plane with one. Please contact Derek (321) 848-8335, or Liz (321) 652-5760 (evenings or weekends). We look forward to helping you achieve your goal.



2 GPS MAP 496 \$900.00 each XM Weather antenna Charging cord (cigarette lighter)
Yolk mount. Call CJ Modine 321.604.2438 flymodine@gmail.com



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



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