

The SPACE COAST AVIATOR



August 2017

Fly-out

Vero Beach Airport (KVRB)
Saturday, August 12, ETA 9:00 am

KMLB

Construction update

On July 31, **runway 9L/27R** will close for an estimated 120 days for rehabilitation, LED lighting and painting.

About the January 2, 2018, **runway 9R/27L** will close for resurfacing, lighting and painting. This must be complete by March 17 due to the KMLB commitment for the Melbourne Air & Space Show scheduled for March 17 & 18. If this project cannot be completed prior to the Airshow, it will be delayed until after the Airshow.

Beginning on or about October 2, 2017, **runway 5/23** will be resurfaced, new lighting and painted. Runway 5/23 will remain closed until the new Control Tower is completed and occupied sometime in February 2018. Keep in mind these are tentative dates, subject to change.

As these projects move along pay close attention to the airport NOTAMs, the ATIS and Ground Control taxi instructions. → www.mlbair.com

Solar Eclipse Adventure

Join the fun

Anyone interested in viewing a once in a lifetime solar eclipse on Monday, August 21, please let Liz Waymire know, (lizflyer@hotmail.com) or text 321-652-5760. This would be a fun fly out for MAPA members. If you are flying up to SC (Charleston- Columbia area) to view the full eclipse and have available seats, please let Liz know what you have available and how you would like to share the cost. Also, let Liz know if you are interested in riding with someone.

If you need something to view the Solar Eclipse, check the [Smithsonian.com](http://www.smithsonian.com). You must protect eyesight with proper viewing devices. → www.smithsonian.com lizflyer@hotmail.com

First Legacy 500 assembled in KMLB takes flight

Embraer completes its fourth business jet at KMLB

Embraer flew its first Legacy 500 assembled at KMLB on July 13. The Legacy 500 is the fourth business jet assembled at KMLB. The facility began assembling aircraft at its Melbourne facility in early 2011 with the entry-level Phenom 100, followed by the Phenom 300 in August 2012, the Legacy 450 in June 2016 and the Legacy 500 this past January. Over the last seven years, the company has delivered close to 250 Phenom's and Legacy's, valued at about \$2 billion, from its Melbourne facility to customers across the U.S. and to countries around the world. →

ATC Privatization

Just say “NO” to the 21st Century AIRR Act

By Dick Peiffer

Thanks to all who called or wrote your representatives. As AOPA President Mark Baker said, GA will be fighting for our lives in the months to come.

If you subscribe to any aviation trade-papers, you’ve seen that **AirVenture 2017** barely got underway when hundreds of attendees attended an Anti-ATC Privatization Rally hosted by EAA President Jack Pelton. Speakers included AOPA President Mark Baker, NBAA President Ed Bolen and GAMA President Pete Bunce. Jack Pelton announced that over 170 aviation organizations have joined in opposition to privatizing ATC.

The four stressed the urgency to contact members of both House and Senate and emphasize a “NO” to ATC privatization. The Trump administration is pressing for “yes” in both House and Senate. Clearly, that has added pressure among many in both Houses. The four encouraged everyone to keep up the pressure on lawmakers that remain open to privatizing ATC.

Congressman Bill Posey indicates he is leaning toward privatization in his response to recent letters. Likely feeling pressure from the new administration because a year ago he indicated he was opposed to privatizing ATC. He needs more calls, emails and/or letters. He should know or be made aware that there are over 4,000 active pilots (current physicals) in the 8th congressional district. In addition, an equal number of pilots without current physicals such as those using BasicMed or airplane builders that do not keep current during construction.

A number of independent surveys found overwhelming opposition to privatizing ATC. Further, satisfaction surveys indicate 88% said the FAA ATC does an excellent or good job and only 8% rated FAA ATC negatively.

While the Senate version does not include privatizing ATC, there is a chance it could find its way into the bill during floor debate and amendments. Contact with both Senators is important.

The airlines and A4A are spending millions in lobbying efforts. Southwest is asking their Rapid Rewards members to “Help us advocate for ATC modernization” and offers a website for passengers to go to urge congress to privatize. Many are pushing myths of WW2 radar and antiquated technology causing delays. Total nonsense. There is no country ahead of this country in ATC.

The Bureau of Transportation Statistics show that 50% of all delays are due to airline related issues. They include crew issues, maintenance, baggage, refueling and servicing. Next is weather a cause for about 30% of delays. Finally, about 15% is airport capacity. Too many scheduled arrival/departures during the same brief period. In other words, more than a particular airport can safely handle - or as many say, not enough concrete. A runway can only handle one at a time.

Airport capacities vary. Like others around the country, the LGA/JFK/EWR and PHL airport metroplex airspace is complex and highly interconnected. Arrival/departure patterns at one airport can impact capacity at the others. The advocates fail to say how privatizing will correct this.

The bill is fuzzy on exactly how this “non-profit” company will support itself. Leaving it up to the board of directors. Airlines are opposing any increase in passenger taxes saying taxes are already too high. However, someone must pay for a privatized system. That leaves, taxes on GA: aircraft, parts, avionics, updates, supplies, shop labor, you name it. Eventually, a fee on system use. Everything from flight planning to flight following. Just like the airlines, that charge for bags, pillows and eight more inches of legroom.

Of utmost importance, Congress has an obligation to ensure stable funding. Something they have failed to do for decades. That lack of stable funding has/is what affects ATC programs. Nearly annually, Congress debates ad nauseam and programs halt. Sequestration, furloughs, all provide talking points for those who want control of ATC. The current FAA funding passed less than a year ago. Now it’s 17 days to go. That’s no way to run a railroad.

Finally, a couple of video interviews during AirVenture 2017. One with an Australian lady, another with a Canadian gentleman, both stating since privatization in their country, they do not enjoy the freedoms that we have here in the U.S. Australia has banned GA from many airports and service is not the same in Canada.

Here is the latest: **House bill H.R.2997** will not get to the floor until September. The **Senate bill, S.1405** has hit a snag due to a contentious change to the 1,500-hour co-pilot rule. August is their recess. In September, there is just 17 days of sessions. Therefore, extensions are inevitable.

Rep. Bill Posey 202-225-3671, Senators Bill Nelson 407-872-7161 and Marco Rubio 866-630-7106. →

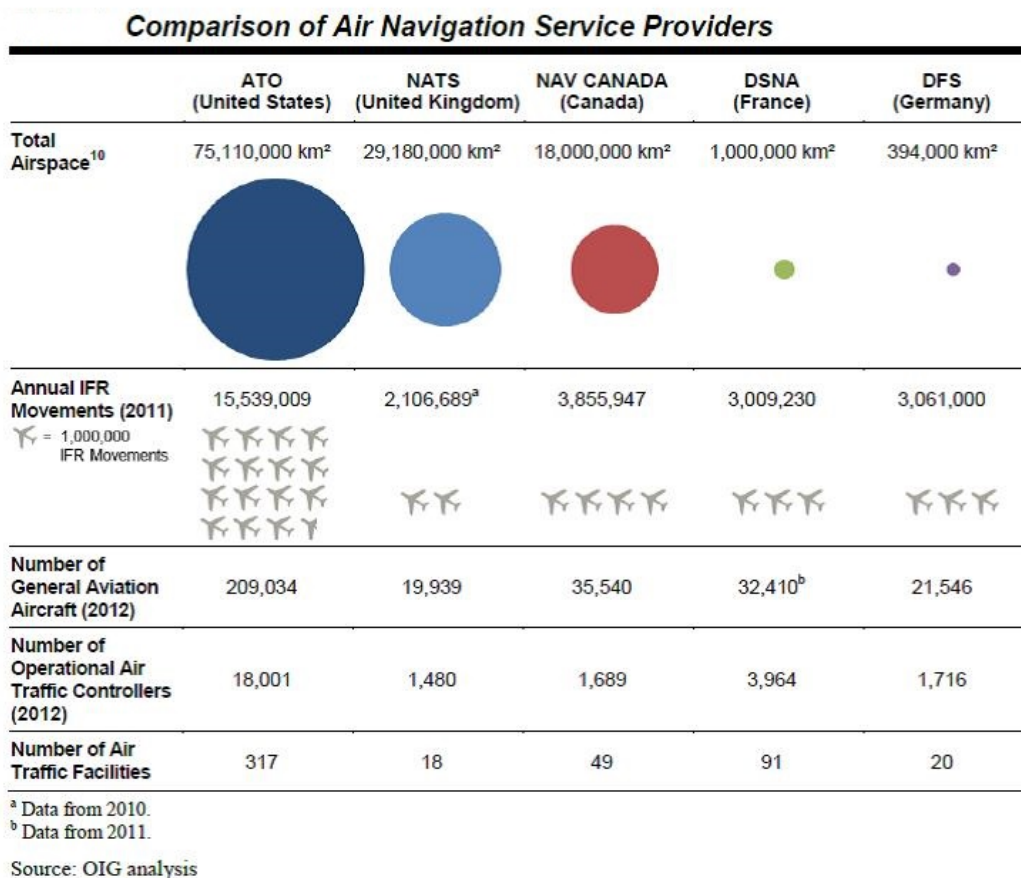
The NAS vs Private ANSPs

Interesting comparisons

By Dick Peiffer

At the request of Congress, the DOT, Office of Inspector General, (OIG) conducted an audit to compare the FAA Air Traffic Organization (ATO), manager of the U.S. National Airspace System (NAS), with private Air Navigation Service Providers (ANSP). The report; [Audit Report AV-2015-084](#) was released Sept. 2, 2015. The chart below gives an interesting comparison.

The audit compares the U.S. system with four foreign countries. Canada, the UK, France and Germany each have a private ANSP each organized differently and all financed through user fees. The OIG audit made no recommendations, but points to significant differences in the NAS and these foreign private systems.



Proponents of “fixing” our system point to NAV Canada as the panacea. However, using the OIG data, the NAS is 10 times larger and the most complex of the four foreign systems. It is larger than all four systems combined. The data speaks for itself.

Note the number of GA aircraft. We have nearly twice that of the four countries combined. The costs of flight training in foreign countries is double what it is in the U.S. We train over 70% of European flight students here in the U.S.

Privatizing ATC is an effort for CONTROL buried in politics. As “Miracle on the Hudson” Captain Sully Sullenberger says, “...privatizing ATC would hand control to the largest airlines, giving them the keys to the kingdom.” That would end General Aviation, as we know it.

Rep. Bill Posey, 202-225-3671 or 888-681-1776. Senators Bill Nelson 407-872-7161 and Marco Rubio 866-630-7106. → [Audit Report AV-2015-084](#)

Hangar Flying

A Report from Oshkosh 2017

By Andy Pedersen

This was my return to Oshkosh, having attended in last year and 1981. I flew with MAPA member Kevin Simmons and a friend in Kevin's SR22 to AirVenture from Melbourne on Friday the 21 landing at Appleton, WI (KATW) about 18 miles north of Oshkosh. Weather was good; we made the three-hop flight in a 7-hour. We met up with MAPA member Kiko Picornell on Saturday. He flew into Milwaukee on Southwest (commercial to Oshkosh? What was he thinking?).

On five mornings, we worked Flight Line Operations (FLO), marshaling airplanes off the runways and into parking and other movements on the taxiways. Airplanes included Kermit Weeks' Spirit of St. Louis reproduction, three P-39 Airacobra's, the AOPA and FAA's Cessna Citations - N4GA and N2, Sean Tucker in his biplane "Oracle 1" and many more.

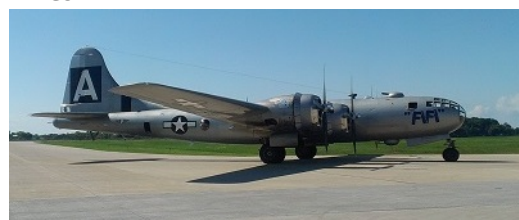
By Tuesday eve, the tower had managed more than 7,332 operations. As a storm rolled in Wednesday morning, we sought shelter in the hangar holding the two Lockheed F-35's for the air show. Don't get too close, or you get to meet America's finest, and business end of an M16.

Again this year, we took advantage of a few seminars, looked at the latest the airplane manufacturers had to offer, shopped the hundreds of vendors, and of course looked at thousands of planes!! We took the tram down to the south end off Runway 18/36 where the vintage aircraft are parked and walked back. As an example of what you find in the vintage aircraft area, we saw more than 50 Cessna 195's! When is the last time you saw ONE? By the end of our time at AirVenture, we had walked some 23.3 miles.

As we prepped the plane in Appleton, the night before our departure, an old friend – "FIFI" arrived.

The return to Melbourne was not as smooth as last year's. Four plus hours into the flight home, at 10,000 feet over Jackson, TN, trouble with a display caused us to land McKellar-Sipes (KMKL). We met the fine people at KMKL, where we picked up a car for the last 24 hours of our trek home! Kevin will return to see those fine folks again and pick up his plane with a newly serviced display.

Maybe Kiko was smart after all, by flying commercial!?! Either way you get there and back, you've got to love Oshkosh and EAA AirVenture!



Things you only hear at Oshkosh:

Tower: "King-Air, you're cleared to land on the orange dot."

King-Air: "Tower, there's an airplane on the runway!" (A GA aircraft was starting its takeoff roll.)

Tower: "I know. You can make that <landing> all day ... all day long!"

A few favorite t-shirts:

"Education is important, but flying airplanes is importanter."

"I spent 99% of my money on aviation, and wasted the other 1%."

"Pilots. Looking down on people since 1903." →

Textron Dressed Up Bonanza at AirVenture

Noteworthy anniversary

Textron Aviation displayed the Beechcraft Bonanza G36 at AirVenture 2017 featuring the American Bonanza Society (ABS) Sport Package with custom design interior and paint scheme for the 50th anniversary of ABS.

Textron is celebrating the 70th anniversary of the Bonanza. The longest continuously produced aircraft in history with more than 18,000 units delivered to date. Continued refinement and improvements have allowed the Bonanza to reach new heights in comfort and capability. →

<http://beechcraft.txtav.com/>

Piper Aircraft

Revenue is on the rise

Piper announced at AirVenture 2017 that sales of their PA-28 trainers is the highest in 14 years. This year they plan to deliver 87 PA-28s in a combination of Archers and Arrows. This is a 15% increase in market share over the past 5 years. They believe this will continue and into 2018.

July was the 50th anniversary of the Arrow introduced with an 180hp engine. Suggested price is \$16,900. →

<http://www.piper.com/>

Aviation History for August

Speed-read or click the date

[August 1, 1911](#). Harriet Quimby, a drama critic, becomes the first American female qualified pilot.

[August 1, 1916](#). The first issue of America's most influential and long-running aircraft magazine appears at a price of 5 cents. Called Aviation and Aeronautical Engineering, it is ancestor of Aviation Week & Space Technology.

[August 1, 1943](#). "Operation Tidal Wave" 177 B-24 Liberators drop 311 tons of bombs from low-level on oil refineries at Ploiesti, Romania.

[August 3, 1922](#). Lt. Clayton Bissell, United States A.S., makes a night flight from Bolling Field, DC, to Mitchell Field, Long Island, NY, and return in a DH-4-B Jenny aircraft.

[August 4, 1908](#). Wilbur Wright makes the first flight using stick controls near Le Mans, France. The flight lasts 1 minute and 45 seconds.

[August 6, 1945](#). The B-29 *Enola Gay* dropped the A-Bomb "Little Boy" on Hiroshima.

[August 7, 1963](#). First flight of the Lockheed YF-12. Prototype interceptor a twin-seat version of the Lockheed A-12 photoreconnaissance aircraft. The SR-71 design based on this aircraft.

[August 8, 1910](#). The first aircraft tricycle landing gear is installed on the U.S. Army's Wright airplane.

[August 8-29, 1929](#). The Graf Zeppelin made the first round-the-world flight by a rigid airship, leaving from and returning to Lakehurst, N.J., in 21 days 7 hours 34 minutes. This was the second round-the-world flight; two U.S. Army Douglas World Cruisers had first performed the feat during Apr 6-Sep 28, 1924.

[August 9, 1945](#). The B-29 *Bockscar* dropped the second A-Bomb, "Fat Man" on Nagasaki.

[August 10-11, 1938](#). A Lufthansa *Focke-Wulf Fw-200*, Condor, makes a non-stop flight from [Berlin](#) to New York 24hrs, 36min.

[August 14, 1945](#). The Japanese except unconditional surrender, ending World War II.

[August 17, 1910](#). The first English Channel crossing by an airplane with a passenger made by John Moisant who takes his mechanic and a cat, in his two-seater Blériot on the flight from Calais, France to Dover, England.

[August 18-26 1929](#). Mrs. Louise Thaden wins "Powder Puff Derby" Santa Monica to Cleveland, in which 19 women participate, in 21hrs 29min 12secs flying time. She flew a Travel Air powered by a Wright engine.

[August 20, 1901](#). The Wright brothers leave Kitty Hawk, N.C., at the end of their second season of testing gliders and return to Dayton, Ohio.

[August 20, 1947](#). A Douglas Skystreak with Commander Turner Caldwell, USN, reached 640.744 miles per hour over Edwards AFB.

[August 21, 1908](#). Wilbur Wright begins flying demonstrations of his "Flyer A" from near Le Mans, France.

[August 22, 1923](#). The Witteman-Lewis XNBL-1 Barling Bomber triplane makes first flight.

[August 23, 1937](#): At Wright Field, Dayton, OH, the first successful landing with an Autoland System. Flying a U.S. Army, C-14, Capt. Carl J. Crane, the system's inventor, Capt. George Holloman, pilot, and Mr. Raymond K. Stout, project engineer landed without intervention on the controls.

[August 26, 1959](#). President Eisenhower replaces his L-1049 Connie with a jet, a modified Boeing 707.

[August 27, 1910](#). Radio between an airplane and ground demonstrated using a Horton wireless set.

[August 28, 1958](#). First flight of the Beech B65 Queen Air, utility airliner.

[August 29, 1970](#). First flight of the McDonnell Douglas DC-10

[August 30, 1952](#). First flight of the Avro Vulcan

[August 31, 1958](#). First flight of the North American A-5 Vigilante reconnaissance aircraft.



"Say again"

A student pilot was making touch and go landings for about 40 minutes. Finally, a main gear tire gave out with a bang and the airplane made a hard right off the runway and nearly burying itself in a muddy ditch. Dutifully the student broadcast, "Cessna 244 is clear of the runway."

Airworthiness Directives

AD's that may affect member's airplanes

The FAA issued **AD 2017-14-04 that supersedes AD 95-26-13** for certain Piper Aircraft. Included are Models PA-28-140, PA-28-150, PA-28-151, PA-28-161, PA-28-160, PA-28-180, PA-28-181, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28S-160, PA-28S-180, PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, and PA-32S-300 airplanes equipped with oil cooler hose assemblies that do not meet certain technical standard order (TSO) requirements. AD 95-26-13 required inspections, replacement, and adjustment of the oil cooler hose assemblies, as well as providing for a terminating action. This AD retains all of the requirements of AD 95-26-13 and adds language to clarify those requirements. This AD was prompted by several inquiries asking for clarification of the AD's applicability and compliance requirements. We are issuing this AD to correct the unsafe condition on these products. This AD is effective August 15, 2017. → [AD 2017-14-04](#)

"There I was"

"The Final Authority — 14 CFR 91.3

This heavy transport Captain perceived a subtle suggestion to take off when weather that may have presented a windshear hazard was nearby. He exercised his authority with seasoned wisdom and sound judgment when he opted not to leverage the safety of his aircraft or crew.

"As we were taxiing west on Runway 27, we could see a radar return of a strong storm which was depicted red on our screen. The storm was directly west of the...airport and appeared to be moving east toward us. As we turned south on Taxiway N, we could only see part of the storm to our right on the radar display. When we switched frequencies to Tower, we heard that there was windshear on a two-mile final for our runway. As we approached the runway, we advised Tower that we would not take off. Tower reminded us that the windshear was two miles in the opposite direction from where we would be heading. It seemed like the cell was directly over the field at that time, possibly centered a little north.... The FOM guides us not to get within 5 miles of a cell below FL200. Tower instructed us to taxi out of the way so that several other aircraft could take off while we waited a few minutes for the storm to pass.



I feel that Tower was more concerned about getting airplanes on their way than waiting a few minutes until it was safe. I also think [there is an] air carrier culture pressure to get the job done even if there is an increased risk.

When one aircraft decides it is not safe to take off, perhaps Tower should inform the following aircraft that might not have been on the frequency to get the same information. Although several aircraft took off away from the storm, they faced the possibility of getting a decreasing performance windshear on takeoff. ." →

Accident Report

The invisible hazard

On July 27, 2013, at 1438 CDT, a Piper PA-28R-200 impacted Lake Michigan about 1.2 miles east of Cudahy, WI. The ATP pilot and the passenger were fatally injured and the airplane destroyed. The flight was a personal flight in VMC conditions and no flight plan filed.

The pilot in the left seat, age 79, held an ATP certificate for airplane multiengine land and airplane single-engine land. He also held a CFI-I, MEI, AGI, He had a current Class 2 medical certificate. His medical certificate application indicated that he had 32,920 hours of flight experience and 350 hours in the previous six months. The pilot in the right seat, age 31, held a private pilot certificate for airplane single-engine land. He had a Class 3 medical certificate and 200 hours of flight experience; 25 hours logged in the previous six months.

The flight departed John H Batten Airport (KRAC), Racine, WI, at 1431 CDT and contacted Milwaukee approach for VFR flight following service. The airplane was radar identified at 1431:37, 1 mile north of the Racine airport climbing under VFR to 1,500 feet. At 1435:42, the MKE controller transmitted, "...if you could turn to the east I do have traffic (inbound) for runway two five left I'll point them out and then you can pass behind them." The pilot responded, "all right." The controller then issued a traffic advisory to a Delta Airlines MD-80 of the Arrow and transferred the Delta flight to the tower frequency.

At 1436:25, the controller instructed the Arrow pilot to turn right heading 090 and the pilot acknowledged. The controller continued, "...there is traffic just to your ah twelve o'clock and about two miles descending out of two thousand three hundred, an MD-80." The pilot replied, "all right, I can go down lower if you like" The controller responded, "...negative I need you just to turn out of there then I'll get you northbound as soon as I can." The pilot then stated, "OK, I've got them in sight." The controller replied, "...thank you, just pass behind that traffic and then you can proceed northbound as requested." The pilot responded, "All right."

At 1437:34, the approach controller advised the local controller in the tower that the pilot of the Arrow had the Delta flight in sight.

According to recorded radar data, the flight path of accident airplane crossed the flight path of MD-80 at 1437:51 at 1,800 feet, which was 39 seconds after MD-80 passed the same point at the same altitude, 1.4 miles behind the MD-80.

At 1438:11, the approach controller attempted to advise the pilot that radar contact was lost, with no response. There was no further contact with the pilot.

Milwaukee ATC notified the United States Coast Guard and local authorities that the airplane had disappeared from radar. A search and rescue operation was conducted and about 30 minutes later, a dive team located the airplane wreckage at the bottom of Lake Michigan.

This was within Milwaukee Class C airspace and was subject to mandatory separation. Separation, traffic advisories, and safety alerts are to be issued between IFR and VFR aircraft. In addition to the standard separation requirements, controllers are also required to issue wake turbulence advisories when, in their opinion, wake may have an adverse effect on an aircraft. Since wake turbulence is unpredictable, the controller is not responsible for anticipating its existence or effect.

Because the approach controller's plan explicitly had the accident pilot pass behind the other airplane and the other airplane was descending from above the accident airplane, it is likely that the accident airplane encountered wake turbulence. Primary radar returns detected by airport surveillance radar were consistent with the in-flight breakup of the airplane. The approach controller did not issue a wake turbulence advisory to the pilot.

Although wake turbulence is primarily the pilot's responsibility, the Federal Aviation Administration Air Traffic Control Handbook does require controllers to provide pilots with a wake turbulence advisory if, in the controller's opinion, wake turbulence may adversely affect their aircraft. In this case, the approach controller should have been cognizant of the potential hazard and issued a wake turbulence advisory to the pilot.

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

An encounter with wake turbulence, which resulted in the pilot's loss of control of the airplane and its subsequent in-flight breakup. Contributing to the accident was the approach controller's failure to issue a wake turbulence advisory to the pilot. → [CEN13FA438](#)



Mystery Airplane

Can you identify this airplane?



First prize is bragging rights

Email your answer to email@mlbpilots.org

Congrats, this month goes to **Jim Morris, Rob Schofield, Neal Chancellor, Kiko Picornell, John Twitchell and Bill Franklin**, all identified the July mystery airplane as the **North American F-86 Sabre**, sometimes called the **Sabrejet**. First flown October 1, 1947 and while technically rated as a subsonic airplane, test pilot George Welch became the first pilot to fly the plane at Mach 1 in routine flight. Therefore, the Sabre was no stranger to supersonic speeds.

The F-86A went into service with the USAF in 1949. It was our first swept wing and primary air combat jet fighter during the Korean War with three production models seeing combat. During the early part of the war, the straight-winged F-80 and F-84 achieved air victories, but when the Soviets introduced the swept wing MiG-15 in November 1950, suddenly our straight-wing fighters had a very tough adversary.



Quickly the USAF rushed the F-86 to the Far East arriving in December. Neither fighter had an after-burner, but the MiG-15's engine had 5,900lbs of thrust in a lighter airframe. The F-86A J-47 engine gave 5,200lbs of thrust. The MiG-15 had slow-firing cannons and the F-86 had six 50-caliber machine guns, better suited to shoot down World War II-era fighters. What set the F-86 above its opponent was the experience level of our pilots with aerial combat training and a radar gunsight that gave its pilots the advantage in ease of use and accuracy.

The F-86A, E and F saw action and scored consistent victories over the Russian-built MiGs. Arguably, the F-86 had a remarkable 10-to-1 kill ratio. All 39 United Nations jet aces won their laurels in the Sabre.

The F-86E came on line and had a more powerful engine and an all-moving tail surface. The entire hydraulically actuated tail moved instead of just elevators, this was critical at velocities near the speed of sound

With the F-86F arrival in theater, the MiGs were matched. The F model had 5,970lbs of thrust and a number of design improvements. The F-86F could finally turn tighter than the MiG, even at high altitudes. A few F models with four 20mm cannons arrived. Despite being able to fire only two of the four cannons at a time, the experiment was a success.

The F-86H model also a "day-fighter" looked like the earlier models but it also had major modifications. The primary one was a GE J73 engine with 9250lbs of thrust. It first flew in March 1951, but not delivered until after the signing of the armistice so it never saw combat during the Korean War.

Later over North Vietnam, the nimble MiG-17 had become such a serious threat against the Republic F-105 that the USAF created project "Feather Duster" to test which tactics supersonic American fighters could use against fighters like the MiG-17. Air National Guard F-86H units proved to be an ideal stand-in for the Soviet jets. One pilot remarked that "In any envelope except nose down and full throttle", either the **F-100** or F-105 was inferior to the F-86H in a dogfight.

Considered one of the best and most important fighter aircraft of the Korean War, the F-86 is rated highly in comparison with fighters of other eras. In service with numerous allied countries, the Sabre proved versatile and continued as a front-line combat fighter/bomber with numerous air forces. The Bolivian Air Force retired the last active operational examples in 1994. A total of 9,860 American and foreign Sabre/Fury (USN) were built. According to the FAA, 50 privately owned F-86s are registered in the US. →



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](http://www.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.

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.

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

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/Xpder Certifications
Dynamic Prop Balancing
Sheet metal Fabrication and Repair
Corrosion Repair and paint touch up
Aircraft parts

MAPA members are always welcome to swing by for a visit. 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.



Come fly our Cessna 182! Full IFR with a Garmin 530 and STEC-30 autopilot. Leather interior. Cruise 140-160 MPH. This is a stable, fun flying aircraft. \$100 per flight hour dry. Check us out at www.aerovalkaria.com for more information on joining our club.



1940 PIPER J-4A CUB COUPE • \$35,000 • **FOR SALE TO GOOD HOME** • Rare! Very clean 1940 J-4A. AFTT 2195, Engine SMOH 160, Prop SNEW 25 (Sensenich W72CK-42 wood climb prop). Continental A-65-8, slick mags, complete records, wood spar, no recurring ADs, four sealed lift struts. Annual just completed in January 2017. Recent extensive exterior detailing and dope refinishing. No electrical system. Battery powered two place intercom wired to Icom A-24 battery powered comm with external antenna (based at Class D airport, no comm problems). Cub: asking \$35k. Hi-Res pics available online: www.imsaviation.com/n26735/. Please email or text since I can be hard to reach by phone. isaac@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.



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