

# The SPACE COAST AVIATOR



## February 2018 Fly-out

New Smyrna Beach Airport (KEVB)  
Saturday, February 10, ETA 11:00 am

### MAPA Fly-Outs

**Five fly-out cancellations in a row, some comment seems warranted**

By Ray Liles

**T**he MAPA fly-outs are to provide fun and fellowship for participants while flying to local airport restaurants. Over the years, that has been a challenge with restaurant closures and change of ownership. With the operative word being “fun” for the fly-outs, we strive to keep that in mind when making decisions on weather. Since we have a limited number of restaurants within a reasonable range, conflict with other scheduled events, we sometime are very limited in our destinations

Weather decisions, “go/no-go” we try to consider low time VFR pilots and passenger guests. Keeping in mind that these flights are for fun, we strive for **standard** VFR weather conditions at both airports and en-route, over the expected trip. High winds (>15kts) are also a factor, especially crosswind components.

In the wintertime, locations are picked for an 1100 local time arrival that allows patchy fog to burn off. In summer operations, the arrival time is 0900 local, allowing for a return flight prior to convective build-ups.

So, the next time we have a cancellation and the destination is 4-wheels to Eddie’s Diner, drive on over and enjoy the fellowship – you can be sure the weather will be CAVU the next day →

### MAPA Fly-Outs

**Alert Notification System**

By Ray Liles

**W**e offer a text/email notification system to notify you of the fly-out status. An email, text or both is sent to a valid cell phone or email address. The first alert is 24 hours prior to the fly-out and again 2 or 3 hours ahead of the fly-out arrival time on the fly-out day. Cancellations are also sent, typically within 2 hours of arrival time – to allow plenty of time to get to Eddie’s Diner! ☺

If you would like to be added to the notification system, send the following info to Ray Liles ([rliles@cfl.rr.com](mailto:rliles@cfl.rr.com))

- For text message: Name, Cell Number, and Cell Provider (ATT/Verizon/etc.)
- For email Name and Email Address
- You can have both.

To unsubscribe to the notifications or make changes, please notify Ray Liles [rliles@cfl.rr.com](mailto:rliles@cfl.rr.com). →

## R U Thinking BasicMed?

### New Option Available - Online BasicMed Course

**A**n online medical course is one of the required steps for pilots seeking to operate under BasicMed without an FAA medical certificate. A pilot must first obtain a physical examination from a state-licensed physician using the Comprehensive Medical Examination Checklist (available at <http://bit.ly/2CZUUAd>).

A pilot must then complete an approved BasicMed medical education course. In addition to the [AOPA](#) course that FAA approved last April ([BasicMedicalCourse.AOPA.org](http://BasicMedicalCourse.AOPA.org)), pilots now have the option to take the online BasicMed course with the Mayo Clinic at [BasicMed.Mayo.edu](http://BasicMed.Mayo.edu).

To date, 25,755 pilots have opted to fly under BasicMed. To learn more about flying under BasicMed, go to [www.faa.gov/go/BasicMed](http://www.faa.gov/go/BasicMed). →



## Enhanced Vision Systems

### FAA Safety Team Notice Number: NOTC7581

**O**ur five senses (*vision, hearing, taste, smell* and *touch*) are key to keeping us safe. *Vision* is especially important to a pilot. Vision at night and in Instrument Meteorological Conditions (IMC) can be improved with technology, namely, Enhanced Vision (EV) and Synthetic Vision (SV) technology.

**Enhanced Vision** (EV) uses sensors on your airplane to provide a better view. These sensors can be infrared or radar. They are very useful in seeing terrain in weather, or on a dark night. The sensors help you see what is actually in front of the aircraft.

**Synthetic Vision** (SV) doesn't use sensors. Instead, it relies on GPS information and a database to create a virtual landscape. SV can create a picture of the flight environment and overlay that picture with aircraft instrumentation. The result is a single image that contains the information you need for safe flight operations. Since this information is not based on direct observation, you'll need to keep your software and databases up to date.

**Display Choices:** Most GA systems are displayed through a cockpit Multifunction Display (MFD), or a Primary Flight Display (PFD). A Head Up display (HUD) is a great way of displaying EV/SV information, but it's very expensive.

Regardless of which display you choose, be sure to become very familiar with it before you use it in real time. It's a good idea to schedule periodic proficiency training with a CFI who knows the equipment. These training and review sessions will give you the confidence you need to use the equipment effectively.

You can learn more about Enhanced Vision Systems in this [GA Safety Enhancement fact sheet](#).



## AOPA ASI Safety Seminar

### Avoiding Airborne Traffic

**O**n **Tuesday, March 13, at 7,00pm** the **AOPA Air Safety Institute** will hold a free safety seminar at the Crowne Plaza Melbourne, 2605 North Hwy. A1A, Indialantic, FL.

Title: **Collision Course: Avoiding Airborne Traffic**

The "big sky" can get awfully small when multiple aircraft are in the vicinity. Even with ATC support and traffic displays, near misses happen too frequently and midair collisions still happen. Advanced technologies that ensure more precise course and altitude tracking and more aircraft converging on fewer airports all work to shrink the "big sky."

ASI's new seminar looks at the problem from a risk management perspective. We identify high-risk, scenarios and locations, and then lay out strategies for avoiding them. From congested corridors to frenetic fly-ins, we talk about:

- ✓ Human eye limitations that impact the "see and avoid" philosophy.
- ✓ Proven techniques on enhancing visual scan effectiveness.
- ✓ Maximizing your visibility to other aircraft.
- ✓ The promise and peril of cockpit technology.
- ✓ "Danger zones" you may not be aware of.

• Wings credit applies. No preregistration is necessary. →



## Back to Basics

Print version now online

The January/February 2018 issue of *FAA Safety Briefing* takes a forward-thinking journey "back to the basics" of flying fundamentals. Articles in this edition provide important tips, techniques, and resources that can help you better aviate, navigate, communicate, and mitigate in today's complex operating environment. Learn more about the "basics" by reading Susan Parson's feature article, "Simple? — Defining and Refining Basic Skills in a Complex Environment." Download your copy or read online at [1.usa.gov/FAA\\_ASB](http://1.usa.gov/FAA_ASB).



You can view a mobile-friendly version of this article at <https://adobe.ly/2BLLeLiA>. →

## Aviation History for February

Speed-read or click the date

[February 1, 1943](#). CAA inaugurated an expanded flight advisory service (FAS) at all Air Route Traffic Control Center (ARTCC). The centers originated advisories on weather changes and hazardous conditions, and airway communication stations relayed this information to nonscheduled pilots.

[February 2, 1944](#). First flight of the Republic XP-72, American prototype interceptor fighter developed as a progression of the P-47 Thunderbolt design.

[February 3, 1959](#). A Beechcraft Bonanza carrying musicians Buddy Holly, Ritchie Valens, and J.P. "The Big Bopper" Richardson, crashed near Clear Lake, Iowa, in what has become known as "The Day the Music Died".

[February 4, 1949](#). In the US, the Civil Aviation Authority (CAA) gives authorization for the full use of ground control approach (GCA) landing aids. Referred to as Precision Approach Radar (PAR) at non-military facilities.

[February 5, 1925](#). Clyde V. Cessna, Walter Beech and Lloyd Stearman founded Travel Air Manufacturing Company Ltd.

[February 8, 1918](#). Lafayette Escadrille, the US volunteer squadron serving in the French Army is transferred to the US Army and re-designated the 103rd Aero Squadron.

[February 9, 1959](#). Introduction: Morane-Saulnier MS.760 Paris

[February 10, 1962](#). U-2 pilot Francis Gary Powers and Soviet KGB Colonel Vilvam Fisher, (aka Rudolf Abel) along with American student Frederic Pryor are exchanged in a spy swap at the Glienicke Bridge in Berlin. James B. Donovan played by Tom Hanks in the movie "Bridge of Spies" conducted negotiations for the trade.

[February 12, 1931](#). An amendment to existing regulations covering interstate airline operations required a copilot on all aircraft flying a schedule of five or more hours with eight or more passengers.

[February 13, 1965](#). President Lyndon B. Johnson authorizes Operation Rolling Thunder, a campaign of air strikes against North Vietnam and began in March.

[February 14, 1932](#). Ruth Nichols sets a new altitude record for a diesel-powered aircraft, 6,047 m (19,928 ft) in a modified Lockheed Vega.

[February 15, 1946](#). The Lockheed L-049 Constellation went into U.S. domestic passenger service. Designed for a three-man crew, the Constellation had a separate panel and side-facing seat for a flight engineer.

[February 16, 1932](#). First flight of the Martin B-10, first all-metal monoplane bomber to go into regular use by the United States Army Air Corps and first mass-produced bomber.

[February 18, 1939](#). First flight of the Martin PBM Mariner.

[February 19, 1933](#). First flight of the Vultee V-1. All-metal low-wing, single-engine airliner.

[February 20, 1939](#). First flight of the Douglas DC-5, (aka C-110 & R3D) the least known of the famous DC airliner series, 16-22 seat, twin-propeller aircraft intended for shorter routes than the DC-3 or DC-4.

[February 21, 1929](#). Colonel Charles A. Lindbergh became a Technical Adviser to the Aeronautics Branch, Department of Commerce.

[February 23, 1934](#). The Lockheed Electra L-10 first flew. The airplane Amelia Earhart used in her attempt to fly around the world.

[February 25, 1984](#). Republic F-105 Thunderchief retired. First flown in 1955, the Mach 2 "Thud" was the primary aircraft delivering heavy bomb loads during the Viet Nam war.

[February 28, 1929](#). The Air Commerce Act was amended to provide for Federal licensing of flying schools. Instructors were divided into two classes, flying and ground, each of which was rated separately. Regulations went into effect in June 1929. →

# Safety Alert

## Pilots vs Drones

It is likely many near misses with UAV or Drones go unreported and even more likely that many flash by unseen. Their size and closer rate make them visible only by chance. As you will see below.

Until the FAA takes some action, about all we can do is scan carefully and keep your fingers crossed a 54lb “vehicle” does not hit your windshield at 150mph rate of closure. FAR Part 107 and Part 101 mean little to the youngster who has no concept of controlled airspace and just wants to know how high this new toy will go. →

## “There I was”

ASRS publishes their popular month safety newsletter “Callback” written by pilots, controllers or aviation personnel and encourages reproduction as lessons learned. To protect anonymity the narratives are cleansed.

Here are five more encounters of the close kind that illustrate altitudes and areas mean little to the uninformed.

1. A Bae 125 800 Hawker 800. On ILS 04R Newark (EWR), 2,000ft. Class B airspace.

*“ATC informed the crew that a drone was reported in our vicinity. As ATC was telling us this, the Pilot Monitoring spotted the white drone 500 feet right of our flight path and about 50 feet below us. He reported it to ATC along with the color.”*

2. A CRJ900 Regional Jet. On STAR MILTON4 Arrival to LaGuardia (LGA) 8,000ft. Class E airspace.

*“Spotted a drone during turn from DREMS intersection to APPLE intersection at 8000 feet. Silver drone, size of maybe a small bag was about 50-100 feet on the starboard side same altitude moving east to west. No evasive action was necessary. Flight continued normally. Informed approach control. After landing, ground control gave us a phone number. Provided all the information to this number and they said they will put in a report. After arriving at hotel contacted chief pilot and informed him of what happened also.”*

3. A Boeing 777. On approach to 28C at O’Hara (ORD), 4,000 feet. Class B airspace.

*“On approach to 28C at ORD. Cleared for the approach at 4000ft over HAZIL.*

*First Officer was pilot flying. Just as the descent was started on the glideslope over the shoreline of Lake Michigan, I saw a drone below and to the left side of the nose of the airplane passed underneath. My best guess on the altitude is 2000-3000 ft. It was close enough to my aircraft that I could see 2 white propellers on the top. The body appeared to be orange in color. It was only in sight for a couple of seconds before passing underneath the nose. I report the sighting to ATC.”*



4. A Citation 550. On the MIDWAY2 SID from runway 22L at Midway (MDW). Class B airspace. Crew reported a NMAC

*“Just departed Runway 22L at MDW. Encountered a near miss with a UAS that was white with red stripes. I could not tell if it was a quadcopter or what. It happened so quick. We saw it and it disappeared under the aircraft. It was right in front of aircraft and below. I was just going thru 1000 MSL (400 AGL), cleared to 3000 from ATC. We informed Midway Tower of what we encountered.”*

5. A Widebody, turbojet freighter. (DC-10 MD-11) On a vector to an approach to Oakland (OAK). 5,000 feet. Class E. Captain reported a NMAC.

*“Vectors on approach to OAK over the town of Pleasanton, CA at 5,000 feet. Near miss with a white drone. Advised ATC of the event. Get those things out of the sky! “ →*

# 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 November 4, 2015, about 2355, EST, a Piper PA-28-180, impacted wooded terrain following a loss of control during approach to Habersham County Airport (AJR), Cornelia, GA. The private pilot and two passengers were fatally injured, and the airplane destroyed. The airplane was registered to and operated by the pilot, and was being conducted as a Part 91 personal flight. Night IMC existed at the airport at the time of the accident, and no flight plan filed. The flight originated from Hazlehurst Airport (AZE), Hazlehurst, GA, about 2300 and was destined for AJR.

According to a witness who was waiting for the airplane to arrive at AJR, the flight originated from Treasure Coast International Airport (FPR), Fort Pierce, FL, earlier that evening. The witness received a text message from one of the passengers, which stated that the flight had just landed at AZE to refuel and that they had to circle around the airport a couple of times to find the runway because it was "awful cloudy" and there was a "low ceiling." According to the AZE airport manager, he heard the airplane depart about 2300 and noted that the AWOS was reporting 300 to 400ft overcast.

According to information from the FAA, the pilot was not receiving radar services nor was he communicating with air traffic control at any time during the accident flight. Radar data obtained from the FAA, and correlated to the accident flight, revealed that as the airplane crossed over AJR, it began a left turn before disappearing from radar. Witnesses who lived near the airport reported hearing an airplane flying overhead and shortly afterward hearing a "whirling" noise, followed by a loud crash. They went outside to see if they could determine where the noise had come from but were not able to due to the heavy fog and mist in the area. They searched the area that night, located the airplane in a ravine, and notified the local authorities.

The pilot held a private pilot certificate with airplane single-engine land and instrument ratings and an FAA third-class medical certificate issued October 12, 2015, with the limitation that he must possess glasses for near vision. At the time of his medical examination, the pilot reported 800 total hours of flight experience, 0 hours of which were in the previous 6 months. A review of the pilot's logbook revealed that the last entry was April 28, 2012. The total time entered was 732.3 flight hours, total actual instrument time of 6.4hrs and a total simulated instrument time of 78.9hrs. On March 27, 2012, the pilot completed an instrument proficiency check. No other pilot records were found during the investigation.

The 2355 AJR recorded weather included winds from 080° at 3 knots, 3 statute miles visibility, light rain, overcast clouds at 300ft, temperature and dew point 16°C, and an altimeter setting of 30.30.

At 2255 AZE recorded weather included winds from 110° at 4 knots, 7 statute miles visibility, an overcast ceiling at 600ft, temperature and dew point 23°C, and an altimeter setting of 30.21.

Lockheed Martin Flight Services reported that the pilot had not contacted it for weather information. There was also no record that the pilot used the DUATS for weather information and flight plan processing

The wreckage was located about 0.25 mile from the destination airport. Forward-to-aft crushing signatures to the wreckage, damage to adjacent trees, and the lack of a linear wreckage debris path was consistent with a near vertical, nose-low attitude at impact. An examination of the airframe and engine did not reveal any evidence of a preimpact anomaly or malfunction that would have precluded normal operation.

The conditions that existed during the flight, including dark night lighting conditions, low ceilings, and restricted visibility, were conducive to the development of spatial disorientation. Further, the airplane's near-vertical descent was consistent with the pilot's loss of control due to spatial disorientation. The pilot's decision to initiate the VFR flight into known IMC directly led to the accident.

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

The pilot's decision to initiate the flight into known adverse weather conditions, which resulted in his spatial disorientation and loss of airplane control. → [ERA16FA032](#)

# MAA January Board Meeting

## KMLB Operations

Notes thanks to Ray Liles

**H**ere are some highlights from the MAA Board Meeting of January 24, 2018 regarding KMLB Ops.

- After some disagreement, the FAA is taking ownership of the old tower and cost of removal. This was the result of Executive Director, Greg Donovan, traveling to Washington and meeting with 11 FAA officials and Representative Bill Posey.
- Physical construction on new tower will be complete by end of January 2018.
- Equipment installation in new tower and removal of the old tower should be complete in 4 to 6 months. The schedule is rather fluid, since just learning the FAA will remove the old tower.
- Runway 9L-27R construction complete.
- Runway 5-23 work in progress with completion date of April 2018. Runway will not be available until the new tower is commissioned in service, due to blocked vision from the old tower.
- Runway 9R-27L full closure for paving runway starts April 9, 2018 and contractually, completed in 70 days – June 19, 2018.
- There will be other NIGHT only closings of 9R-27L before and after these dates for runway lighting, grooving, etc.



## Airshows

### For your calendar

March 17 - 18. Melbourne Air & Space Show, Melbourne Int'l Airport. Featuring the USAF Thunderbirds.

April 6 – 8. The 2018 Space Coast Warbird Airshow. Featuring Tora – Tora –Tora and Jet Demos.

April 10 – 15. Sun'n Fun International Fly-in and Expo. Performers TBD.

April 21-22. Vero Beach Air Show Featuring the US Navy Blue Angels.

May 5 – 6. Fort Lauderdale Airshow Featuring the USAF Thunderbirds.

May 12 – 13. Tampa Bay AirFest 2018. MacDill AFB. Featuring the Navy Blue Angels. →

## Airworthiness Directive

### AD's that may affect member's airplanes

**T**he FAA adopted a new **AD 2018-02-05** for certain **Piper Aircraft, Inc. Models PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA28-236, PA-28-201T, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T** airplanes. This AD requires inspecting the fuel tank selector cover to verify the left and right fuel tank selector placards are located at the proper positions and replacing those that are improperly located with new placards. This AD was prompted by a quality control issue at the manufacturer that resulted in the installation of the fuel tank selector covers with the left and right fuel tank selector placards improperly located. FAA issued this AD to address the unsafe condition on these products.

This AD is effective February 7, 2018. →

## “Say again”

### Gems from the tower

“Chopper 16 Alfa cleared to land on the numbers of seventeen”

“Chopper 16 Alfa cleared to land on the numbers of seventeen”

“Chopper 16 Alfa if you hear me rock your props”

# Mystery Airplane

Can you identify this airplane?



First prize is bragging rights

Email your answer to [email@mlbpilots.org](mailto:email@mlbpilots.org)

**C**ongrats, this month goes to **Bill Franklin, John Twitchell, Liz Waymire, Mick Uramkin and Joanne Mills** all identified the January mystery aircraft as the **Fairchild C-123 Provider**. A short-range assault transport designed for airlifting troops and cargo to and from unprepared airstrips.

Designed by Michael Stroukoff of Chase Aircraft for the USAAF as an assault glider in the late 1940s. It was designated the XCG-20, Avitruc, and was the largest glider ever built. From this design, Chase then made a couple prototypes. The first, the XC-123, had two radial piston engines. It first flew in October 1949. A second, the XC-123A, was fitted with two twin pods with GE J47 turbojets and was the first jet-powered transport built in the U.S.

Chase began building the C-123B powered by two P&W R-2800, 2,500hp piston engines when Henry J. Kaiser bought controlling shares in Chase Aircraft in 1953 with ambitions to build the C-123. Kaiser had previously built the C-119 for Fairchild under contract. Then a pricing scandal led to Kaiser losing his federal contracts. The government rebid the project and Fairchild Aircraft acquired the contract.

Fairchild built about 300 Providers beginning with the C-123B. Production ended in 1970. There were various model IDs due to modifications. It went into service in 1956 for the USAF and two delivered to the CAA/FAA in Alaska equipped with retractable skis. The USAF also used the C-123 in the arctic to resupply remote radar sites from the late 1950s to the mid-1970s. Others went to the USCG.



The Provider could carry 60 troops or 50 stretchers. Some had a pair of under-wing mounted turbojet engines that increased payload, shortened its takeoff distance, improved climb rate and added safety in the event of a radial engine failure. It had a crew of 3 or 4 depended on mission, cruise was about 150kts, range about 900nm and MTOW 60,000lbs.

Overseas, the C-123 saw wide use in Southeast Asia. Remembered best for its participation in “Operation Ranch Hand” during the Vietnam War. The purpose of the Ranch Hand operation was to remove the jungle cover used by the Viet Cong. C-123s modified with spray apparatus flew low-level formation flights of two to four aircraft spraying the herbicide 2, 4, D (Agent Orange). The program lasted from 1961 until 1971.

In additions to Ranch Hand, by the end of 1964, there were four squadrons flying troops and supplies to small, dirt strips at isolated bases. Night missions included dropping flares to expose enemy attacks and enemy traffic on the Ho Chi Minh trail. Modified, others flew night operations with floodlight, radar, and night-vision equipment. The CIA’s Air America operated about 35 C-123s among its many aircraft based in Laos and Thailand from 1962 until 1975.

As the U.S. began withdrawal from Southeast Asia, some C-123s were reassigned to the South Vietnamese Air Force. Others went to the Philippines and South Korea. Many went back to the U.S. to the Air National Guard and Air Force Reserve Squadrons.

In October 1986, the aircraft was back in the news. A C-123 was shot-down in Nicaragua while delivering supplies to rebels fighting the Sandinista Government in Managua. Southern Airways, a Miami-based company, owned the C-123. Three crewmembers died but one parachuted and taken prisoner by the Nicaraguan government. He was released in December 1986. The incident resulted in a congressional investigation.

Most C-123s are now in museums or on display in the U.S. and in some foreign countries. One, 54-0674, a C-123K, is housed a Space Coast Regional Airport, Titusville, FL owned by the Air America Foundation, Inc. A few others remain in service by private owners in the U.S. and around the world. →



# 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](mailto: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](mailto: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](mailto:email@mlbpilots.org). Please notify us when your ad is no longer required.

**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:**

Genesis (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 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.

**FOR SALE: 40EZ Aircraft Tug.** Originally, cost \$1,095. Suited for Bonanza, Debonair, Baron-55, Cessna172/210/337, Lance, Saratoga, Cherokee, Twin-Comanche. Malibu. Diamond, Mooney, Navion, Lancair, Commander 114, and Cirrus. Scott Tailwheel equipped. A/C UP TO 5,500LBS. ASKING \$400.00 Located at KMLB... Call Chuck at 321-223-3776 or Bill T 321-266-3396

**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](http://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](http://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/](http://www.imsaviation.com/n26735/). Please email or text since I can be hard to reach by phone.

[isaac@imsaviation.com](mailto: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.

**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](http://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-irfc.com](http://www.fly-irfc.com)



**MAPA has new caps.** They are \$10 each and will be available at all MAPA sponsored events. [email@mlbpilots.org](mailto:email@mlbpilots.org)



**Modine Aviation:** CJ Modine offers **excellent** flight training for Private Pilot, Instrument, Commercial and Multi engine rating in your aircraft or our Cessna C-172R and Piper PA-28. Both IFR certified. Also Flight Reviews, Instrument Proficiency Checks, Transition Training, Insurance required training, local orientation flights for visiting pilots and a whole lot more! Current MAPA members get 10% off our already great rates! [www.modineaviation.com](http://www.modineaviation.com) Call (321) 604-2438.



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

Email: [derek@mlbfight.com](mailto:derek@mlbfight.com) or [cj@mlbfight.com](mailto:cj@mlbfight.com) Based at Atlantic Jet Center



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