

The SPACE COAST AVIATOR



July 2017

Fly-out

Fort Pierce, St. Lucie Co. Int'l Airport (KFPR)
Saturday, July 8, ETA 9:00 am

FAASafety Team Safety Seminar

Collision avoidance, Accidents and Airspace

On Thursday, July 13 at 7:00pm, the Space Coast FAASafety Team will hold a free safety seminar at FIT Aviation, Melbourne Int'l Airport. Capt Greg Fox, now FIT Safety Director, will discuss collision avoidance and accidents. In addition, FAASafety Team member Bill Wilson will lead a discussion and review of airspace that makes up the National Airspace System.

Plan to attend this informative session. Do not miss this opportunity to refresh your knowledge and improve your piloting skills. Wings credit applies. Online preregistration at

FAASafety.gov recommended. MAPA is providing refreshment and door prizes. → <https://www.faasafety.gov/>



Runway 5/23 Closed

In case, you missed it

The construction of the new ATCT blocks some of the south side movement area including near the approach end of runway 5. Therefore, runway 5/23 is closed until the new ATCT is completed and occupied. Could be well into 2018. But let's hope not. →

Melbourne VORTAC

Returned to service

The Melbourne VOR finally returned to service on June 28. There are changes to some of the approach minimums so ensure you have the updates. →



ADS-B Rebate Program

Act Now for ADS-B Rebates

For a limited time, the FAA is still offering a **\$500 rebate** for completed ADS-B installations in fixed-wing, single-engine piston aircraft. The FAA is implementing this program to emphasize the urgent need for pilots to equip for the ADS-B Out rule ahead of the January 1, 2020 deadline. **Are you eligible for a rebate?** Click [here](#) for details. But **act now!** The last day to apply for your rebate is **September 18, 2017**. → faa.gov/go/rebate/



ATC Privatization

Update

On July 1, there is 92 days remaining in this fiscal year and a FAA reauthorization budget is essential. Congress is off this first week of July for the holiday. In August, congress is on vacation. The entire month. That leaves about 32 days to pass anything before the fiscal year ends. So Congress is getting busy in an effort to agree on something that will keep the FAA in operation beginning October 1.

On Wednesday, June 21, House Transportation Committee, Chairman Bill Shuster (R-PA) unveiled his second effort in as many years to privatize the nation's Air Traffic Control system.

This year it is [H.R. 2997](#), "21st Century Aviation Innovation, Reform, and Reauthorization Act" short title "21st Century AIRR Act". It met the same opposition as last year's House bill. AOPA, EAA, NBAA, GAMA, NATA and a dozen others all said, thanks, but no thanks. It is a controversial proposal focused on ATC Privatization.

GA associations maintain that all stakeholders have fair and equitable access to our airspace, which is not the case in certain countries with privatized ATC systems. They say H.R. 2997 will lead us down the same path. One only has to Google the bills title to see a multitude of associations with comments opposing privatizing ATC. The only exception is a few editorials that have appeared in non-aviation media. None credited to an aviation expert and likely authored by a non-aviator.

On Tuesday, June 27, the House Committee on Transportation met for a scheduled markup of the Shuster bill. After reviewing a number of amendments, **the committee approved the bill and the House will now vote on it.***

In the past few days, Chairman Schuster claims growing support for his bill, saying they have had 150 stakeholder meetings. Despite all these meetings, there has not been one public hooray from the GA alphabet associations, manufacturing, medium or small airports or rural cities. Nor has Chairman Schuster come forth with any favorable remarks by those initially voicing their concern about privatizing ATC and now changed their opinion.

Despite the rhetoric, H.R. 2997 from all intents and purposes is still an airline bill the same as last year. Now approved by committee the text should become available soon. Privatizing ATC is still its theme.

Over in the Senate, on Thursday, June 22, the Senate Commerce, Science and Transportation Committee Chairman, John Thune (R-SD) and Ranking Member Bill Nelson (D-FL) and other committee leaders, introduced [S.1405, FAA Reauthorization Act of 2017](#). Both Senators Thune and Nelson as well as a number of other Senators have voiced their opposition to privatizing ATC. The Senate bill is a four-year reauthorization bill without privatization. It quickly received accolades from all the general aviation community.

The Senate bill so far includes provisions for the Fairness for Pilots Act, S.755, as well as the Flight Act, S.1320. Both authored by Senator Jim Inhofe (R-OK). S.755 broadens protections for GA pilots and builds on the Pilot's Bill of Rights. S.1320, establishes a cost-sharing partnership with rural communities at private public-use general aviation airports. Also included are reforms to the FAA process for certifying GA aircraft and aviation products such as engines and avionics and, it removes some red tape from contract tower program. Its official text should be available after committee markup and vote. Its version keeps ATC under the jurisdiction of FAA, congressional appropriations and oversight. Markup scheduled for some time Thursday, June 29.

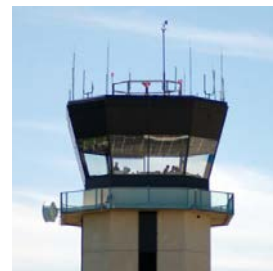
Despite the awesome disapproval from the general aviation community H.R. 2997 has made it to the House floor for a vote. Congressman Shuster for apparent personal reasons has made this his pet project and the forefront of his agenda since mid-2015, possibly longer. The success of the bill in committee is likely the result of the WH including privatizing ATC in its budget request.

If you belong to AOPA, EAA, NBAA or most of the other GA associations you have likely received urgent requests to contact your representative asking they vote NO on H.R.2997 and support the Senate bill, S.1320.

*To voice your opinion on H.R. 2997 call Representative Bill Posey 321-632-1776 or email through his website.

For S.1405, call Senator Bill Nelson 407-872-7161, and Marco Rubio 866-630-7106 →

www.commerce.senate.gov www.transportation.house.gov



Aviation History for July

Speed-read or click the date

[July 1, 1925](#). U.S. Air Mail service begins overnight flights between New York and Chicago.

[July 3, 1976](#). Three Israeli Air Force C-130 Hercules carry commandos to Entebbe, Uganda to rescue the 258 passengers of an Air France Airbus hijacked six days earlier.

[July 4, 1956](#). Flying above 60,000 feet a U-2 reconnaissance aircraft makes its first flight over the USSR.

[July 6, 1936](#). Federal air traffic control began as the Bureau of Air Commerce takes over operation from the airlines of the three-airway traffic control centers at Newark, Chicago, and Cleveland.

[July 7, 1914](#). American physics professor, Robert H. Goddard receives a patent for his two-stage solid fuel rocket.

[July 9, 1910](#). Walter Brookins attains an altitude of 6,175 feet in a Wright biplane, becoming the first to fly a mile high and wins a prize of \$5,000 for his feat.

[July 10, 1938](#). Howard Hughes, with crew begins record-breaking round-the-world flight in a Lockheed "Super Electra.". Their flying time is 71 hours, 11 minutes, 10 seconds.

[July 11, 1935](#). Laura Ingalls arrives in Burbank, California after an 18-hour flight from Floyd Bennett Field, New York, making her the first woman to fly east-to-west across the United States.

[July 12, 1944](#). The British RAF puts the first operational jet-powered airplanes into service.

July 13, 1921. Army-Navy bombing tests sank three captured German ships.

[July 14, 1914](#). Dr. Robert H. Goddard is granted a patent for his liquid fuel rocket engine.

[July 15, 1916](#). William E. Boeing forms a new aircraft company, the Pacific Aero Products Company.

[July 16, 1930](#). Transcontinental Air Transport and Western Air Express merge forming TWA.

[July 18, 1915](#). Katherine Stinson becomes the first woman to perform a loop in an airplane. The stunt pilot performs the full rotation of her airplane over Chicago.

[July 20, 1927](#). Colonel Lindbergh begins his tour of the country under the offices of the Guggenheim Fund, flying in "The Spirit of St. Louis."

[July 20, 1969](#). Neil Armstrong lands the lunar module "Eagle" on the surface of the moon. His immortal first words are, "that's one small step for man, one giant leap for mankind." "Buzz" Aldrin joins Neil on the surface of the moon while Mike Collins remains in moon orbit.

[July 21, 1961](#). Major Virgil I. "Gus" Grissom, USAF, made the second sub-orbital "Mercury" flight.

[July 22, 1920](#). Aviation enthusiast David R. Davis and airplane designer Donald W. Douglas team up to form the Davis-Douglas Company. Their goal is to build the first aircraft capable of flying non-stop across the U. S.

[July 24, 1946](#). The first live flight test of the Martin-Baker ejection-seat system took place when Bernard Lynch ejected from a Gloster "Meteor Mk.III" jet.

[July 25, 1909](#). Louis Blériot of France, who flies his Blériot "No.XI" monoplane from Les Baraques to Dover, England in 37 minutes, makes the first airplane crossing of the English Channel. The event increases public and government awareness of the possible military aspects of the airplane.

[July 25, 1927](#). Lt. C. C. Champion, USN, reaches an altitude of 38,474 feet, flying a Navy "Apache" powered by a Pratt & Whitney "Wasp" engine, setting a new world's record for airplanes.

[July 26, 1937](#). Flying a Beechcraft D17 Staggerwing with a P & W "Wasp" engine, Jacqueline Cochran sets a Woman's U.S. National speed record for 100-kms of 200.712 mph.

[July 27, 1901](#). The Wright brothers make a series of test glides at Kitty Hawk, NC. Their redesigned biplane glider No. 2 has a larger wing area and wing control worked by a pilot's hip-cradle device.

[July 27, 1909](#). Orville Wright makes the first official test flight of the U. S. Army's first airplane in Fort Myer, VA. President William Howard Taft, his cabinet, and 10,000 spectators witness the flight.

[July 27, 1949](#). The de Havilland 106 "Comet" becomes the world's first jet passenger airliner.

[July 29, 1952](#). A USAF North American RB-45 completes the first non-stop transpacific flight by jet aircraft.

[July 30, 1909](#). Second test of the Army's Wright plane completed on a 10-mile cross-country flight.

[July 31, 1941](#). First flight of the Lockheed patrol bomber PV-1 Ventura.



Airworthiness Directive

AD's that may affect member's airplanes

The FAA has adopted a new AD 2017-11-08 for **Diamond Aircraft Industries GmbH Model DA 42 airplanes**. This AD results from MCAI issued by Diamond Aircraft Industries to correct an unsafe condition. The unsafe condition is failure of the propeller-regulating valve caused by hot exhaust gases coming from fractured engine exhaust pipes. This AD is effective May 31, 2017. FAA will receive comments on this AD by July 17, 2017. → www.faa.gov

The FAA is adopting a new AD 2017-11-11 for **NavWorx, Inc. (NavWorx), ADS-B Universal Access Transceiver Units (unit)**. This AD requires removing, disabling, or modifying the ADS-B unit. This AD was prompted by a design change that results in the unit communicating unreliable position information. The actions in this AD are intended to address an unsafe condition on these products. This AD is effective July 11, 2017. → www.faa.gov

Special Airworthiness Information Bulletin

Cessna Main Landing Gear Actuator Assembly

On June 9, 2017, the FAA issued a SAIB for **Cessna Models 172RG, R182, TR182, FR182, and all variants of 210/T210/P210-series airplanes with the exception of the Models 210 and 210A airplanes**. The SAIB emphasizes the importance of inspecting main landing gear actuator assemblies for cracks following Textron Aviation Inc. supplemental inspection documents (SIDs) applicable to each model to prevent gear extension and retraction malfunctions. To view the [SAIB](#) and all related SIDs, go to <https://go.usa.gov/xNVE7> →

"There I was"

"My Climb Would Not Safely Increase" (Piper Cherokee Pilot's Report)

"I arrived at the airport early in anticipation of favorable weather to perform several practice IFR approaches at a nearby airport. Unfortunately, a layer of fog and haze had set in that reduced visibility at the departure airport below minimums, making an IFR departure an unfavorable option in case I had to return with an emergency. I spent the morning doing cleanup work around the aircraft and performing parts of the preflight checklist including removing the cover, checking oil and tire pressure. The checklist procedures were not performed in the standard order and were executed as part of other tasks. The weather finally broke and the cloud layer had risen high enough to provide for a safe IFR departure. I started the engine and taxied to the runway for run-up. The temperatures were relatively cool in the mid 50's and the engine run-up was normal. After receiving IFR clearance, I departed the airport without incident. As part of the climb out, I noticed RPM levels were lower than expected and my climb would not safely increase over 500 fpm without speed dropping. In thinking through possible scenarios, I realized that in the process of performing my non-standard checklist I may have forgotten to remove the cowling plugs..."



What would you have done?

Return to the departure airport... Declare an emergency... Continue above the cloud layer to destination...

The Reporter's Action: Continue above the cloud layer to destination...

"Although my climb rate was less than optimal, I was able to maintain altitude sufficient to continue flight without overburdening the engine pressure and temperature. My options were to immediately return to the departure airport and into IFR conditions or continue in visual conditions above the cloud layer to an airport I knew had visual flight conditions. The option to continue flight would only add five minutes to total time and would position me in an area with visual conditions if an emergency landing was required. I requested from the Controller that I maintain current altitude and continue direct to destination with an anticipated visual approach. I arrived at the airport without adverse engine problems and immediately pulled the plugs and checked engine status. The plugs and streamer were still intact and the oil level and smell appeared normal. The obvious lesson was to strictly observe the preflight checklist and do not deviate or perform concurrent tasks. Prior to flight, perform one final walk-around." →

[Callback 371](#)

Accident Report

A judgement call that didn't work

On December 22, 2006, about 0849 CST a Cessna 421B Golden Eagle crashed in Greenhead, FL. The flight was a personal flight operating on an IFR flight plan and IMC prevailed. The flight originated in Destin, FL, about 0832, and was en route to the Bahamas. The airline transport-rated pilot and four passengers received fatal injuries, and the airplane destroyed.

The pilot logbook indicated he had 15,000 hours, 900 in Cessna 400 series aircraft. He was a FAA Designated Pilot Examiner and had a variety of certificates and ratings with experience in a wide range of aircraft, including gliders, helicopters, and military jets to include the AV-8B Harrier and the F-104 Starfighter airplanes, and that he was a graduate of USAF Experimental Test Pilot School.

FAA records showed that the pilot had contacted Eglin Clearance Delivery at 0805:35 to "talk to somebody about the weather." For about fifteen minutes, the accident pilot and Clearance Delivery discussed the location of weather systems in Northern Florida, and a route of flight that could avoid them. The weather systems mentioned in their conversation included level 6 thunderstorms, which FAA Advisory Circular AC 00-24B described as "extreme" with severe turbulence, lightning, large hail, and extensive surface wind gusts and turbulence.

At 0829:41, a controller with Eglin South Approach Control cleared the pilot for departure on runway 32, en route to Marsh Harbor, Bahamas. The pilot instructed to after takeoff, "Turn right heading zero niner zero maintain two thousand." The pilot acknowledged. At 0832:48, the pilot reported that they had taken off, and was "climbing to two thousand." The flight cleared to "climb and maintain five thousand." At 0833:17, the controller informed the pilot, "in about another three miles I'm showing ... no weather at all between you and Pensacola."

For the next seven minutes, the controller vectored the flight around "some weather that's going to be southeast of your position" and around traffic, until the flight was able to reach 5,000 feet. At 0835:18, the controller informed the pilot, "there's so much weather around I don't have a lot of area to vector you in." At 0840:23, the flight was instructed to "contact Tyndall Approach on one one niner point one and advise them of your heading." The pilot acknowledged.

The pilot contacted Tyndall Approach Control, and Approach responded saying, "roger. Yeah I'm showing you just entering a line of weather that's going to continue for the next 15 miles" and instructed the pilot to maintain the last heading given by Eglin. At 0844:10, Tyndall Approach stated, "Attention all aircraft, hazardous weather information Airmets sierra, tango, and zulu for TN, WV, VA, MS, LA, AL, FL, GA, SC, NC and coastal waters available on HIWAS, Flight Watch, and Flight Service frequencies."

The pilot contacted Tyndall Approach at 0844:52, to ask if they "still show this a good heading?" and at 0844:58, the controller responded, "fly heading 1-1-0". At 0845:07, the controller said to the pilot, "I don't have the weather radar that Eglin had. They put you up in this area based on the different levels of precipitation that they are showing. So all I show is precipitation returns. I'm showing you beginning line of a band of weather and on that 110 heading you'll be breaking out of it in about 15 miles."

The pilot acknowledged "Ok good copy Bravo Charlie." At 0848:38, the pilot requested a block clearance because he was "up and down here quite a bit." Tyndall Approach approved a clearance for 4,000 through 6,000, and the pilot acknowledged at 0848:46. There were no further communications with the flight.

According to the Tyndall controller, the aircraft was on the 012-degree radial at 12 miles from the Panama City VOR, at the time of the last radio communications contact.

Several SIGMETs and AIRMETS had been issued pertinent area and/or time of the flight. The Aviation Weather Center (AWC) in Kansas City, Missouri issues convective SIGMETs and AIRMETS. At the time of the accident, no Convective SIGMETs or Jacksonville Center Weather Advisories were issued for the area that encompassed the accident location.

A weather radar image taken from Eglin Air Force Base (EVX) at 0848:40, twenty-seven seconds before the last radar contact with the accident airplane, showed that there were radar echoes in the 50-54 dBZ range, which corresponded to there being level 5 thunderstorm or thunderstorms being present near the flights last known position.

According to the Sheriff, the property owner who initially located the wreckage said that there was heavy rain, thunder, lightning and wind in the area at the time of the accident. The NTSB conducted a meteorological study and weather data along with the airplane's track and found it to be consistent with the airplane encountering a level 5 thunderstorm.

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

The pilot-in-command's improper planning/decision and continued flight into known adverse weather, which resulted in an encounter with a level 5 thunderstorm. → [MIA07FA029](#)



“Say again”

Words of wisdom

“When it comes to testing new aircraft or determining maximum performance, pilots like to talk about “pushing the envelope.” They are talking about a two dimensional model the bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, of course. So, the pilots are pushing the upper-right hand corner of the envelope. What everybody tries not to dwell on is that is where the postage gets canceled, too.” --Admiral Rick Hunter, U.S. Navy →

Mystery Airplane

Can you identify this airplane?



First prize is bragging rights

Email your answer to email@mlbpilots.org

Congratulations this month to **Kiko Picornell, Bill Wilson, Bill Franklin, Rob Schofield, John Twitchell and Joanne Mills** who identified the June mystery airplane as the British built, Vickers Viscount. The prototype first flew on July 16, 1948. The pressurized four-engine turboprop airliner was considered too small at 32-seats and too slow at 238kts making the per-seat costs too high for regular service. The prototype went through a number of changes including one two-engine turbojet design.

Finally, the four-engine production version emerged with up to 48 passengers and a 257kt cruise. It entering regular passenger service in April 1953 with British European Airways (BEA) followed by Air France, Aer Lingus and Egypt Air. Trans-Canada Air Lines and Air Canada were initial customers in North America. First in the U.S. was Capital Airlines in 1955, followed by Continental, Northeast and United Airlines in June 1961 with the United/Capital merger.



Vickers-Armstrongs Ltd. built 445 Viscounts in three production versions that ran for 15 years ending in 1963. Among the production changes were increased seating to 75 passengers and max speed of 305kts.

One hundred, twenty-five airlines and civil operators including NOAA used viscounts. The military of nine governments, and five corporate operators including American companies, U.S. Steel, Union Carbide and Standard Oil, flew the Viscount. The last Viscount retired from routine service in 2008.

On May 20, 1958, a Capital Airlines Viscount was involved in a mid-air collision with an Air National Guard, T-33 near Brunswick MD. All eleven on board the Viscount died as well as one of the two crewmembers of the T-33. This collision following the previous mid-air collision over the Grand Canyon created the rule that all aircraft flying above 17,000 feet had to be on an IFR flight plan. →



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!

Sale, Trade, Swap, Good Deals, Rentals, Services, Wanted, & Freebie 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.



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-irfc.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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www.modineaviation.com Call (321) 604-2438.

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



AvMap GeoPilot Plus GPS for sale. Uses CMAP Compact Flash card, new card purchased in July 2016. Unit works well. Online manual http://www.avmap.us/upload/files/Geopilot_English.pdf
 Comes with GPS/Display, power cord (12 V) and GPS antenna, \$150.
 Bill Werner 321-501-5434



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