

# The SPACE COAST AVIATOR



## June 2019

### Fly-out

Okeechobee Airport (KOB)  
Saturday, June 8, ETA 9:00am

## Aircraft Registration Renewal

Watch out for scams

**W**e have learned one or more persons are informing owners their aircraft registration renewals is due and offering to renew with the FAA for a fee. One charges \$65. This is a scam. Renewal cost \$5 and filed directly with FAA.

Aircraft registration expires three years after an aircraft was originally registered or last renewed. The registration renewal date-to-file is five months before the expiration.

To renew your registration, download AC 8050-1B at  
[https://www.faa.gov/documentlibrary/media/form/ac\\_8050-1b.pdf](https://www.faa.gov/documentlibrary/media/form/ac_8050-1b.pdf)

Complete the form and include a check for \$5. Payable to the Federal Aviation Administration and mail to the address on the form. → [https://www.faa.gov/documentlibrary/media/form/ac\\_8050-1b.pdf](https://www.faa.gov/documentlibrary/media/form/ac_8050-1b.pdf)



## Runway Status Lights

Safety Tips for Pilots & Airport Drivers

**T**he FAA has issued Safety Notice NOTC8483 regarding Runway Status Lights (RWSL) that will soon become common at most airport.

RWSL tell pilots and vehicle operators to stop when runways are not safe. Embedded in the pavement of runways and taxiways, the lights automatically turn red when other traffic makes it dangerous to enter, cross, or begin takeoff. The lights provide direct, immediate alerts and require no input from controllers. Runway Status Lights are operational at 20 airports across the US. Additional airports will be considered in the near future for runway safety enhancements.

Here are some tips for when you encounter RWSL:

- When operating at airports with RWSL, keep your transponder on "ALT".
- Never cross over illuminated red lights.
- Do not proceed when lights have extinguished unless you have received an ATC clearance. RWSL verify a clearance, but do not substitute for one.
- When holding short of a runway, stop prior to the hold short markings and associated signs.
- When clearing a runway, taxi completely across the hold short markings, ensuring your entire aircraft has cleared the hold short line. This ensures you have exited the Runway Safety Area.
- If you are part of a flight operation, review [SAFO 11009](#) and [SAFO 17011](#).

Check out the [Runway Status Lights](#) video. → [www.faa.gov/air\\_traffic/technology/rwsl](http://www.faa.gov/air_traffic/technology/rwsl)



## General Aviation

ICYMI The current pulse

**A**ccording to the General Aviation Manufacturers Association - (GAMA) airplane deliveries were up 14.5% in the first quarter of 2019, with billings topping \$4.2 billion. The piston airplane market led the increase in deliveries at 248, up from 200 a year ago. Turboprop deliveries were up 7%, while shipments of business aircraft are up 6.8%.

General Aviation in the U.S. flies over 24 million hours annually supports \$219 billion in economic output and 1.1 million jobs. → <https://gama.aero/>

# Stabilized Approach

If not stabilized, GO AROUND

Not long ago we had a few words about stabilized approaches. Pointing out they were not limited to an instrument approach or a larger two-crew airplane. They are just as important in VFR and smaller aircraft – Students to ATP.

A stabilized approach is one in which the pilot establishes and maintains a constant speed and constant descent rate to get a predetermined spot on the runway with a minimum of maneuvering. An excellent way to avoid bending the airplane.

Now the NTSB has released [Aviation Safety Alert 077](#), “*Stabilized Approaches Lead to Safe Landings.*” The notice emphasizes that “failing to establish and maintain a stabilized approach, or continuing an unstabilized approach, could lead to landing too fast or too far down the runway, potentially resulting in a runway excursion, loss of control, or collision with terrain.”



Safety Alert 077 cites several aviation accident reports where failure to maintain a stabilized approach contributed to the outcome. The Alert also provides pilots with helpful tips on how to maintain a stabilized approach, as well as several resources that can provide you with information that is more detailed. Go to <https://www.nts.gov/safety/safety-alerts/Documents/SA-077.pdf> to view the Alert.

Finally, if you missed it before, view this excellent video: [youtu.be/aHhkdTFShno](https://youtu.be/aHhkdTFShno). →

# JET-FUEL CONTAMINATION

A double engine flameout

According to the FAA, two Cessna Citation 550s from the same company, received fuel at Punta Gorda Airport, FL (KPGD) contaminated with diesel exhaust fluid, or DEF, which was added erroneously to the fuel supply carried by a fuel truck. DEF is a clear, colorless urea-based chemical used to reduce diesel-engine emissions under a federal environmental mandate.

It was reported; one of the Citations experienced an engine flameout at 35,000 feet, descended, then at 8,000 feet on approach to Savannah (KSAV) experienced the second engine flameout, and then landed without either engine and, without damage or injuries. The other Citation experienced an engine flameout at 36,000 feet, descended, and landed with one engine operative at Louisville (KSDF) also without damage or injuries. → [AvWeb](#)

# WINGS Topic of the Quarter

FAA Notice: NOTC8490

Spring is in full swing so it's time to think about doing some proficiency training to keep things safe in the flying season ahead. And what better way to do that than to participate in *WINGS*, the FAA's Pilot Proficiency Program for pilots. Pilots in the *WINGS* program expand their knowledge by taking online courses or attending seminars/webinars in addition to performing specific flight activities to refresh their flying skills.

The knowledge topic for spring is **Aeronautical Decision Making**. You can access the online course at <https://bit.ly/2G0TY0r>. Be sure to log on to your [FAASafety.gov](https://www.faa.gov) account to enroll in the course.

Spring is also a great time to prepare for the summer flying season with a **Takeoffs, Landings and Go-arounds** review with your flight instructor. Here is a link to the spring Flight Activity: <https://bit.ly/2L1WceL>.



With the FAASafety's recently added *WINGS* Topic of the Quarter (WTOQ) program, it's now even easier to earn your next phase of *WINGS*. The WTOQ are preselected courses and flight activities that add up to getting a phase of *WINGS*. In addition to helping you sharpen your flying skills, completing a phase of *WINGS* also satisfies your flight review requirement, gets you a set of wings to wear on your favorite flying hat, and gives you a chance to win a cash prize!

Please note that you may also continue to select your own flight events and knowledge topics for *WINGS* according to your own personal preference.

Click <http://bit.ly/GetYourWINGS> to see more on the WTOQ and to get started on your *WINGS* today! And be sure to check out this informational video on Soaring with *WINGS*: <https://www.FAASafety.com/WINGS>. →

# Aviation History for June

Speed-read or click the date

- [June 1, 1911](#). Glenn Curtiss tests the Curtiss A-1 seaplane for the first time.
- [June 2, 1923](#). First flight of the Boeing Model 15.
- [June 3, 1949](#). First flight of the Lockheed XF-90.
- [June 4, 1959](#). Max Conrad flies a Piper Comanche 250, N110LF, from Casablanca to Los Angeles, setting a new light plane distance record of 7,683 miles. On takeoff, with extra fuel tanks the airplane was 2,000lbs over gross.
- [June 5, 1967](#). The Six Day War begins between Israel and her Arab neighbors.
- [June 6, 1936](#). Federal air traffic control began as the Bureau of Air Commerce took over operation from the airlines, of the three-airway traffic control centers at Newark, Chicago, and Cleveland.
- [June 6, 1944](#). D-Day. Allied invasion at Normandy, France in Operation Overlord. Over 150,000 troops came ashore the largest seaborne invasion in history.
- [June 7, 1938](#). First flight of the Boeing 314 Clipper flying boat.
- [June 8, 1959](#). First flight of the North American X-15 dropped over Edwards AFB, unpowered, from the wing of a B-52 at 38,000 feet.
- [June 11, 1926](#). The Ford Trimotor made its first flight. The famous "Tin Goose" was a high-wing monoplane with all-metal construction and a corrugated skin. The original 4-AT model seated eight passengers, later increased to twelve, and the improved 5-AT seated up to thirteen passengers. The Trimotor became a workhorse for U.S. airlines and remained in production until 1933.
- [June 13, 1944](#). Germany begins launching the V-1 flying bombs at England.
- [June 16, 1941](#). CAA officially opened Washington National Airport for full-time operations. By the end of the year, almost 300,000 passengers had enplaned or deplaned at the airport, and scheduled air carrier operations reached a high of 192 daily in the month of September. Spectator interest was very high, and by December 1<sup>st</sup> over 2,225,000 persons had visited the airport.
- [June 17, 1929](#). Delta Air Service made its first passenger flight, with a six-passenger Travel Air, from Dallas, TX, to Monroe, LA. As it broadened its passenger operations, the company (which originated as an aerial crop dusting operation, the Huff Daland Dusters) changed its name to Delta Air Corporation and then, in 1945, to Delta Air Lines. Chicago and Southern Airlines merged into Delta in May 1953.
- [June 20, 1928](#). Braniff Airlines began operations with a single engine 5 passenger Stinson Detrioter from Oklahoma City to Tulsa.
- [June 21, 1913](#). Georgia "Tiny" Broadwick, an 18 year old is the first woman to parachute from an airplane, and the first person ever to bail out in free fall. She invented the ripcord.
- [June 22, 1955](#). Navy P2V shot down by two Soviet MiG-15s over the Bering Sea. Crash-landed on St. Lawrence Island. Crew members were wounded all survive.
- [June 23, 1905](#). First flight of the Wright Flyer III. The third powered Wright Brothers airplane.
- [June 24, 1947](#). A reported sighting of "flying saucers" near Mt. Rainier, Wash., began widespread interest in unidentified flying objects (UFOs) among the American public.
- [June 25, 1992](#). Launch: Space Shuttle Columbia STS-50. Spacelab mission
- [June 26, 1957](#). Boeing KC-135 Stratotanker entered service replacing the KC-97.
- [June 28, 1950](#). USAF B-26 Invaders fly the first strike mission into North Korea.
- [June 29, 1948](#). The President approved legislation that authorized and funded a training program for air traffic control tower operators.
- [June 29, 1962](#). First flight of the Vickers VC10, a mid-sized, long-range British jet airliner.
- [June 30, 1927](#). The Aeronautics Branch announced that its first airways strip map was available for purchase: Moline, Ill., to Kansas City, Mo.



## Valkaria Airport

### Update on X59

**M**APA President, Ray Liles, met with Valkaria Airport Manager, Steve Borowsky, and learned good things are happening at the Brevard County owned airport.

The new airport office building will be opening in June 2019. Very nice facility to house airport management, meeting facilities, FBO ops and pancake breakfasts. The facility is available to rent for events – a wedding is already scheduled.

With the completion of 24 new hangars in July, the airport will have 96 rental hangars. Average rent for a T-hangar is ~\$296 per month. That includes power. Water is NOT available in hangars, but there are wash rack facilities at the end of hangars as well as bathroom facilities.

Steve hopes to have another 50 hangars complete within the next two years. These will be located on the northeast corner of the airport.

Keep in mind, there is a waiting list for hangars. Interested individuals must apply in person and fill out a request at the X59 office. Based upon current interest, the wait could be a couple of years.

A GPS LNAV instrument approach for the airport is being developed by the FAA and should be published about January 2020.

Runway 14-32 has runway lights and a 4 light PAPI will be installed on all runways. →

## SAIB

### Issued for Lycoming 0-235 Engines

**A** new FAA Special Airworthiness Information Bulletin (SAIB) alerts owners, operators, and certified repair facilities that all Lycoming Engines equipped with certain Parallel Valve Cylinders and Head Assemblies, which were shipped from Lycoming between September 1, 2013 and April 30, 2015, have experienced cracking in service.

The FAA has received reports of cylinders cracking on Lycoming engines, excluding Lycoming 0-235 series engines, between the 14th and 15th cylinder cooling fins on the intake valve side of the cylinder. Cracks may occur at any time. One or more of the following events may accompany these cracks:

- Loss of power,
- Rough running engine,
- High cylinder head temperature,
- Cylinder head temperature spread exceeds 50 degrees F,
- Whistling sound during idle or during a compression test,
- Decreased cylinder and head assembly service life.



If you determine your engine contains an affected cylinder and head assembly (see Table 1 of Lycoming [Mandatory Service Bulletin No. 634](#), dated October 11, 2018, or later FAA recommends following the maintenance actions described in the SAIB. For more details, see SAIB NE-19-08 at <https://go.usa.gov/xmUPk>. [https://www.lycoming.com/SERVICE\\_BULLETIN\\_NO\\_634](https://www.lycoming.com/SERVICE_BULLETIN_NO_634) →

## “Say again”

### Gems from the WWII

**D**uring wartime, camouflage and decoys are an integral part of a war plan to protect assets. Camouflage and decoys hide or confuse the enemy and protect from aerial attacks.

One tale, told, retold and likely embellished by veteran allied pilots took place in the Netherlands during World War II. During German occupation of Netherlands, the Luftwaffe built a ¾-size “airfield” entirely of wood. Wooden aircraft, hangars, buildings, fuel tanks, gun emplacements, and trucks. The day finally came when the decoy airfield was finished, down to the last wooden plank.

Early the following morning, a lone RAF de Havilland Mosquito twin-engine combat aircraft, crossed the channel, came in low, circled the field once, and dropped a large wooden bomb.

The irony is the Mosquito was also constructed of wood. Its nickname: The Wooden Wonder. →

## Outtakes:

**ADS-B Out required in 213 days.** Questions? [FAA.ADS-B](#)

**71% of the turbine-powered business aircraft** fleet are ADS-B equipped as of April 30. <https://flightaware.com/>  
**LSAs and experimentals** may use uncertified ADS-B Out systems after 1/1/2020. The URL to review FAA caveats for this quit last month. Here is one that works. <https://www.faa.gov/nextgen/equipadsb/resources/faq/#q4>

**The return of the Boeing 737 MAX** appears unlikely before mid to late August, adding to airlines' frustrations. Not to mention Boeing. <http://www.WSJ.com>

**Uh oh, gone are the last of the FAA \$500 rebates for ADS-B** installations. Sans a cancellation. [FAA.ADS-B](#)

**Amazon to build a huge cargo facility at Lakeland Int'l (KLAL) 20-year deal will give Lakeland \$million.** Maybe the restaurant will reopen. [www.aero-news.net](http://www.aero-news.net)

**Alyssa Messick** is the KMLB Badging Supervisor replacing retired Tina Casey in badging ops. [www.mlb.com](http://www.mlb.com)

**KMLB impact on the Space Coast economy** increased by a whopping 74% in the past 5 years. The 2019 Florida Statewide Aviation Economic Study showed KMLB's annual economic impact at \$2.77 billion. [www.mlb.com](http://www.mlb.com)

**A Ground Run-up Enclosure** will be erected on taxiway C between runway 9L and 9R. [www.mlb.com](http://www.mlb.com)

**The MAA approved** a proposal for an Airport Hotel on property southeast of the South T hangars. [www.mlb.com](http://www.mlb.com)

**FAA issues AD on Citations 525s** with Tamarack winglets. [AD 2019-08-13](#)

**American Airlines has nonstop service** KMLB to Philly and D.C. Book at [AA.com](#) [www.mlb.com](http://www.mlb.com)



## “There I was”

### Human factors

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 cleansed.

Incident Trenton Airport, Trenton NJ. Tower closed Class E airspace time of day: night. Aircraft 1: Cessna 172, Aircraft 2: Cessna Citation X.

*While on a VFR flight to TTN (10.2 NM) we experienced a near miss incident with [a CE750] while attempting to execute a straight in visual approach to Runway 24 at TTN. While executing the visual approach, the student made several radio calls advising his intentions at 9, 5 and 4 NM from the field. We were also communicating with [another] 172 aircraft in the pattern at TTN entering on a left downwind. After our 4 NM final transmission, [the CE750] checked in on CTAF and called "TTN traffic - Visual 24, 4 mile final." The call was quick so I confirmed whether the call was [the other 172] who was on the left downwind. They stated "NO, [we are] on the left downwind."*



*I was confused by the call because we had been on CTAF for several minutes and were communicating with the [other 172] aircraft and there were no other radio calls yet on the frequency. After [the CE750] made their call, and my communication to [the other 172], [the CE750] flew over our right wing. By my estimation, the separation was within 50'- 100'. It was close enough to hear the engines and smell the exhaust.*

*We had been on the CTAF frequency for about 5 minutes prior to this incident and announcing our intentions as soon as we departed and at no time was [the CE750] on the frequency.*

*After the incident, I stated on the CTAF, "Wow that was close, let's try to be safe out here." [The CE750] replied stating we should not be doing straight in approaches to an airport like TTN with IFR traffic. He also continued to state that regulation 91.126 clearly states that this is illegal.*

*The exchange continued a few minutes at which point I told the pilot I would meet him on the ramp. We discussed the situation for several minutes and the pilot was very angry and upset. I continued to explain that we were making our radio calls and we did not break any FAR or procedure for TTN and that he should have given way to us as we were in front of him and at a lower altitude with no idea he was ever there.*

*After listening to tapes, our target was clearly called out to [the CE750] by PHL Approach as an aircraft that appeared to be on final approach to Runway 24 at TTN.*

Summary: C172 Instructor pilot reported a NMAC with a CE750 in the pattern at TTN airport. →

# Accident Report

## SIGMET territory

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

On May 29, 2002, about 1738 EDT, a Beech F33A, N858KS, registered to a private individual, crashed near Conway, SC. IMC prevailed in the area at the time of the accident and an IFR flight plan filed for the Part 91 personal flight from the Grand Strand Airport, (KCRE) North Myrtle Beach, SC, to Lincoln County Regional Airport, (KIPJ) Lincolnton, NC. Impact forces destroyed the airplane and the private-rated pilot, the sole occupant, was fatally injured.

On the day of the accident, about 25 minutes before the flight departed the pilot phoned the Raleigh AFSS, and filed an IFR flight plan. During the phone call, the briefing specialist asked the pilot if he needed "...weather, notams, or winds aloft", to which the pilot replied, "Nah I got it just a little bit ago." The briefing specialist then asked the pilot if he had convective SIGMET 47E, to which he replied, "Yeah." The briefing specialist advised the pilot, "Okay [that's] ah yeah that's right near your vicinity and you do have a few clouds ah areas of precipitation there also. Can I get you anything else" to which the pilot replied, "That's it." The phone call ended and there was no further contact by the pilot to the facility.



There was no record that the pilot obtained a preflight weather briefing from the two DUAT vendors. However, the departure airport had a computer with access to weather but it does not record who accessed the computer.

The pilot obtained his IFR clearance from ATCT and cleared to taxi to runway 5. At 1729.32, the controller cleared the pilot for takeoff with runway heading. At 1730.19, the controller advised the pilot to contact departure control.

The pilot established contact with Myrtle Beach departure control at 1731:12, and the controller then advised the pilot to climb and maintain 4,000 feet and to say the heading he was flying. The pilot responded by stating he was flying 330 degrees. The controller asked why he deviated from runway heading. The pilot said, "...I'm doing a little bit of ah deviation to the right here around a little buildup here", to which the controller asked the pilot if he could fly heading 360 degrees. The pilot responded, "...negative not right now."

At 1731:45, the controller advised the pilot to fly heading 210 degrees for vectors around traffic, which the pilot acknowledged. At 1732:30, the controller advised the pilot when leaving 2,600 feet to resume own navigation and that deviation as necessary was approved. At 1733:19, "ah eight kilo sierra roger I'm deviating a little bit here to the south uh looks maybe about ah two or three miles and then I'll be able pick up my northwesterly heading." The controller acknowledged; there was no further recorded radio transmission from the pilot. At 1739:06, the controller broadcast on the frequency that radar contact was lost.

The pilot held a private certificate issued on November 19, 1983, with ASEL/MEL and Instrument rating. His third class medical was February 7, 2001, and he listed 9,200hrs on his application. However, no pilot records were located; therefore, no determination was made as to whether the pilot was instrument current.

The Grand Strand Airport is 11 miles from the accident site. A radar summary chart issued for 1715 on the day of the accident revealed a large area of echoes over eastern SC. An area of echoes (intense to extreme) thunderstorms and rain showers was in the immediate vicinity of the accident site, with an echo top to 45,000 feet.

A search was initiated and crash site located the following morning in a heavily wooded area. The airplane was equipped with a Stormscope and a moving map display with monochromatic weather depiction. Examination of the airplane revealed no evidence of in-flight break-up. All major structural components were located in the immediate vicinity of the accident site. The flight control system, engine and propeller revealed no evidence of preimpact failure or malfunction. The vacuum pump showed impact damaged but the drive coupling had not failed.

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

The failure of the pilot to request in-flight weather avoidance assistance and his poor in-flight planning/decision for flying into a Level 5 thunderstorm resulting in an in-flight loss of control, uncontrolled descent, and subsequent in-flight collision with trees and terrain. → [MIA02FA102](#)

## 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, to **Chris Clark, Kiko Picornell, Bill Wilson and Joanne Mills**, all identified the May mystery airplane as the Convair 580 a member of the Convair family and modification of the CV-340 or CV-440. Convair began this series at the request of American Airlines, to replace the DC-3. The first effort was the CV-110 that first flew July 8, 1946. It was pressurized but too small and American said they needed something larger. Convair increased its size; the result was the CV-240. It flew on March 16 1947. Called the ConvairLiner seating was about 40-some in 2X2 and it quickly became a huge success. Convair built 176 CV-240s.

Convair then stretched the 240 that became the CV-340. It seated 52 and first flew in October 1951. That led to an improved CV-440 a modified version of the 340. It came with weather radar, quieter cabin, tighter engine cowlings, and other aerodynamic improvements. The 440 first flew in October 1955 and about 160 produced.

The 240, 340 and 440 sold in large numbers, mainly to airlines in North America, and formed the backbone of many airlines' that relied on short to medium haul aircraft. Other variants included the CV-240-21, CV-300, and CV-540. Convair produced 1181 in the series not counting those for the military.

The military variants developed from the CV-240 were the C-131 used as medivac and VIP transports and the T-29 used to instruct navigators and radio operators. About 300 were produced. The US Navy called their variant the R4Y and had about 40 in their inventory. Some of these military variants serviced until 1990. Meanwhile, Canadair built 10 aircraft with Eland turboprops as the CL-66 for the RCAF, designated CC-109 Cosmopolitan.



Our mystery airplane, the CV-580, came into being as a \$175,000 conversion to the CV-340 or CV-440. It replaced the P&W radial engines with updated four bladed Allison 501D-turboprop engines; other mods were enlarged vertical fin and modified horizontal stabilizers. The CV-580 was unmatched by other medium haul commercial transports of the day. MGTOW 58,140lbs, Payload 16,000lbs, Cruise 297kts, and 56 in 2X2 seating.

The most popular Convair conversions were those done by PacAero in California for Allison, and this involved converting 340s and 440s with Allison 501Ds, plus some tail feather mods for stability. The first such conversion flew on January 19, 1960, although it was not until June 1964 that a converted 580 aircraft entered service. Convair's own conversion program involved Rolls Royce Darts engines, and the first of these flew on May 2, 1965. Their conversions: 240s became 600s, while 340s and 440s became 640s. The Super-580 Aircraft Company, a division of Flight Trails Inc., replaced the Allison 501-D13D engines by -D22Gs and incorporated some further improvements on two or three 580s, which were, redesignated Super 580.

Kelowna Flightcraft in Canada however offered the most ambitious Convair conversion program, the 5800; having stretched the 580 by 14ft 3in with a large freight door.

Over 80 U.S. airlines have had one or more variants of the Convair in their fleet. There are Convair's still operating around the planet. Honeywell retired its CV-580 test aircraft in mid-May 2019, about three weeks ago, after 67 years of service, 103,000 landings and 67,000 flight hours. Data gathered developed various Honeywell systems, including TCAS, airborne radar, and GPWS. This CV-580 certified in 1952, as a Convair 340, served with United Airlines then Frontier who converted it to a CV-580 in 1966. Acquired by AlliedSignal in 1992 that became part of Honeywell in 2000. Its destination is not a planned aviation museum in Kelowna, British Columbia, Canada.

A CV-240 was the first private aircraft used in a United States presidential campaign. In 1960, John F. Kennedy used a CV-240 named Caroline (after his daughter) during his campaign. This aircraft is now on display in the National Air and Space Museum. →



## NOTAMS

A free service to members. MAPA does not endorse any product or service offered.

### MEMBERSHIP DUES

Your membership dues are for the calendar year. If your dues are overdue, membership will expire on March 1 please make your check payable to "MAPA" and mail to MAPA, P.O. Box 702, Melbourne, FL 32902. **DUES REMAIN \$15. You can also renew through Pay Pal.** Go to the [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:**

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

#### **Shop Services:**

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

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

**FIT Aviation fuel prices.** MAPA members \$4.35, nonmembers \$4.60. This is full serve, at your hangar (south side) or on FIT ramp. FIT Aviation appreciates all our fuel customers!



**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.



**FOR SALE. TO A GOOD HOME. 1977 Piper Lance. PA32-300R N103EA.** TTAF 5788. SREMAN 921. 3-Blade 441. Twin King 155 nav/com. Altimatec IIIC autopilot, DME, Six-leather seats w/ample cargo capacity. Club seating. Paint, leather upholstery in very good shape. Recent annual in April 2018. Hangared since new. Currently at KMLB. Contact owner John Twitchell (859) 595-3133

**Valkaria Flyers Flying Club** is looking for pilots who would like to own part of an airplane and share in the fun of flying, traveling in your airplane, partying and fibbing about your flying with 7 or 8 other pilots/owners. We have a 1963 Cherokee 180 (N7207W) based at Valkaria and a 1976 Warrior (N6186J) based at Sebastian. Both with ADS-B out, Garmin G5's and a panel mount GPS Aera Units. Check us out @ [www.valkariaflyers.com](http://www.valkariaflyers.com) and let's go flying.



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

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



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