

The

SPACE COAST AVIATOR



May 2020

Fly-out

Cancelled

Saturday May 9, 2020

Aviation Industry

The sounds of silence.

The COVID-19 pandemic is changing the complexion of the aviation industry almost daily. Some say it will take years to recover from its economic impact to where we were in 2019. For example, according to TSA, through April 15, screening dropped 97.5%. Over 2,580 airline passenger aircraft are idled around the US.

Worldwide, runways, taxiways, and maintenance hangars at global airports are now giant parking lots for airliners. Sixty-four global passenger airlines have grounded their entire fleet due to travel bans.

According to Cirium, the number of planes in storage around the world has doubled to more than 5,000 since the start of the year. In the US, over 185,000 passenger flights have been canceled through March of this year due to travel restrictions. That removed vital belly cargo space from the market. About half the world's air cargo travels in the bellies of passenger aircraft, especially on the trans-Atlantic flights. Cargo operators, Atlas, FedEx, Kalitta and UPS are adding flights and busier than ever. Now American, Delta, and United Airlines are operating cargo-only flights on passenger aircraft, but by mid-April, most still have seats. First class seat removal is labor intensive. The FAA has issued caveats on cargo loading of passenger aircraft.

In the US, air traffic is down 96%. The stay at home has affected general aviation, as well. → www.cirum.com

<https://www.joc.com/air-cargo>

<https://www.forbes.com/>

ATC Zero

Unable to provide service

During April with the 'stay-at-home' edict, travel restrictions and resultant airline cancellations, the nation's air traffic slowed to a crawl. In March, we heard of a few facility closings due to COVID-19. Midway Tower, McCarran Int'l in Las Vegas and LaGuardia briefly limited service due to controllers or technicians testing positive. New York and Indianapolis Centers rerouted traffic within around internal sector airspace. Those were early on and whether others have followed suit is unknown. The FAA is mum about facility closures.

The huge reduction in traffic volume has FAA adjusting staffing and operating hours of some lessor activity control towers to minimize the health risk to controllers. A new wrinkle in contingency planning.

All FAA air traffic facilities are required to have a contingency plan. VFR towers, however, are a little different. For various reasons, in the past temporary towers have been set up using an aircraft on the ramp or on a truck bed with portable radios or an FAA trailer that looks like a control tower. The normal solution for no workforce is issue a NOTAM of closure and the Class D goes to Class E. Worse come to worse the FAA could establish a TFR and restrict flight except under certain conditions. The TRACON that has the overlaying airspace usually assists in spacing inbound and providing traffic up to the Class E. On the other hand, radar facilities, TRACONS and ARTCCs pass their airspace off to adjacent facilities in accordance with a plan. Each facility in coordination with adjacent facilities, design the plan that best handles traffic in their operation during an emergency outage. Contingency plans by their very nature are, not practiced in the real world. It is activated only when the fit hits the Shan.

For example, longitudinal separation goes from 5-mile enroute using radar to 10 minutes enroute in a nonradar enroute environment. Once non-radar procedures are established, there is a huge reduction in acceptance rates. →

<https://www.faa.gov/>



Aerion Supersonic Aircraft

Soon a new tenant at KMLB

On April 24, 2020, KMLB announced that Aerion Supersonic Aircraft has selected KMLB for its worldwide headquarters and integrated campus for research, design, and assembly of the company's supersonic aircraft. More than 60 acres of vacant airport property located at the northwest corner of KMLB is being readied for construction.

Aerion Park will house the production for the company's new AS2 supersonic business jet with plans that create at least 675 new jobs by 2026 as part of a multi-year \$300 million investment. The AS2 will cruise at Mach 1.4 on 100% biofuel.

The company announcement added "...the decision to launch the assembly of the AS2 at KMLB, located in the heart of Florida's Space Coast, would allow Aerion to tap into the highly skilled local workforce as well as attract some of the best aerospace talents in the world to Melbourne, Florida."

The Aerion Corporation is an American aircraft manufacturer based in Reno, Nevada. Its initial announcement for a supersonic jet was in May 2014 and for a larger aircraft. Since, Aerion has collaborated with, Airbus, Lockheed Martin and, a number of other partners and suppliers have joined the program including Boeing who will support engineering, manufacturing and flight-test. Each has contributed to the original concept.

The result the AS2 is smaller with a radical new swept semi-delta wing, and powered by three non-afterburning GE Affinity turbofan engines. Two underslung to the wings, and a redesigned sleeker empennage to house its center engine. Its projected range is 4,750 nm with 12 passengers as part of an 8,000lb payload. Although its targeted speed is Mach 1.4 due to the ban most countries have on sonic boom over land, the company says, its design will allow comfortable subsonic and transonic speeds just below Mach 1.0 and meet the noise requirements at global airports. The company says the concept has presented a vast number of issues. So far, each mitigated or resolved.

The company anticipates a \$4 billion development cost, for a market of 300 aircraft over 10 years and 500 overall for \$120 million each.

KMLB officials have worked to recruit Aerion to Florida since December 2018 with partnership between several economic partners including the Economic Development Commission of Florida's Space Coast, Enterprise Florida, Inc., Space Florida and the City of Melbourne. → <http://mlbair.com/> <https://www.aerionsupersonic.com/> [aviationweek](https://www.aviationweek.com/)



TUI Airways

More on service to/from the UK

The other project that KMLB has been busy with is the expansion of the international terminal to accommodate TUI Airways the UK leisure airline. As we mentioned in March, TUI Airways has agreed to begin service to KMLB in 2022. Ergo the terminal expansion.

TUI Airways is the UK division of TUI AG a travel and tourism company headquartered in Hannover Germany. TUI AG owns five European airlines, which makes them the largest leisure travel and tourism company in the world. They own travel agencies, hotels, airlines, cruise ships and retail stores. TUI Airways is the latest airline rebranded by TUI AG. It was formed by the mergers of Thomson Airways, (formerly Britannia Airways), First Choice Airways (formerly Air 2000) and now often referred to as just TUI.

By passenger volume, TUI is the world's largest charter airline; offering scheduled and charter flights from the United Kingdom and the Republic of Ireland to destinations in Europe, Africa, Asia and North America. Currently, from Orlando Sanford they serve nine destinations around the UK. Beginning 2022 TUI Airways plans on daily flights from KMLB to/from eight British airports. Using KMLB will bring their operations nearer to Port Canaveral where TUI Cruises will operate from in the coming years. As a package holiday, the company brings passengers closer to their cruises, although word of the move in the UK has angered many TUI passengers who fly with the company to visit Orlando for Walt Disney World and Universal Orlando Resort. KMLB is twice the distance to these resorts.

During the past six years, for reasons not quite clear, Orlando Sanford has lost half-dozen leisure and tour airlines. That includes moves to Orlando Int'l, by Icelandic and Thomas Cook to mergers mentioned above and bankruptcies. There has always been a high mortality rate among travel/leisure airlines. Thomas Cook the most recent in 2019. A shock to the industry. Thomas Cook was the original travel company in business since 1841, 178 years. Reports say the collapse left 600,000 people stranded around the world. → [TUI Airways](https://www.independent.co.uk/travel/news) <https://www.independent.co.uk/travel/news>

General Aviation

A powerful contributor to our nation's economy

A recent study by PricewaterhouseCoopers (PwC) shows that general aviation supports more than 1.1 million jobs in the US and creates \$246.8B in total economic output. Sponsoring the PwC study were all of the general aviation alphabet associations GAMA, AOPA, EAA, HAI, NATA, NBAA with support from, Berkshire Hathaway's JETNET and aviation consultants, Conklin & de Decker.

The economic impact of general aviation reaches all 50 states. Second behind California, is Florida and accounts with nearly 95,000 jobs and \$10.8B in total contribution to GDP. Behind the two leaders are Texas, Georgia, Ohio, New York, Illinois, Arizona, Kansas, and Pennsylvania.

NATA President and CEO Timothy Obitts said, "Studies and industry collaborations like these are invaluable to our efforts to demonstrate to policymakers at the local, state, and federal levels the impact of general aviation to communities."

NBAA President and CEO Ed Bolen said, "...general aviation remains an essential and powerful contributor to our nation's economy, providing critical services to citizens, companies and communities across the country."

"General aviation continues to be a positive contributor to our nation's economy and benefits thousands of communities," said Mark Baker, AOPA President, and CEO.

EAA Board chairman and CEO Jack Pelton said, "This report confirms that general aviation is an economic powerhouse." → <https://generalaviationnews.com/>

Freight Dog

ICYMI

This interesting article found its way into a couple of aviation trade publications. If you missed it before, it is a well-written tale of a Freight Dog suddenly promoted to "Essential Personnel" in the war on COVID-19.

For those unfamiliar, a Freight Dog is a pilot that flies daily sometimes with multiple stops, but has not made a takeoff or landing in daylight in the last six months. → <https://www.avweb.com/insider/flying-freight-in-the-corona-crisis/>

NOTAMS

Getting rid of paper

As part of the Notices to Airmen (NOTAM) Modernization effort, the Notices to Airmen Publication (NTAP) will be discontinued effective June 18, 2020, the last NTAP will be published on May 21, 2020.

Effective June 18, 2020,

International Notices will be available at https://www.faa.gov/air_traffic/publications/internationalnotices/ and

Domestic Notices will be available at https://www.faa.gov/air_traffic/publications/domesticnotices/

Information from the International and Domestic Notices sections of the NTAP will be transferred to these new websites. In addition, links to International Notices and Domestic Notices will be available on the FAA NOTAM Search website <https://notams.aim.faa.gov/notamSearch/> and on the Air Traffic Plans and Publications website https://www.faa.gov/air_traffic/publications/

More information, including notice submission procedures and submission cut-off dates, will be published on the International Notices website https://www.faa.gov/air_traffic/publications/internationalnotices/ and Domestic Notices website https://www.faa.gov/air_traffic/publications/domesticnotices/ when available.

Questions please email 9-ATOR-HQ-PubGrp@faa.gov →



Aviation History for May

Speed-read or click the date

- [May 1, 2003](#). US President George W. Bush rode in the co-pilot seat of a S-3B Viking that landed on the aircraft carrier USS Abraham Lincoln (CVN-72), where he delivered his "Mission Accomplished" speech announcing the end of major combat in the 2003 invasion of Iraq. That Navy flight is the only one to use the Callsign "Navy One".
- [May 2, 1953](#). BOAC De Havilland DH-106 Comet 1 Flight 783/057 crashes just after takeoff from Calcutta due to structural failure, all 43 on board died.
- [May 3, 1963](#). Braniff Flight 352, a Lockheed L-188A Super Electra en route from Houston, Texas to Dallas, breaks up in mid-air in a thunderstorm and crashes near Dawson, Texas; killing its 5 crew and 80 passengers.
- [May 4, 1942](#). 4-8 – The Battle of the Coral Sea between US Navy and Imperial Japanese Navy aircraft carriers. Japanese light carrier Shoho is sunk and Shokaku is badly damaged, and the USS Lexington is sunk.
- [May 5, 1983](#). Eastern Air Lines Flight 855, a Lockheed L-1011 Tristar, loses power on all engines 30 minutes after takeoff from Miami International Airport; the pilot is able to return to Miami after restarting one engine; no casualties.
- [May 6, 1930](#). First flight of the Boeing Monomail, American single, low all metal cantilever wing. Retractable landing gear and a streamlined fuselage. Now hangs in the main hall of the NASM, Washington, DC.
- [May 8, 1954](#). A USAF RB-47E reconnaissance plane from RAF Fairford in England. Crewed by Hal Austin, Carl Holt and Vance Heavilin, penetrated Soviet airspace near Murmansk. From 40,000 they photographed Soviet airfields, naval facilities and made radar images of the various facilities. Fired upon by MiGs they returned fire with their tail gun, but it jammed. One MiG-17 was able to hit the Stratojet with several rounds and caused moderate damage to the wing, fuselage and fuel tanks. The RB-47 crossed the border into Finland and the MiGs broke off the attack. Now leaking fuel, a Boeing KC-97 tanker refueled them and the RB-47E landed safely back in England.
- [May 9, 1926](#). Richard Byrd and Floyd Bennett make the first, but controversial, flight over the North Pole in a Fokker F.VIIa-3 m. Their total distance from Spitzbergen, Norway is 1,600 miles.
- [May 11, 1996](#). ValuJet Flight 592, a McDonnell Douglas DC-9, crashes in the Everglades near Miami, because of a fire in its cargo hold, killing all 110 people passengers and crew.
- [May 12, 1949](#). Berlin Blockade lifted by the Soviets at one minute after midnight.
- [May 14, 1973](#). Skylab, the United States' first space station, launched.
- [May 15, 1930](#). Ellen Church becomes the world's first flight attendant, working for Boeing Air Transport.
- [May 17, 1946](#). First flight of the Douglas XB-43 Jetmaster, American jet-powered prototype bomber aircraft.
- [May 20, 1927](#). (20-21) Charles Lindbergh flies across the Atlantic nonstop from New York City to Paris. It is the first solo transatlantic flight. In his Ryan monoplane Spirit of St. Louis, he covers 3,600 miles in 33 hours, 29 min and wins the Orteig Prize of \$25,000.
- [May 22, 1969](#). Thomas P. Stafford & Eugene Cernan pilot the Apollo 10 lunar module to within 15kms above the moon's surface in a dress rehearsal for the first lunar landing, which took place in July 1969.
- [May 23, 1996](#). Li Chol Su flying a MiG-19 Farmer defected from North Korea to Suwon Air Base South Korea. He received an award of approximately \$560,000.
- [May 25, 1968](#). A Soviet Tu-16 Badger buzzed a group of US Navy vessels, including the USS Essex (CVS-9), off the coast of northern Norway. Shortly after passing low over the Essex, the Soviet bomber banked and one wing tip hit the sea. The plane then cartwheeled and exploded. There were no survivors.
- [May 26, 1972](#). Cessna builds its 100,000th aircraft, the first company in the world to achieve this figure.
- [May 28, 1962](#). In Operation Coldfeet, Maj. James Smith, USAF and Lt. Leonard A. LeSchack, USNR parachuted from CIA B-17G N809Z into the abandoned Soviet arctic ice station NP 8. After searching the station, on June 1, they were retrieved using a Fulton Skyhook system on the B-17, piloted by Connie Seigrist and Douglas Price.
- [May 30, 2003](#). Air France Concorde makes its final commercial flight to the US landing at JFK from Paris
- [May 31, 1991](#). First flight of the Pilatus PC-12.



Outtakes:

Oshkosh 2020 so far, remains scheduled for July 20-26. [Oshkosh 2020](#)

Boeing is financing free admission to youths 18 and under at Oshkosh this year. Maybe next year, too. [Oshkosh 2020](#)

The collapse of Thomas Cook airline and leisure travel in September 2019 has cost the UK taxpayers \$193M so far. Founded back in 1841, the company is widely considered the world's oldest leisure travel firm. It served SFB. <https://internationalbanker.com/>

FAA approved the first medical certificates for professional pilots, who depend on insulin to control diabetes. [FAA.gov](#)

The Boeing-Embraer marriage is off and Embraer is not happy. The \$4.2B deal down the drain. A donnybrook will likely begin soon. www.defensenews.com

A few things that a COVID-19 can do:

Piper making protective gear to donate to Cleveland Clinic's Indian River Hospital. <https://generalaviationnews.com/>

Sun'n Fun cancelled for 2020. [Sun'n fun](#)

The need for social distancing put a 6 months hold on "Top Gun" sequel with Tom Cruise. news@militarytimes.com

USAF & Navy assign 1000 medical providers to help in New York City area. <https://www.military.com/>

Airlines must pay refunds on cancelled flights due to COVID-19. [Bloomberg.com](#)

Concerned about running out of cash Airlines want to cancel rule-requiring refunds for canceled flights. <https://www.airlines.org/>

Vero Beach Airshow cancelled. <https://www.veroairshow.com/>

In-person AOPA FIRC classes canceled through the end of May. [Aopa.org](#)

Boeing Suspends operations in Renton, Everett and Charleston. Effecting 30,000. Must take accrued leave for income.

Boeing shuts down CH-47 Chinook and V-22 Osprey production facility in Ridley Park, PA. [Defensenews.com](#)

Domestic passenger flights down 96% during April. <https://airwaysmag.com/>

Southwest Airlines has logged flights without any passengers. [Bloomberg.com](#)

American, Delta, JetBlue, United Airlines and others about have 90% of their fleet parked around the country.

Airlines told to hang in there. Treasury Department says you may have to wait for payroll support. <https://home.treasury.gov/>

Regional Airlines cannot last much longer says the Regional Airline Association. [RAA](#)

NEW: COVID-19 info page. FAA facility status, delays, system updates, news, helpful guidance/resources click here:

<https://www.faa.gov/coronavirus/>

"There I was"

First Responder

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.

This GA pilot observed a situation that was deemed to require immediate action. A quick decision resulted in being first to aid a fellow airman who appeared to be in distress.

I had my aircraft parked at the self-service pumps and was about to begin fueling when I caught a landing aircraft in the corner of my eye in the midst of a bad porpoise. The aircraft came down hard on its nosewheel, which separated from the aircraft as it skidded to a stop on its nose a few hundred feet from where I stood. The occupant was not exiting the aircraft, and the master switch was still engaged, as evidenced by the rotating beacon.

Judging that I was the closest person available to render immediate assistance, I ran toward the aircraft along with my flying partner, who has been certified in wilderness first aid. I was aware that I was entering the movement area and did use extreme caution, carefully supervising my partner as well. We arrived on scene first, almost a minute before the emergency vehicles. As soon as it was clear that the occupant was unharmed and there was no risk of fire, we immediately left the scene.

Another person, who followed us out to the aircraft with a handheld radio, was admonished by the Controller for entering the area without permission, and it was suggested that we may have violated a regulation. I believe that under the circumstances, we acted upon the correct instinct to render immediate assistance. As a pilot, I understand the hazards that exist in the movement area and did my best to mitigate any risks as I entered with my partner. We retreated to the non-movement area immediately when it was apparent that we were not needed to help.

The decision to enter the safety area was not taken lightly, but I felt it was correct at the time. I am sensitive to the Controller's needs to control access to the area, and I do regret adding to his workload. ➔

“Say Again”

The emergencies you train for almost never happen.
It's the one you can't train for that kills you.

~ Ernest K. Gann

Accident Report

Distraction

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

On July 8, 2016, about 1617 CDT, a Piper PA-32R-300 single-engine airplane, N32KK, impacted terrain following a loss of control in the airport traffic pattern shortly after takeoff from the West Houston Airport (IWS), Houston, TX. The private pilot and three passengers were fatally injured, and the airplane destroyed. The airplane registered to the pilot that planned this Part 91 personal flight to Gillespie County Airport (T82), Fredericksburg, TX. No flight plan was filed for the day VFR cross-country.

The 41-year-old pilot held a private pilot certificate with ASEL and instrument rating. His last flight review, IAW 61.56, was April 5, 2015. His Class II medical was current. On the application for this medical certificate, the pilot reported having accumulated 1,350 total hours of flight experience of which 50 hours were within the previous 6 months. FAA records indicate he had no previous incidents or accidents. Insurance records indicated that he had logged 72.1 hours in the airplane, 41.8 hours during the 12 months, 15 hours during the past 6 months and 7.5 in the past 90 days. There was no record of the pilot flying the airplane during the last 30 days.

Numerous witnesses observed the airplane during its takeoff from runway 15. Several of the witnesses saw the forward baggage compartment door in a fully open, vertical orientation shortly before the airplane rotated for liftoff. The pilot continued with the takeoff, and the airplane climbed on runway heading to 100 to 150ft above ground level before it entered a left turn to the crosswind leg. One witness estimated that the left turn began as the airplane crossed over the runway departure threshold. Several witnesses reported that the airplane maintained a bank angle of 30° to 45° during the left turn to the crosswind leg. The airplane continued turning left to the downwind leg and briefly rolled to a wings-level attitude before it entered an aerodynamic stall/spin to the left and descended nose-down into terrain. None of the witnesses reported hearing any engine anomalies during the flight.

The pilot's Apple iPad 4, recovered at the accident site, configured with the ForeFlight application, recorded a tracklog for the flight. The tracklog began about 1613:22 with the airplane on the taxiway. The airplane held short of runway 15 until about 1615:51. About 1616:04, the airplane began its takeoff roll on runway 15. At 1616:27, the airplane became airborne with about 1/2 of the available runway remaining. At 1616:31, at a groundspeed of 74 knots and GPS altitude of 128ft, the airplane began to deviate left of the runway 15 centerline. The airplane's path followed a left arc with the highest recorded GPS altitude of 179ft recorded at 1616:53. At 1616:59, the airplane was established on a 349° true heading at a GPS altitude of 139ft and a recorded groundspeed of 84 knots. Four seconds later, at 1617:03, the airplane had descended to a GPS altitude of 121ft and decelerated to 1-knot ground speed.

The post-accident investigation determined that the forward baggage compartment door separated during the airplane's impact with terrain. The door latch mechanism was found unlatched, and its corresponding key-lock assembly was unlocked. No anomalies were found with the forward baggage door latch mechanism, key-lock, or doorframe latch catch/receptacle that would have precluded the door from being properly secured before the flight.

Based on the witness descriptions and the physical evidence, it is likely that the pilot failed to ensure that the forward baggage compartment door was closed, latched, and properly secured during his preflight inspection. The pilot likely became distracted by the open baggage door and, as a result, did not maintain adequate airspeed while on the downwind leg, which resulted in the airplane exceeding its critical angle of attack and experiencing an aerodynamic stall at a low altitude.

The NTSB determines the probable cause(s) of this accident to be:
The pilot's failure to maintain adequate airspeed after becoming distracted by the open baggage door while operating in the airport traffic pattern, which resulted in the airplane exceeding its critical angle of attack and an aerodynamic stall at a low altitude. Contributing to the accident was the pilot's failure to ensure that the forward baggage compartment door was closed, latched, and properly secured during his preflight inspection. → [CEN16FA261](#)

Always Fly the Airplane

Mystery Airplane

Can you identify this airplane?



First prize is bragging rights

Email your answer to email@mlbpilots.org

Congrats this month go to **John Twitchell, Bill Wilson, Bill Franklin, Mark Cannon and Jay Bennett** that identified the April mystery airplane as the OV-1 Mohawk. Developed by Grumman Aircraft as the G-134 for the US Army and Marines for battlefield surveillance, ground attack and replacement for the Cessna L-19 Bird Dog. Initially it was a joint Army-Marine program with the Navy working on behalf of the Marines, and wanted it capable of operating from small “jeep” escort class carriers (CVEs). However, due to service disagreements and budgetary constraints, the Marines bowed out of the program.

Grumman continued development as a multirole aircraft suitable for both observation and light attack. It was an all-weather two-crew aircraft in side-by-side seating and could operate from small-unimproved fields. The bulging oversized glass canopy provided the crew with greater visibility to observe enemy activities than a standard, streamlined canopy.



It was the first turboprop aircraft in the US Army arsenal. Powered by two Lycoming L-53 turboprops 1,400shp each side with 3-bladed Hamilton Standard constant-speed props. These gave it a climb rate of 3,466 ft/min, cruise speed of 183kts, takeoff 1,175ft and landing 1,060ft. Its thick straight wings would provide maximum lift rather than speed as well as the need to carry enough fuel for missions that lasted up to six hours. The three vertical tails gave it increased maneuverability over a single vertical stabilizer required to be 15-feet tall to manage the torque created by the turboprop engines. In addition, the three tails gave it better stability that enhanced the performance of the radar and photographic equipment used to record enemy activities.

It first flew on April 14, 1959, entered production for the Army as the OV-1 in October 1959 and went into service with the US Army in 1961 as a visual observation aircraft. By September 1962, it went to serve in Vietnam.

Grumman designed the Mohawk to carry a variety of stores on underwing pylons. Some variants were capable of carrying, for example, .50cal Browning machine guns; GE six-barreled Gatling; 40mm grenade launcher pods; 2.75in rocket pods; up to 1000lb general-purpose bombs; napalm, air-to-air Sidewinders and cargo pods to be dropped to resupply troops in emergencies.

Grumman build about 380 of all variants in production that continued until 1970. Twenty-seven Mohawks was lost in combat action in Vietnam including one shot down by a MiG-17. Beside Europe and Vietnam, the Mohawk served the US Army in Korea, Alaska, Central and South America, and during Desert Storm in the Middle East.

In Korea, beginning in 1964, and continuing until September 1996, the Mohawk flew seven days a week, night and day, 24/7, along the Demilitarized Zone to keep a constant vigil on North Korean activities. Missions were never canceled, except during the worst weather. When one aircraft returned to base another was already on guard along the DMZ. As soon as they landed, maintenance crews begin preparing them for the next flight. The Mohawk provided early warning on North Korean activity using a variety of imagery equipment such as still and infrared photography as well as side-looking airborne radar. The Mohawk was finally retired from service in Korea on September 21, 1996. Replaced by the EO-5C, a militarized version of the Canadian de Havilland Dash 7 equipped with a SLAR system then eventually the Air Force's Northrop Grumman E-8 Joint STARS and reconnaissance satellites.

Now a couple dozen are airworthy in private ownership some in aerial survey work and in museums around the country. One privately owned, crashed practicing for an airshow at Witham Field (KSUA) on November 1, 2019. One belongs to the Valiant Air Command Museum at (KTIX) and others are gate guards at military facilities or on display sticks. ➔



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 MAPA website (mlbpilots.org) and click renew/join via Pay Pal. You do not have to belong to Pay Pal. If you change your mailing or email address during the year **please** notify the Secretary by mail or email: email@mlbpilots.org . Thanks. mlbpilots.org

MEMBER PROFILE

Please keep your member profile up-to-date, **particularly your email address.** Send any change to email@mlbpilots.org. Complete your name and any changes you need to make. We need your correct email address and any other information you would like us to have. All information stays with us. Guaranteed!

[Sale, Trade, Swap, Good Deals, Rentals, Services, Wanted, & Freebee Stuff](#)

If you have NOTAMs of interest for the members, e-mail your items to email@mlbpilots.org. Please notify us when your ad is no longer required.

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

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 fuel prices. MAPA members \$4.00, nonmembers \$4.25. 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 for more information on joining our club.



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 and let's go flying.



CFI Services, Flight Review or knock some rust off. Flat Rate Flight Review for MAPA Members. Contact info, call/text 321-794-4309 e-mail, knbcfi@gmail.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

Modine Aviation: Need a Check Ride? CJ Modine is a local **FAA Designated Pilot Examiner (DPE)**. Practical tests administered at KMLB for Private, Instrument and Commercial ratings (ASEL and AMEL). Will travel to any local airport if my schedule permits. Travel expenses additional. Other Examiner services available including Military Pilot conversion, Remote Pilot, Foreign Pilot conversion, Ground Instructor, Flight Instructor Renewal and more. Flight Instructor services available for Flight Reviews, Instrument Proficiency Checks, Transition Training, Insurance required training, local orientation flights for visiting pilots and a whole lot more! First Responders, Military and current MAPA members get 10% off our already great rates! Call (321) 604-2438 or visit www.modineaviation.com.



Pilot Supplies: Fallon Aviation is offering **MAPA members a 5% discount** on purchases made in the shop. Located at 1389 General Aviation Dr, Melbourne, FL 32935 they carry most pilot needs. They offer free shipping on most pilot supplies. <http://www.fallonaviation.com/> Call Kristina Fallon 321-345-9464



Melbourne Flight Training is a local flight school offering Private Pilot, Instrument, Commercial, and CFI flight training, recurrent training, multi, and Cirrus transition training. We have a 7-day a week CFI staff to handle any schedule, with low rates starting at \$60/hour. We offer rentals, block rates, simple checkouts, and easy cloud-based scheduling and billing. Contact us at (321) 345-3194 or check us out at www.mlbfly.com!



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- Elite BATD Simulator - \$95/hour (with CFI)



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

Contact: Derek Fallon Email: derek@mlbfly.com Based at Atlantic Jet Center

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Free GPS - An early handheld aviation GPS 90 by Garmin. It works, connects to the satellites, but the display is spotty. Has all the cables, manual, etc. Fun to play with and to remember when this was the latest thing. Would not recommend for flight. Call or email j.twitchell@ieee.org, 321-622-5023.



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



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.
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