

The SPACE COAST AVIATOR



October 2017

Fly-out

**River Ranch Airport (2RR)
Saturday, October 14, ETA 9:00 am**

FAASTeam Safety Seminar

Lessons of Air France 447

On **Thursday, October 12, at 7:00pm**, the Space Coast FAASTeam will hold a free safety seminar at FIT Aviation, Melbourne Int'l Airport.

Our presenter will be **Captain Shem Malmquist** who flies the B-777 on international routes. He is co-author of the book "Angle of Attack: Air France 447 and the Future of Aviation Safety." Captain Malmquist holds a Master's Degree in Human Factors in Aeronautics. He is an aerobatics instructor and active in aviation research and safety investigations.



His topic: "**The Lessons of Air France 447: Improving Safety through Training Resilience**"

This will be a very informative seminar. Wings credit applies. Online preregistration at FAASafety.gov is recommended. MAPA is providing refreshments and door prizes. → <https://www.faasafety.gov/>

AirVenture Forum Videos

Available on YouTube

If you missed AirVenture this year, you can still check out all twenty-five FAA safety forums on YouTube. See presentations on for example BasicMed and ACS. They are located on the FAA's AirVenture safety forum playlist at: <http://bit.ly/2wvnlme>. →

NTSB Safety Alert

Carbon Monoxide Poisoning

The NTSB issued two safety alerts in September to increase awareness among aircraft mechanics and pilots of the risk of carbon monoxide (CO) poisoning.

Safety Alerts SA-070 (<https://t.co/bDUfMeV9Zc>) and SA-069 (<https://t.co/6jlj5wz2V1>) warn mechanics and pilots that the risk of CO poisoning is generally overlooked and underestimated. A defect or leak in the exhaust pipes or muffler can introduce the colorless, odorless and tasteless gas into the cockpit – with sometimes-fatal results.



The NTSB also produced companion videos for the alerts, available on the [NTSB's YouTube channel](https://www.youtube.com/channel/UCqZuJbuSZG-w) at <https://youtu.be/qZuJbuSZG-w> and <https://youtu.be/i2q7TISBFbc>. →

KMLB Gets AIP Grant

ICYMI

KMLB will receive \$18.1M to repair Runway 09R/27L. Part of the FAA Airport Improvement Program. →
<https://www.faa.gov/>

ATC Privatization

UPDATE H.R.2997

The Administration and the leadership in the House have been working overtime since the August recess to get enough votes to remove ATC from the FAA and hand it over to a private company controlled by the airlines. They missed the deadline. The FAA funding authorization ended September 30 and as usual, House lawmakers spent the last week of September on a short-term extension. That passed, and the FAA is now solvent thru March.

This extension gives Rep. Bill Shuster (R-PA) additional time to get more support in his effort to privatize air traffic control. Some believe the bill could come to the House floor for debate sometime in October. Apparently, it is even money that House leadership will have the votes to pass **H.R. 2997, the AIRR Act**.

However, many believe a House bill, if privatization is included, is “dead on arrival” in the Senate. Privatizing ATC is not in the Senate bill and Senate leaders are not expected to change their minds should the issue get to a conference committee. The Administration having both Houses as the major party likely even the odds.

Congress has failed for decades to provide long-term funding for the FAA. Short-term piece-meal funding is not conducive to a systematic approach to sustainable programming. This is the central reason the advocates look to privatizing as the answer. One lawmaker said, “...I still maintain that we ultimately need a long-term FAA authorization that does not place control of our nation's skies in the hands of a corporate board.” Bada-boom! Promote that guy!

Interestingly, according to Wikipedia and the Airlines for America website, roughly 200 airlines in the U.S. have filed chapter 7 or 11 bankruptcy in the past four decades. Three of the survivors are part of the nine A4A members. Now this group says they can take over the largest, most complex, most efficient, safest system on the planet, operate the system better and not charge General Aviation. Really? Every country that has a privatized system has user fees. Every single one.

If this group really wanted a better system and not interested in “control,” they would be lobbying Congress to provide long term funding in lieu of their nearly annual donnybrook for a “reauthorization” bill.

Outtakes: A number of Governors have voiced their concern in writing to Congress about the impact of privatizing on public use airports, the FAA Contract Tower (FCT) Program, and thousands of small commercial and recreational users of the NAS.

Apparently, this administration wants to eliminate Essential Air Service, about \$180 million in the proposed FY2018 budget. The EAS program serves small airports and rural communities. The FAA Contract Tower program serves these same airports. The FCT program budget request for FY2018 is \$159 million for the 255 control towers. There are 25 contract towers in Florida including KMLB and KTIK. Without EAS at some airports, it could eliminate those contact towers. However, the larger issue at small airports will be lessening of traffic in business and recreational flying and flight training due to the eventual increase in the cost with privatizing. That would have a far greater impact on the FCT program.

An EAA member that lived in Colorado now living in New Zealand wrote his Colorado congressmen and cc'd: EAA saying, the privatized system in N.Z. is a disaster for general aviation. The only surviving GA in N.Z. is Part 141 schools that train students for the airlines. For everyone else there is a long list of obstacles to fly and each has a fee attached. That matches what an Australian lady said in an interview at AirVenture 2017 that Americans have much more freedom than flying in her country.

Without a doubt, privatizing ATC will change flying, as we know it. If you have not voiced your opinion, to your congressional representative please do so. If you have, please, do it again.

The House bill: [H.R.2997](#). Rep. Bill Posey, 321-632-1776 <http://www.posey.house.gov>

The Senate bill: [S.2658](#).

Senator Marco Rubio, 407-254-2573 or 1-866-630-7106 <https://www.rubio.senate.gov/public/index.cfm/contact>

Senator Bill Nelson, 407-872-7161 or 1-888-671-4091 <https://www.billnelson.senate.gov/contact-bill> →

Aviation History

Speed-read or click the date

- [October 1, 1910](#). The first mid-air collision between two airplanes: An [Antoinette](#) monoplane, piloted by Rene Thomas, rammed [Bertram Dickson's Farman](#) biplane.
- [October 1, 1941](#). Inter-Island Airways that began operation in 1929 with a Bellanca CH-300 changed its name to Hawaiian Airlines and began operating the DC-3.
- [October 1, 1958](#). With the National Aeronautics and Space Act of 1958, NASA replaces the NACA.
- [October 2, 1966](#). First flight of the Grumman Gulfstream II
- [October 3, 1967](#). Major William J. Knight pilots the North American X-15 to a record of 4,519 mph.
- [October 4, 1958](#). The UK airline BOAC becomes the first carrier to fly the Atlantic route by jet airliner in scheduled service from New York to London, in the then record time of 6 hours 11 minutes.
- [October 5, 1965](#). The United States Air Force made its first successful launch of an orbiting satellite.
- [October 6, 1922](#). Lieutenants John Macready and O.G. Kelly set a new world flight endurance record, staying aloft in their Fokker T-2 monoplane for a total of 35 hours, 18 minutes and 30 seconds.
- [October 7, 1963](#). First flight of the Learjet 23 prototype, the very first Learjet built
- [October 10, 1898](#). Augustus Herring attempts flight in a powered biplane with a compressed air engine based on Octave Chanute's glider design. He did not get airborne.
- [October 12, 1910](#). President Teddy Roosevelt becomes the first President to fly when he is taken up in at Kinloch Field near St. Louis although he was no longer President.
- [October 14, 1947](#). Chuck Yeager breaks the sound barrier in the Bell X-1 attaining Mach 1.07 at 45,000ft. The X-1 is now in NASM.
- [October 15, 1915](#). Orville Wright sells the Wright Company to a group of New York investors. The Wright Brothers founded the company in 1909. Wilbur Wright that died May 30, 1912 at age 45.
- [October 15, 1955](#). Douglas A4D "Skyhawk" sets a closed-course world speed record of 695.163 mph.
- [October 20, 1911](#). The original Wright Army plane delivered to the Smithsonian Institution.
- [October 22, 1957](#). The first flight test of a prototype Jupiter IRBM equipped with an all-inertial guidance system aka inertial navigation system (INS) was successful. This missile launched from Cape Canaveral, FL, down the Atlantic Missile Range.
- [October 24, 1912](#). Harry Hawker wins the British Empire Michelin Cup for endurance. He flies for over 8 hours in a Burgess-Wright airplane.
- [October 24, 1933](#). In an unprecedented feat for air transports, a Douglas DC-2 and a Boeing 247D finished second and third in a field of twenty in the MacRobertson International Air Race.
- [October 26, 1942](#). Battle of Santa Cruz off Guadalcanal between U.S. and Japanese warships results in the loss of the carrier *USS Hornet* (CV-8).
- [October 29, 1917](#). The first flight of the Dayton-Wright American built prototype DH-4. It was used in more than 2,600 experiments, including engine, propeller, and control tests. It now in the NASM.
- [October 31, 1956](#). The US Navy R4D-5 *Que Sera Sera*, commanded by Rear Admiral George Dufek, becomes the first airplane to make a landing at the South Pole.
- [October 31, 1957](#). The first full-range flight test of a prototype Snark missile was an overwhelming success. The missile, launched from Cape Canaveral, FL, flew 5,000 miles down the Atlantic Missile-Range and its reentry vehicle landed in the target area near Ascension Island.



Airworthiness Directive

AD's that may affect member's airplanes

The FAA is adopting a new **AD 2017-16-01** to detect and correct certain **Ameri-King Corporation ELTs** as installed on various aircraft. This AD was prompted by multiple reports of ELT failure and a report of noncompliance to quality standards and manufacturer processes related to Ameri-King Corporation ELTs. This AD requires repetitive inspections of the ELT for discrepancies; repetitive checks, tests, and verifications, as applicable, to ensure the ELT is functioning; and corrective actions if necessary. This AD also allows for optional replacement of affected ELTs and for certain aircraft, optional removal of affected ELTs. The FAA is issuing this AD to address the unsafe condition on these products.

This AD is effective October 24, 2017. View the full AD <https://go.usa.gov/xRzMw> →

SAIB

Special Airworthiness Information Bulletin

This SAIB alerts, owners and operators of aircraft equipped with an **Avidyne TAS600A, TAS600, and 9900BX Traffic Advisory System (TAS)** of an airworthiness concern regarding the display of intruder aircraft vertical trend indications.

Avidyne has identified a defect in TAS units that may prevent the TAS from updating intruder aircraft vertical trend when rapidly changing ownship altitude updates are received. This issue does not affect intruder range altitude, and bearing indication. For further information <http://www.avidyne.com/support/index.asp> →

[SAIB](#)

"There I was"

Fueling Complacency

This C182 pilot experienced an embarrassing loss of engine power. The pilot attributed his loss of power and subsequent off-field landing to pilot complacency when he overlooked a portion of the checklist procedures.

"I began to experience engine roughness followed quickly by a complete loss of power.... I had already closed the IFR flight plan and was...inbound to land. The engine lost power at 1,500 feet AGL, about 4 miles from [the airport] with 18 knots of headwind. Given the proximity to the ground and distance to the runway, [I] reversed course...and began searching for a place to land. Seeing that there was no immediate traffic on the highway, I decided to land [there], and the landing proceeded without incident.

Upon inspection of the aircraft, the cause was discovered for my loss of power. It was...fuel starvation. The fuel selector switch had been set to the right tank, and the previous flight had been conducted while on only one tank. The chain of events...was set in motion by the complacency of the Pilot in Command (PIC) and failure to properly...abide by checklist procedures in the cockpit. Familiarity with the aircraft led to a level of complacency on my part...[with] the fuel selector switch and checklist flow during preflight. My belief that the selector switch was always on BOTH allowed the checklist item to go unnoticed. The...flight [was] conducted with the aid of the autopilot, which prevented me from noticing the aircraft flying more and more out of trim while one [fuel] tank was being exhausted. Approaching the airport and disconnecting the autopilot, [I] noticed the trim situation, which was promptly overshadowed as the engine lost power. Ground proximity, aircraft configuration, airspeed, and the urgency of the situation prevented me from attempting corrective measures that might have restored engine power. " →



"Say again"

Airplanes are near perfect, all they lack is the ability to forgive.

~ Richard Collins

Accident Report Spatial disorientation

On August 10, 2015 about 0035 EDT, a Piper PA-28R-200, was destroyed when it impacted the water after takeoff from the Marathon Airport (KMTH), Marathon, FL. The private pilot, the sole occupant, was fatally injured. The flight had an intended destination of Palm Beach County Park Airport (KLNA), West Palm Beach, FL. Night VMC prevailed and a VFR flight plan filed. Palm Beach Flight Training operated the airplane.

According to FAA and flight school records, the pilot held a private pilot certificate with an airplane single-engine land rating, issued on December 20, 2012. He held an FAA third-class medical certificate, issued April 15, 2014. At that time, he reported 125.5 total hours of flight experience and 5.0 hours of flight experience in the 6 months prior to the medical certificate.

Documentation provided by the flight school did not include any flight time, but did indicate that the pilot accomplished an airplane checkout on August 9, 2015. The pilot also received his "PIC in a complex airplane" endorsement on May 4, 2015 and had accomplished a flight review on December 17, 2014. The pilot's logbook was not found, so his total and recent night flying experience could not be determined.

According to a representative of Palm Beach Flight Training, the pilot rented the airplane on August 9, 2015 as a personal flight and departed about noon. He was not to return until Tuesday August 11, 2015. The rental agreement signed by the pilot prohibited night flight to or from the Bahamas or the Florida Keys before sunrise or after sunset. However, about 4 hours after sunset on the night of the accident, the pilot departed an airport on the Florida Keys.

Airport security video recorded the airplane taxiing out to the runway and began the takeoff roll, on runway 25, at 0034. A second video captured the airplane after it had already become airborne, a few feet above ground level, at an indicated time of 0034:17. The recording revealed the airplane climbing on the upwind leg of the traffic pattern, and began to turn right for the crosswind leg of the traffic pattern about 0034:59.

At 0035:22, the airplane lights were no longer visible. A witness reported seeing the airplane descending into the water with the engine running.

The airplane was found in the Florida Bay, in about 9 feet of water. Examination revealed that the airplane exhibited impact and crush damage to both wings, cabin, and fuselage. An examination revealed no pre-impact anomalies with the airplane or instruments.

Medical report on the pilot indicated death was by blunt force injuries and no ethanol nor drugs were detected.

The flight was conducted on a dark, moonless night, and in a sparsely populated area of Florida near the water. No visible horizon could be seen on the video. Based on the dark night conditions, the lack of visual reference at the time of the accident, the pilot's low overall flight time, and the pilot's lack of an instrument rating, it is likely that he became spatially disoriented, which led to the subsequent descent into water.

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

The pilot's failure to maintain a positive climb rate after takeoff due to spatial disorientation while turning after takeoff in dark night conditions in a sparsely populated area, which resulted in the airplane's descent into water. Contributing to the accident was the pilot's decision to depart on a night flight over water. → [ERA15FA299](#)

Comment: The degree of disorientation may vary considerably with individual pilots, Spatial disorientation to a pilot means simply the inability to tell which way is up.



Mystery Airplane

Can you identify this airplane?



First prize is bragging rights

Email your answer to email@mlbpilots.org

Congrats this month to **Liz Waymire, Kiko Picornell, and John Twitchell** that identified the September mystery aircraft as the **Curtiss JN-4 “Jenny.”** Designed by an Englishman Ben Thomas, the Curtiss Aeroplane Co. of Hammondsport, NY produced the aircraft as a trainer for the U.S. Army. Introduced in 1915, it was an improvement of the earlier J and N trainers. The JN-4 had a 90hp Curtiss OX-5 V8 motor that gave it a top speed of 75mph and a service ceiling of about 6,500 ft. It had tandem seating and dual controls with the instructor in the back.

They became the primary training for the U.S. Army and the demand so great the Curtiss factory in Buffalo, NY, the largest in the world, contracted a half dozen other manufactures and together they built nearly 7,000 of these until 1919. The Jenny was the first mass-produced airplane. Called the Model T of aviation.

The Jenny was in service with the U.S. Army until 1927 and 90% of the pilots trained in them. The JN-4 never saw combat but its predecessor; the JN-3 was flown by the First Aero Squadron supplying air support as observers during the [Mexican Expedition](#) in an attempt to capture Poncho Villa after his raid on Columbus, New Mexico.

After WW I thousands of surplus Jenny’s sold at bargain prices on the civilian market. Anyone with \$300 could buy a JN-4, some still in their shipping containers. Some went for as little as \$50 bucks. With private and commercial flying in North America unhampered by regulations concerning their use, the Jenny’s slow speed and stability made it ideal for stunt flying and aerobatic displays in the barnstorming era between the world wars. It was this barnstorming era that awakened America to civil aviation during the 1920s.

Charles Lindbergh soloed in a Jenny. He bought a Jenny, became an airmail pilot and aerobatic performer at aviation events before his famous 1927 transatlantic crossing. Amelia Earhart was learned to fly in a Jenny.

A number are scattered around the country in museums and about a dozen or more remain airworthy.

The Jenny was the first aircraft to carry the mail in May 1918 on the initial airmail route between New York, Philadelphia and Washington, D.C. The USPS commissioned a 24-cent airmail stamp depicting the Jenny to commemorate America’s new airmail service. A printing error on the first sheet of 100 stamps depicted the Jenny inverted. That sheet of [Inverted Jenny](#) stamps got through unnoticed and became the most prized and valuable U.S. stamp in history. In 2007, one stamp sold at auction for \$977,500. However, the record is one sold at auction in 2016 for \$1,175,000 with a 15% buyer’s premium that raised it to \$1,351,250. →





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, & Freebee Stuff

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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.

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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



Looking for a good home for an old **Lowrance GPS**. Complete with charger, manual, yoke clamp, etc, and it works. Strictly VFR, old database, good for someone who might enjoy an older piece of hardware, to use or play with. Contact: John Twitchell, PE j.twitchell@ieee.org 859-595-3133



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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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