

The SPACE COAST AVIATOR



September 2017

Fly-out

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

Safety Seminar

“Fly by Night”

On Wednesday, September 13, 2017, 7 – 9 p.m. **AOPA Air Safety Institute** will conduct a **FREE** safety seminar at the **Crowne Plaza Melbourne, 2605 N. Hwy A1A, Melbourne, FL**. The topic is **“Fly by Night”** and looks at night flying from a risk management perspective. Night flying has its own specific risks, whether it be weather or engine failures. The one factor that stands above all others may be “VFR” at night for the non-instrument rated pilot. A “night flight” can quickly become an “instrument flight” with no changes in flight conditions. Using decades of accident data, we identify common problems and recommend the best ways to avoid them.

This seminar qualifies toward AOPA Accident Forgiveness and FAA Wings. Registration is encouraged but not required. Please RSVP at www.airsafetyinstitute.org/seminars →

ATC Privatization

September will be busy

In a recent interview, **Senator Jim Inhofe (R-OK)**, a staunch advocate of General Aviation and author of the two Pilots’ Bill of Rights bills, said he believes that ATC privatization is dead in the Senate. ATC privatization is not included in the current Senate FAA reauthorization bill. Further, he believes the House bill does not have the votes to pass legislation. He said the key is the general aviation community making their voices heard.

On the other hand, **Representative, Bill Shuster (R-PA)**, House Transportation Chairman, has said he does not want to get “...just enough votes to pass but an overwhelming number of votes.” Obviously, his office and Airlines 4 America (A4A) lobbyists have been working overtime to keep privatization the number one item in the House FAA reauthorization bill. With 30 days to go, the House is working on a funding extension. An extension just gives Rep. Shuster and A4A more time to garner votes.

Thanks to all who contacted your Representatives a number have received replies. **Senator Rubio** saying the Senate bill S.2658 has reforms and reauthorizes the FAA through FY 2021, but does not address privatization. He offers no clue to his vote if the “Conference Committee” (Senate and House) goes with privatizing on the final bill.

Senator Nelson is a cosponsor of S.2658 so one can easily assume politically he is not for privatizing ATC.

Replies from **Rep. Bill Posey** were disappointing. Last year he was not in favor of privatizing but this year, with the administration changed he has indicated he will vote for privatizing ATC. A change in the political wind does not make privatizing ATC a better idea.

There are over 5,000 pilots in Mr. Posey’s district. Please help make our voices heard. Moreover, ask a friend to call. As Senator Inhofe said, it works.

The House bill: [H.R.2997](http://www.house.gov/bills113/H.R.2997). Rep. Bill Posey, 321-632-1776 <http://www.posey.house.gov>

The Senate bill: [S.2658](http://www.senate.gov/legislation/bills/113/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> →

ADS-B Rebates

Last chance

The FAA's **\$500 rebate** for completed ADS-B installations in fixed-wing, single-engine piston aircraft is about to end. The last day to apply for a rebate is **September 18, 2017**. The FAA now allows aircraft owners with **NavWorx ADS600-B** avionics, part numbers 200-0012/0013, to apply for a rebate.

Remember, FAA has maintained they will not extend the deadline. So starting January 1, 2020, you must be equipped with [ADS-B Out](#) to fly in most controlled airspace. Federal Regulations 14 CFR 91.225 and 14 CFR 91.227 contain the details. **Act now** to see if you are eligible. → Visit www.faa.gov/go/rebate/

Air Force One

USAF & Boeing Made a Deal

The Air Force has acknowledged they plan to buy two mothballed Boeing 747-8i aircraft to serve in the Special Air Mission fleet as the basis for the new Air Force One. These will replace two Boeing 747-200s that date back to the 1980s. Boeing is offering the two at a discounted price because **Transaero Airlines** the now defunct Russian airline ordered them just before they went bankrupt in 2015.

The Transaero deal came about when President Trump tweeted that the “costs are out of control” for the new Air Force One planes and wrote, “Cancel order.” After negotiating with Boeing the Pentagon requested a reprogram of \$2.4 billion previously approved funds to \$195 million for the two replacement airplanes.

Apparently, Transaero ordered four 747-8s but only took delivery of two before bankruptcy. The Russian airline Aeroflot bought most of Transaero assets, but declined the last two 747-8s. Those two went directly to the Southern California Logistics Airport in Victorville. The facility is a boneyard that stores both decommissioned aircraft as well as those awaiting delivery.

Industry sources told Air Force Magazine “book value” on a 747-8i is about \$380 million. However, the Air Force would be getting a “deal” on the aircraft, which, have been in storage but never delivered and never in service. The two were apparently not part of those stuck at KMLB due to the Transaero bankruptcy.

The Air Force and Secret Service will retrofit these new aircraft with telecommunications and security equipment to bring them to the required security level of the presidential aircraft including mid-air refueling.

Delivery estimated sometime in 2018. → Airforcemag.com www.bloomberg.com



Boeing747-8i

Rockwell Collins

In case, you missed it.

Rockwell Collins will be playing a key role in the French Air Force FOMEDEC training program by providing state-of-the-art visual display system for the Pilatus PC-21 simulators.

Under a subcontract awarded by CAE, Rockwell Collins will develop two Spectraview Visual Display Systems (VDS) in Salt Lake City, support CAE with integrating the systems at the CAE facility in Montreal, and support the final installation in France. Rockwell Collins will also be providing training for maintaining and operating the VDS, as well as spares. → www.rockwellcollins.com



AAR Gets USAF Contract

Parts and Repair

A Notice to Proceed issued to AAR on a \$909,394,297 for fixed price USAF contract for Landing Gear Performance-Based Logistics One program. The company will provide supply chain management including purchasing, remanufacturing, distribution and inventory control to support all Air Force depot and field-level foreign military sales, other services and contractor requisitions received for all C-130, KC-135 and E-3 landing gear parts. Repair work will be done at AAR's landing gear services facility in Miami. → www.aarcorp.com

Aviation History

Speed-read or click the date

[Sept. 1, 1934.](#) Colonel Roscoe Turner lands at Floyd Bennett, NY from Burbank, CA setting transcontinental record. 10hrs, 2mins, 57sec.

[Sept. 1, 1983.](#) Russian fighters shoot down Korean Air Lines Flight 007.

[Sept. 3, 1971.](#) President Nixon dedicates new Air Force Museum building at Wright Patterson AFB, Dayton, OH.

[Sept. 4, 1936.](#) Louise Thaden wins the Bendix Race, from New York to Los Angeles, in 14hrs, 55mins flying a Beech C17R Staggerwing.

[Sept. 5, 1934.](#) Wiley Post, the first pilot to use a successful pressure suit, reached about 40,000 feet over Chicago.

[Sept. 6-13, 1970.](#) The Popular Front for Liberation of Palestine demanding the release of Palestinians hijacked TWA741, Swissair100, El Al 219, Pan Am 93, and BOAC 775. El Al 219 hijacking failed, hijacker killed by a sky marshal. Except Pan Am, three landed at Dawson Field, Zarka, Jordan. Pan Am 93 landed Cairo due to the short runway at Dawson. After Pan Am passengers were released the 747 was blown up. The event became known as “The Dawson Field hijackings.” Beside the one hijacker on El Al killed, only one person was injured.

[Sept. 10, 1993.](#) Boeing completes their 1,000th 747 airplane. In production 26 years.

[Sept. 13, 1929.](#) The Fokker F-32 four-engine luxury airliner makes its first US flight at Teterboro Airport.

[Sept. 12, 1916.](#) The first pilotless radio-controlled aerial bomb tested in the U.S. This small biplane can fly for 50 miles with 308 pounds of bombs.

[Sept.14, 1944.](#) A three-man American crew flying a Douglas A-20 “Havoc” makes the first successful flight into the eye of a hurricane. They demonstrate that valuable scientific information obtained in this manner.

[Sept. 14, 1963.](#) First flight of the Mitsubishi MU-2.

[Sept. 15, 1904.](#) Wilbur Wright in the “Flyer II” made his first controlled half-circle while in flight.

[Sept. 15, 1935.](#) A Seversky SEV-3 sets a world speed record for piston-engine amphibious airplanes: 230.413mph. The record still stands.

[Sept. 16, 1910.](#) Bessica Raiche is the first woman to solo in the U.S. and accredited at the time by the Aeronautical Society of America.

[Sept. 16, 1958.](#) First flight of the North American Sabreliner, NA265-40. Popular mid-sized business jet.

[Sept. 17, 1959.](#) Scott Crossfield pilots the first powered flight with North American X-15 rocket plane at Edwards Air Force Base in CA with the XLR-99 rocket engine.

[Sept. 18, 1948.](#) The first flight of the experimental Convair XF-92A. The delta-wing design was the test-basis of the F-102 Delta Dagger, F-106 Delta Dart and the B-58 Hustler.

[Sept. 19, 1902.](#) The Wright Brothers begin testing their third glider at Kitty Hawk, NC.

[Sept. 20, 1902.](#) The Wright brothers make the first of nearly 1,000 glides on their modified No. 3 glider in Kill Devil Hills. It is this glider, made of spruce wood and cloth, which incorporates for the first time the flight controls of the modern airplane.

[Sept. 20, 1958.](#) The Lockheed F-104 delivered of the USAF. Referred to as, The Missile with a man in it.

[Sept. 21, 1942.](#) First flight of the Boeing B-29 Superfortress.

[Sept. 21, 1953.](#) North Korean pilot No Kum-Sok lands at Seoul defecting with a MiG-15 receives \$100K reward. He learned English, became an American citizen, an aeronautical engineer and worked for various U.S. companies.

[Sept. 24, 1949.](#) First flight of the North American T-28 Trojan.

[Sept. 27, 1913.](#) Katherine Stinson becomes the first woman in the US to make an official airmail flight. During the same year, she and her mother formed the Stinson Aviation Co.

[Sept. 29, 1954.](#) First flight of the McDonnell F-101 Voodoo.

[Sept. 29, 1988.](#) The launch of Space Shuttle *Discovery* on mission ST-26. The first following the *Challenger* disaster. Called the “Return to Flight”

[Sept. 30, 1949.](#) The Berlin Airlift officially ended after 15 months. Once organized aircraft landed one every minute 24/7. Airports were Tempelhof, Tegel and Gatow. A missed approach was a returned to West Germany and start over. The airlift made more than 189,000 flights, nearly 600,000 hours flying time, covering more than 92 million miles.



"Say again"

In flying, I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks.

~Wilbur Wright

Airworthiness Directive

AD's that may affect member's airplanes

The FAA is adopting a new AD 2017-16-11 for certain models of Lycoming Engines reciprocating engines. This AD requires an inspection of connecting rods and replacement of affected connecting rod small end bushings. This AD was prompted by several reports of connecting rod failures resulting in uncontained engine failure and in-flight shutdowns. The FAA is issuing this AD to address the unsafe condition on these products.

This AD is effective August 15, 2017. FAA will accept comments on this AD until September 25, 2017. →

[AD 2017-16-11](#)

"There I was"

The Final Authority — 14 CFR 91.3

This Bonanza BE-36 pilot addresses valid concerns of procedures he says are normally used by Miami Center that place general aviation aircraft, single engine in particular, over very unfriendly terrain and open Gulf waters.

"Over swamp and overwater routes present unnecessary dangers. General aviation aircraft receive IFR route clearances over dangerous areas when transiting to EYW. Prior to flight, pilots who attempt consultations with Miami Center, when seeking safe routing down V3, are arbitrarily rejected because of "traffic conflicts."

Fact: the Western half of the southern end of Florida is a coastal plain non-riverine basin swamp covered with densely populated bald cypress and swamp tupelo trees in standing water that render the terrain virtually un-navigable on foot. Downed aircraft in the Okefenokee Swamp create legendary misfortune.

Aircraft after off-airport landings in the swamp are virtually swallowed by the dense vegetation, making search and rescue problematic, and death more likely than on dry ground.

In addition, the large expanse of open ocean, stretching from the western side of Florida in the chain of islands constituting the Florida Keys, offer no refuge to downed pilots.

Miami Center insists on routing GA aircraft south of MKY down the west coast of Florida toward EYW, and out over 25nm of open ocean from the mainland to EYW. The only alternative is to overfly the east coast control zones under VFR above 7,000 MSL. That's only available in VMC. VMC is not always available.

The coastline route from MKY to EYW violates safety. Neither segment of the routing is necessary, yet Miami Center makes it mandatory.

Airports in Eastern Florida, south of F45, use east-west runway that offer ample opportunity for GA overflights on north-south routes to fly directly overhead these airport without interfering with commercial arrivals and departures.

ARTCC controllers can easily route GA flight, always over safe terrain, from VRB via V3 to Tavernaero Park thence VPLY (never to DROWN) thence direct to MTH thence to EYW.

Stay over safe terrain. Any other route is a death trap." →



Comment: While on an IFR flight, in your single-engine Go-Fast-Rocket, and the controller issues you an over water routing that will take you beyond gliding distance to land, and you have no overwater gear onboard, it would be prudent to inform the controller that you do not have overwater gear and unable to accept the clearance.

RE: FAR 91.3 →

Accident Report

Don't Flirt with Thunderstorms

On December 19, 2011, about 2144 CST, a Piper PA-32-260, crashed following an in-flight breakup near Bryan, TX. The instrument rated private pilot and four passengers were fatally injured. The cross-country originated at the Clayton County Airport (4A7), Hampton, GA, at approximately 1345. After a planned fuel stop at the Jackson-Evers International Airport (KJAN), Jackson, MS, the personal flight departed about 1750 for the TSTC Waco Airport (KCNW), Waco, TX.

The 33-year-old pilot, held a private pilot certificate with a single-engine land and instrument airplane ratings. His logbook indicated he had successfully completed an instrument check ride on September 13, 2009. It showed he had 392 total flying hours, with 347 hours as pilot-in-command, 14 hours of actual instrument time, and 40 hours simulated instrument time and held a current Third Class medical certificate.

At 2119, the pilot contacted Houston Approach Control and reported he was "level at eight thousand." The controller acknowledged and told the pilot that his present heading was good for about 40 miles, at which he should make a right turn "towards T-S-T-C (KCNW)." The pilot responded, "Okay ... I was looking at my NEXRAD, is up ahead ... [and considering] taking about a two-five-zero heading for a little while, that be all right?" The controller told the pilot, "that two-fifty will put you in some moderate to heavy precip ... from what I am showing right now."

For the next 20 minutes, the controller advised the pilot of areas of precipitation cells. The pilot advised the cells he saw and the controller approved the pilot's deviations. The pilot then said that he was showing a "pretty good storm" to his right and was about to be past it, after which he would make a right turn direct to KCNW.

At 2142, the controller told the pilot that he was showing "pretty heavy weather" southeast of KCNW that appeared to be moving northeast. The controller then said, "It looks like you just made a left three-sixty on me; what's going on?" Then the controller said, "November nine zero tango, I show you headed right into heavy weather, now uh I would suggest you turn back right to about a two-two-zero heading." The pilot responded, "Okay, yea, we're turning right. We're in some bad weather here. I'm going to try to get out of it." That was the last radio transmission the pilot made.

A witness on the ground heard a sound resembling an explosion. She reported that at the time she heard the noise the rain was falling as a light drizzle. However, by the time she and her husband got outside to see what the explosion was, the rain started "pouring down."

The witness's husband found the airplane's main wreckage about 450 feet southwest of their house. The main wreckage consisted of the entire airplane except for the left wing, vertical stabilizer, rudder, and the right wing tip fuel tank. Those components were located about 200 feet north-northeast of the main wreckage.

An examination of the left wing spar showed that the wing failed in positive overload. A post-crash examination of the airplane's engine and other systems did not reveal any preimpact anomalies.

Weather conditions in the area at the time of the accident indicated the potential for heavy rain showers, thunderstorms and wind in excess of 45 knots, clear air turbulence, and low-level wind shear. The ATC radar data at 2136 showed the airplane southwest bound with very strong echoes just west of the flight path. About 2141 the airplane had entered light echoes with strong to very strong echoes along the flights direction.

Two SIGMETs were valid for the area west of the accident site at the accident time. Convective SIGMET 5C and Convective SIGMET 7C advised of a line of storms moving from 200 degrees at 45 knots with embedded severe thunderstorms. Thunderstorm tops forecast above Flight Level 450 with wind gusts to 50 knots possible.

The pilot had a global positioning system (GPS) unit with a current subscription for Next-Generation Radar (NEXRAD). At the time of the accident, the depiction in the cockpit would have reflected weather conditions that occurred a couple of minutes earlier. The GPS unit's owner's manual states that NEXRAD weather data should be used for "long-range planning purposes only," and not to "penetrate hazardous weather," as the "NEXRAD data is not real-time."

On June 19, 2012, the NTSB issued a Safety Alert to warn pilots using in-cockpit flight information services broadcasts (FIS-B) and satellite weather display systems that the NEXRAD "age indicator" can be misleading. The actual NEXRAD data can be as much as 20 minutes older than the age indication on the display in the cockpit. If misinterpreted, this difference in time can present potentially serious safety hazards to aircraft operating in the vicinity of fast-moving and quickly developing weather systems. In addition to raising pilot awareness on this issue, the Safety Alert also reminds pilots of the importance of obtaining a thorough preflight weather briefing.

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

The pilot's inadvertent encounter with severe weather that resulted in the airplane's left wing failing in positive overload. Contributing to the accident was the pilot's reliance on outdated weather information that he received on his in-cockpit Next-Generation Radar (NEXRAD). → [CEN12FA108](#)

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, Rob Schofield, Etienne Florin** and **Winston Scott** all identified the mystery aircraft as the **Grumman Albatross**. The air-sea rescue flying boat, aka SA-16, HU-16, UF-1 and a variety of other versions including the civilian G-111.

First flown October 24, 1947 the Albatross was a design improvement of the Grumman Mallard and developed primarily for open-ocean rescues. It had a deep-V hull design, capable of 4-foot seas but could land in more severe conditions. Those with JATO could takeoff in 8-10 foot seas.

Depending on mission, it had a crew of 4-6 and carried 10 passenger. A pair of Wright 1,425hp radial engines gave it a cruise speed of 108kts. It could carry up to 1,375 gallons of fuel in the floats and drop tanks for extended rescue range.

Grumman built 466 from 1949 until 1961. They served with the USAF, US Navy, US Coast Guard and with a couple dozen foreign Air Forces and Navy's around the globe. Last used by the Hellenic Navy it was retired from the military in 1995. Since, a few continue in commercial operations and private ownership. Over two-dozen are on display in museums.



Introduced as the SA-16 with the USAF the primary user and served extensively in Korea for combat rescue. Later, redesignated HU-16B (long-wing variant) the Albatross was part of the U.S. Air Force's Aerospace Rescue and Recovery Service and saw extensive combat service during the Vietnam War. In addition, a small number of Air National Guard Air Commando groups were equipped with HU-16s for covert infiltration and extraction of Special Forces from 1956 to 1971. Some of the HU-16 made their way into Air Force Reserve air rescue units.

Others found their way into commercial service. For example both Pan Am and Continental airlines operated the Albatross serving the Micronesia island area until 1970 when island runways were built. Many went into private hands. Loving called "Yachts of the air." Jimmy Buffet had a HU-16C restored named it "Hemisphere Dancer" and wrote best-selling songs about his adventures flying it.

In the early 1980s, Chalk Airlines at the time owned by Merv Griffin Resorts International had 13 Albatrosses converted to Standard category as the G-111. This made them eligible for use in airline operations. These aircraft had extensive modification from their military configuration. They carried 28 passengers. These lasted only a short time then flown to permanent dry storage at Pinal Airpark near Marana, AZ, a boneyard for civilian aircraft. Seven can still be seen using Google Earth.

In 1997 an Albatross (N44RD), piloted by Reid Dennis and Andy Macfie, became the first Albatross to circumnavigate the globe. The 26,347nm flight around the world lasted 73 days, included 38 stops in 21 countries, and in 190 hours of flight time. In 2013, Reid Dennis donated N44RD to the Hiller Aviation Museum.

Duncan Aviation produced an interesting quick-time 2-minutes video of [the interior installation](#) of the G-111. Truly an airborne Yacht. <https://www.youtube.com/watch?v=5JPtRTgZU30> →



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.

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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
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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.

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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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IFR rating, refresher or want to keep current? Save money by logging time on a BATD (Basic Aviation Training Device) that rents for \$45/hr here in Melbourne. Available for any CFII to use with a student. An FAA approved BATD allows you to log 10 hours towards an instrument rating, or do all the approaches and holding required to keep current, for less than half the cost of renting a Cessna 172. The BATD has a GNS430, simulator, so you can familiarize yourself before flying a rental plane with one. Please contact Derek (321) 848-8335, or Liz (321) 652-5760 (evenings or weekends). We look forward to helping you achieve your goal.



2 GPS MAP 496 \$900.00 each XM Weather antenna Charging cord (cigarette lighter) Yolk mount. Call CJ Modine 321.604.2438 flymodine@gmail.com



Garmin GPS MAP 696 with yoke mount, XM antenna, extra cigarette lighter plugin cord, 120-volt charger, updated operating software and more. Asking \$1150.00. Call CJ 321.604.2438



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



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