

April 2024

Fly Inn

**Saturday April 13, 0830 EDT
Southern Sisters Cafe
2242 Sarno Road**

Check the NOTAM section below for new stuff.

MLB Class C

Update

On Thursday, March 7, the Melbourne Airport staff and the consultant, McFarland-Johnson, held a tenant briefing to update attendees on the effort to reclassify MLB Airspace from Class D to Class C. An airspace reclassification is an FAA task and the results of this airspace study will be submitted to the FAA for consideration.

The FAA criteria for Class C is annual instrument ops of 76,000 at the primary airport (MLB) or annual instrument ops of 100,000 at primary and secondary airports, or an annual count of 250,000 passengers. The MLB passenger volume meets the annual criteria when considering the TUI passenger count.

The driving force is TUI Airways the British part of TUI Group the largest leisure, travel and tourism company on the planet. TUI is in its third year of a seven-year contract for service into MLB and for 2024, flights are scheduled twice per week for six months, May ~ October. They have noted TCAS alerts and concerns with VFR traffic west and northwest of MLB beyond the Class D and east of MCO Class B.

It is worth noting that traffic in Europe, including the UK, is handled much differently than in our National Airspace System, (NAS). In Europe, general aviation is restricted, except for high performance business traffic. One might say it is like a huge Class B. General aviation and training is limited to separate areas and VFR travel from point A to B is routed apart from air carriers.

Our NAS has restrictions in Class A, B, and C where radar is the primary means of separation. There we see SIDs and STARs for IFR and identified routes for VFR in/out of these radar service terminal airspace areas. Wherein a Class D, a tower controller exchanging traffic with the pilot accomplishes separation and spacing visually.

Melbourne Flight Training, FIT and MAPA have voiced concerns on training and delays created with Class C. At first glance, it appears that Orlando Approach Control (F11) radar may not provide adequate coverage needed for Class C at Melbourne. That would require additional radar antenna nearby.

The FAA study will likely take 2 – 3 years to review the feasibility to reclassify. Added public meetings hosted by FAA will likely follow. →

Runway Safety Action Team Meeting

& Notes from March Tenant and Airport Ops Safety Update

The March 28, meeting was somewhat of an extension of the March tenant meeting but very well attended with most interest centered on the status of the Class C reclass effort by KMLB. Airport staff went over the reclass effort, now forwarded to FAA, and the status of ongoing construction projects. There are many and ongoing all summer.

Taxiway C now estimated completion in early May about 4 weeks early.

Taxiway M relocation should begin before the end of March and be completed in August.

Taxiway A will be rehabilitated in the future causing headaches with back-taxi.

TUI Airways began this years UK - MLB service, advertised as twice-week began Monday 3/18/2024.

Long time KMLB tower controller Charles "Ike" Dye is the new Air Traffic Manager. Informed by company of complaints, and said he is on the job to fix issues. If you have a problem, keep it professional on the air then call him in the office he will be happy to discuss it and take action as necessary 321-768-1545 8-4pm Monday-Friday.

Or email mlb@rvainc.com A lengthy Q & A continued on nearly all subjects. →

Hartzell Propeller Service Center Doubles Warranty Length

Warranty coverage to two years or 2,000 flight hours

The Hartzell Propeller Service Center has doubled its warranty coverage to two years or 2,000 flight hours while increasing its propeller exchange inventory to cover a wider range of aircraft.

The Hartzell Service Center is doubling the warranty term on work performed at the FAA-certified repair station in Piqua, Ohio, reflects what it calls its commitment to quality, performance, and support.

“These improvements at the Hartzell Service Center give our customers extended warranty protection and additional inventory, leading to less flight downtime,” said Hartzell Service Center director Scott Foster. “We continually look for ways to add convenience and value for aircraft owners and operators.”

As the Hartzell factory-owned repair station for the overhaul and repair of Hartzell props and governors, the Hartzell Service Center offers a “sizeable” propeller exchange inventory supporting several aircraft. The Hartzell Service Center now offers propeller governor exchanges for customers requiring minimum flight downtimes. Operators also can schedule a governor exchange ahead of scheduled service. → [Ainonline](#)

White House Resurrects Call for Increased Bizjet Taxes

When it costs more to do business, the consumer pays.

Following up on President Biden’s pledge to make corporate jet users “pay their share,” which drew ire from the business aviation community, the White House proposed a fivefold phased-in increase of the jet fuel tax for private users and lengthening the depreciation terms for business aircraft. Included in the President's Fiscal Year 2025 budget request, the proposal comes in addition to the White House directive for the IRS to step up audits of business aircraft users to make sure they are properly classifying business and private uses.

The DOT released a statement saying the budget proposes to “crack down on a corporate jet funding loophole.” Taking a page from past arguments surrounding business aviation’s contribution to the NAS, the DOT said the system “has largely been disproportionately funded by commercial air passengers.”

Plans would call for a phased-in fuel increase from the current 21.9 cents per gallon to \$1.06 per gallon in FY2029 on jet fuel used by non-commercial operators.

In addition, the budget would extend the depreciation length for business aircraft to seven years. [Ainonline](#) →

The 2025 FAA budget proposal invests in safety.

Adds \$43M to accelerate hiring

On March 11, the White House released the proposed FY-2025 budget to Congress. The \$21.8B budget will build on the Federal Aviation Administration’s safety priorities by allowing the agency to hire more air traffic controllers, modernize the nation’s infrastructure, and strengthen the agency’s safety oversight.

“Our number one priority is safety. This budget will provide the FAA with the necessary resources to continue our essential safety work,” said FAA Administrator Mike Whitaker. “It supports our efforts to increase air traffic controller hiring, modernize aging air traffic facilities, and enhance our safety oversight.”

The budget provides \$43 million to accelerate the hiring and training of air traffic controllers, which will help the agency meet the goal of hiring 2,000 new controllers in 2025. Last year, the FAA surpassed its goal of hiring of 1,500 new controllers and now on track to hire 1,800 in 2024.

The FAA is taking aggressive action to expand the controller pipeline to meet the nation’s air traffic demands. These programs include year-round hiring for experienced controllers from the military and private industry, enhancing the [Air Traffic-Collegiate Training Initiative](#) to hire more candidates who can begin facility training immediately upon graduation, filling every seat at the FAA Academy, and deploying upgraded tower simulator systems. **FMI:** <https://www.faa.gov/newsroom/2025-budget-proposal-invests-aviation-safety> →

Pushing Your Luck

Not a good idea

It’s crucial to approach flying in challenging weather with the respect it’s due because when things go wrong, it can easily turn fatal. Gambling can be a fun pastime in a casino, but you shouldn’t do it in an airplane when the odds are stacked against you. Instead, make your own luck and keep the odds in your favor by following the recommendations in the article “Pushing Your Luck” at medium.com/faa/pushing-your-luck-39cc43d65c95 in the Mar/Apr 2024 issue of **FAA Safety Briefing**. See the entire weather-themed issue at www.faa.gov/safety_briefing. [FAA.gov](#) →

Embraer showcased some new aircraft at KMLB

Embraer hosted the C-390 Millennium and A-29 Super Tucano of the Brazilian Air Force (FAB) on March 18 and 19, marking a significant event for both aircraft as they made their inaugural visit to the area. The event took place at Embraer Executive Jets' headquarters at the Melbourne Orlando International Airport and included a diverse guest list of government authorities, military officials, prospects and partners.

In addition to the two defense aircraft, Embraer also showcased their Praetor 600, the most technologically advanced super-midsize jet in the world, and the Phenom 300E, the best-selling light jet for 12 consecutive years. The two-day event allowed attendees to explore these advanced aircraft up close and learn more about their capabilities.

According to Embraer President & CEO, of Embraer Defense & Security, the EMB/A-29 Super Tucano, a light attack aircraft that carries a variety of precision-guided munitions, is manufactured in Jacksonville. Moreover, he said thought is being given to manufacturing the C-390 Millennium a medium-size twin-turboprop powered military transport aircraft there as well. [AeroCrewNews.com](https://www.aerocrewnews.com) →

Latest GA Activity Survey Now Underway

Randomly selected calls

The FAA's 46th annual General Aviation and Part 135 Activity Survey (GA Survey), reporting on the calendar year 2023, is now underway. The GA Survey is the only source of information on the GA fleet, the number of hours flown, and the ways people use GA aircraft.

Data from this survey are used by governmental agencies and industry to compute safety metrics such as fatal accidents rates; understand the impact of the GA industry on jobs, economic output, and investments in aviation infrastructure; track the success of safety initiatives, including avionics recommendations; determine funding for infrastructure and service needs; and assess the impact of regulatory changes.

The FAA and industry need accurate data on a broad range of aircraft. Your participation is voluntary, but your help is needed. The agency encourages everyone who is contacted to respond to the survey so that all aviation activity is represented. If you have questions, call 800-826-1797 or email infoaviationsurvey@tetrattech.com. →

Boeing and Spirit AeroSystems in Talks

TWO FOR ONE

Boeing is in talks to acquire the troubled Wichita-based 737 MAX fuselage supplier Spirit AeroSystems. The two companies are currently embroiled in investigations into what caused a door plug panel to blow off the Alaska Airline 737 - 9 in flight in January. Boeing earlier suggested that its ongoing work to shore up quality control is what sparked these discussions with Spirit, which manufactures the body of the aircraft, including the faulty door panel that had been installed on the plane.

In 2005, Boeing sold off its Wichita plant that made the fuselage element of the plane-making business. It then became Spirit AeroSystems. They have become the world's largest independent supplier of commercial airplane assemblies and components.

After the door plug flew off, apparently the FAA conducted a 90-day audit at the Boeing and Spirit AeroSystems to review the manufacturing process for the 737MAX. Two issues found caused some head scratching, according to the New York Post, were the use of Dawn liquid soap as lubricant while fitting a door seal, which was then cleaned with a cheesecloth and technicians using a hotel key card to check the door seal, not identified in the production order. Instructions were "vague and unclear on what specifications/actions are to be followed or recorded by the mechanic," per the FAA.

Boeing did not immediately comment on the audit's findings, which the FAA has refused to make public because of its investigation is ongoing into the door plug incident. → [NYPost](https://www.nypost.com)

More Boeing

Quality over production

FAA boss Mike Whitaker, told Reuters earlier that he would be keeping Boeing on a short leash until the safety culture changes. That means he will not allow Boeing to increase production of the 737 MAX 8 and 9 in the meantime. The company is permitted to build 38 aircraft a month but is not at that rate and is not expected to get there until the second half of the year. → [Reuters](https://www.reuters.com)

A Tornado hit the National Museum of the Air Force

Dayton is part of "Tornado Alley"

On Wednesday, February 28 in the early morning hours, one of the five confirmed tornadoes in the Dayton, Ohio area touched down at the Air Force museum. Damage was isolated to the southern side of Wright-Patterson. Primarily a restoration hangar and several other buildings in Area B. The only surviving B-17D Flying Fortress and other aircraft in the process of restoration were damaged by flying debris. No damage was reported in the large main display area of the museum. → [Airforcetimes](#)

DJI Takes On 'Countering CCP Drones Act'

"If this Passes, US Operators Would No Longer Be Able to Access New DJI Drones"

Chinese drone manufacturer DJI, also known as Da Jiang Innovations, has become the world's largest drone maker, having achieved global dominance in less than 20 years. The company now supplies 70% of the world's consumer drones and nearly 80% of US consumer drones.

The drone manufacturer took issue with a recent move in Congress, the "[Countering CCP Drones Act](#)", introduced by Elise Stefanik. The legislation would add DJI's parent company, Shenzhen Da-Jiang Innovations Sciences and Technologies, as well as any subsidiary or affiliate to the list of banned brands of communications equipment under the Secure and Trusted Communications Networks Act of 2019. That would absolutely kneecap DJI's presence in the US market, requiring considerable workarounds to even consider sticking around in the market with DJI-manufactured equipment. Stefanik said that there's a profound national security risk in allowing foreign data collecting systems to operate freely in US communications infrastructure. [Drone Act](#) →

FAA Ends Discretionary Enforcement on UAS Remote ID Rule

Drone pilots that are required to be registered must comply

In September 2023, the FAA issued a policy for exercising discretion in determining whether to take enforcement action for drone operators who were not able to comply with the Remote ID rule. That **policy ended on March 16, 2024**. Operators who do not comply after that date could face fines and suspension or revocation of their drone pilot certificates.

Congress directed the FAA to develop standards for remotely identifying operators and owners of drones and issue regulations or guidance based on those standards.

Remote ID lays the foundation of the safety and security groundwork needed for more complex drone operations. It acts like a digital license plate and will help the FAA, law enforcement and other federal agencies locate the control station when a drone appears to be flying in an unsafe manner or where it isn't allowed to fly.

This [video](#) and [this webpage](#) provide additional information. [Remote ID](#) →

Academy Nominations

Military service academy nominations

At this time each year, Florida Senator Rick Scott reminds his constituents it is time to nominate candidates for appointment to four U.S. Service Academies.

Members of Congress are authorized by law to nominate candidates for appointment to four U.S. Service Academies. These schools include the U.S. Military Academy, U.S. Naval Academy, U.S. Air Force Academy, and the U.S. Merchant Marine Academy. The fifth service academy, the U.S. Coast Guard Academy, does not require a congressional nomination for appointment. In addition to requesting a nomination from a Member of Congress or another nominating official, an individual seeking appointment to a service academy must separately apply to the service academies to which he or she seeks to be appointed.

If you know, someone interested. **FMI** [Sen. Rick Scott](#) →

Welcome new members

Joe Sutphin

James Brownell

Travel advisory for Bahamas

State Department updates advisory

State Department issues updated travel advisory for Bahamas tourists. In a story reported by AOPA in late February, the US State Department has updated its alert to tourists bound for the Bahamas. While the travel advisory level for the Bahamas has not changed (remaining a 2 out of 4 on the U.S. scale), a January 26 update encouraged travelers to be vigilant in tourist and non-tourist areas because of an uptick in crime on the islands, particularly on New Providence and Grand Bahama. According to Bahamian officials, the rise in crime mainly affects the local population. However, travelers should always be aware of their surroundings.

In a January 30 statement to the media, the office of the prime minister for the Commonwealth of the Bahamas underscored its efforts to reassure the public it is working to address the issues. FMI: aopa.org →

Flight out of Haiti

Gangs running amuck

The U.S. State Department is arranging a charter flight out of Haiti's Cap-Haitien airport for U.S. citizens as chaos grips Haiti. The government announced the initiative Saturday, as armed groups continue to descend on Port-au-Prince. The State Department said it could not provide transport from Port-au-Prince, where the airport remains closed, or from any other areas to Cap-Haitien.

Nearly 40 Americans, mostly embassy people, arrived at Miami on the first charter flight Sunday, March 17. Since more charter flights have arrived at Miami with Americans. Apparently, the State Department has warned Americans not to go to Haiti due to gang violence for the past year or more.

One report, "... FWC officers interdicted a vessel that had 25 potential immigrants from Haiti with fire arms, drugs, night vision gear". [Sounds like pirates.] ABC.com

Two pilots accused of fraud against John Travolta

Allegedly embezzled nearly \$800K

Marion County Sheriff's Office arrested one pilot and is searching for a second for allegedly using an aviation fuel pricing scheme to embezzle nearly \$800K from Travolta's Constellation Production business between October 2021 and July 2023.

During the period, the two pilots employed by Constellation issued company credit cards to purchase fuel and other expenses according to the police report. A coworker found the billing discrepancies and notified the Florida county Sheriff's office. The pair are suspected of defrauding Travolta's business out of about \$785,050. One purchase amount matched the price of a Cessna aircraft paid to a company owned by one of the pilots. → Ainonline

Newark ATC is moving

Help is on the way?

The FAA announced that in June the agency will relocate control of the Newark, NJ airspace [sector] to Philadelphia TRACON to address staffing issues and anticipated congested traffic in the NYC metro area.

The agency, which has struggled with air traffic staffing issues, said it and the National Air Traffic Controllers Association (NATCA) signed a memorandum to relocate control of Newark sector at New York TRACON (N90) to Philadelphia Tower/TRACON by the end of June. Beside Newark Airport, the airspace includes Teterboro, Morristown, and Caldwell/Essex County. Plus, much of the route system from the west and southwest into New York metro area. The FAA said the change would help "meet continued traffic demand in the busy Northeast Corridor." Several controllers are expected to voluntarily transfer to Philadelphia.

Since they absorbed Continental, United Airlines has a maintained a hub at Newark, which often faces significant delays because of congestion and air traffic staffing. United CEO, Scott Kirby, sharply criticized the FAA performance, "Newark has more flights scheduled than the physical infrastructure can handle." → Reuters

FAA Tells Pilots to Plan before 2024 Total Solar Eclipse

“Great North American Eclipse”

Probably not many from around Melbourne will fly the 2 – 3 hours to observe the April 8, eclipse. However, if your plans are to be flying near the solar eclipse path, the FAA is asking pilots to plan ahead. The agency expects an increased workload in the general area of the eclipse path. If you can file IFR, they recommend you do so, due to the expected traffic volume. Airports may have parking reservations and/or large fees.

There could be operational changes at airports along the path due to volume resulting in lengthy delays for VFR arrivals during peak times. “Many regular activities, such as practice approaches and pilot operations at airports in the path of the eclipse, may be extremely limited and possibly prohibited...,” and according to the FAA, “You can expect TFRs and NOTAMs so include same in preflight.” The agency has issued [Special Air Traffic Procedures](#) effective April 7 – 10, 2024. **FMI** FAA.gov →



A Solar Eclipse from the Archives

A stumbled upon event

By Dick Peiffer

Both before and after the total solar eclipse that occurred over the U.S. on August 21, 2017 dubbed “The Great American Eclipse” by the media, I heard a couple of great solar eclipse flying stories. How about tracking along in the darkened shadow at 41,000 feet, flying an Air Force Boeing EC-135E, while the media in the back filmed the event. That would have been cool. Obviously, there are many more tales viewing one of the wonders we see from earth.

Hearing about any solar eclipse reminds me of a personal eclipse story that took place on May 10, 1994. I landed at the right place at the right time, for a solar eclipse. It included an early morning departure for a roundtrip flight from Harrisburg PA area (N94) to Detroit MI (DTW) and involved a near 7-hour wait for my passengers.

My wait time survival gear usually included the retrieved morning newspapers from the passenger seats, something like a Tom Clancy novel and a book of crossword puzzles. In addition, during the 1990’s Court TV was very popular with live trial shows. FBO TV rooms could be standing room only if there was some gruesome or salacious trial in progress. That day was typical; the TV room filled quickly to watch the Court TV anchor introduce the trial of the day. It might have been the O.J. Simpson or the Menendez Brothers trial. Both about as gruesome as you can get. The room filled quickly with a dozen or more pilots camped there for the day. Frequently these trials spawn a comic or two in the room whose ad-lib comments added to the entertainment value of the show itself.

Not too far into the day, two long tables were set up in the passenger waiting area and the hardware for a buffet followed. The word spread we may be evicted for some arriving VIP and someone asked who it might be. The Manager said it was a buffet, “...for you fellas to celebrate the solar eclipse.” That led to questions that confirmed a number of us knew nothing about this days once in a lifetime event. Asked, “why the buffet?” The manager said, “We do this, every solar eclipse that crosses over Detroit”.

A help yourself box of what looked like glass from welder helmets showed up on the counter. A couple of young co-pilots “volunteered” to stay out on the ramp and let us know when the eclipse began.

At nearly every commercial, someone from the TV room would check the progress of the buffet. We found it was progressing about as slow as the approaching eclipse. Finally, when the eclipse call came, nearly everyone went outside standing on the ramp gazing through dark glass as it began to get a little darker.

Within just a few minutes, the call came from inside, the buffet was ready! Then, the charge back inside. Clearly, we were more excited about the buffet. It could not have been better. Wow, enough food for an Army. Keiser rolls, cheese, lunchmeats, potato salad, coleslaw, chips and cookies. An array of goodies and an FBO full of happy pilots. It stimulated good fellowship, humor, many thanks to the FBO team, and emptied the TV room.

Later, as our passengers returned and we departed, each of us gave our sincere thanks to the manager and his team.

It was not until August 2017, twenty-three years later, while talking about the upcoming 2017 eclipse that I was informed that the 1994 solar eclipse was not a total eclipse. Moreover, that there had not been a total solar eclipse in the U.S. in 100 years. Well, it looked total to us, and we got a free buffet.

In case you are wondering, my passengers missed both the eclipse and the buffet. →

Aviation History for April

Speed-read or click the date

- [April 1, 2001. Hainan Island incident](#)- A Chinese J8 fighter collided with a Navy Lockheed EP-3E surveillance plane, forcing the EP-3E to make an emergency landing on Hainan Island, China. The U.S. crew was detained for 10 days; the J-8 destroyed, and fighter pilot, Wang Wei, missing and presumed dead.
- [April 2, 1986](#). A bomb planted by Palestinians exploded on TWA Flight 840, a Boeing 727, over Argos Greece, killing four out of 121 people onboard. The plane manages to land safely in Athens.
- [April 4, 1983](#). Launch: Space shuttle Challenger STS-6. Mission: TDRS deployment; first flight of Challenger; first space shuttle extra-vehicular activity.
- [April 6, 1927](#). William P. MacCracken, Jr., Assistant Secretary of Commerce for Aeronautics, received Pilot License No. 1, a private pilot license, from the Aeronautics Branch. MacCracken thus became the first person to obtain a pilot license from a civilian agency of the U.S. Government.
- [April 7, 1936](#). TWA Flight 1, a Douglas DC-2, crashes near Uniontown, Pennsylvania due to pilot error, killing 12 of the 14 passengers and crew aboard.
- [April 8, 1993](#). Launch: Space Shuttle Discovery STS-56 . Mission ATLAS-2 science platform.
- [April 9, 1967](#). First flight of the Boeing 737.
- [April 10, 1959](#). First flight of the Northrop T-38 Talon
- [April 11, 1952](#). Pan Am Flight 526A, a Douglas DC-4, suffers engine failure and forced to ditch in the Atlantic 11 mi north of San Juan, Puerto Rico; 52 of 69 onboard die.
- [April 12, 1981](#). Launch: Space shuttle Columbia STS-1. It is the first reusable orbital spacecraft flight and the first flight of Columbia.
- [April 13, 1970](#). An oxygen tank aboard Apollo 13 explodes, putting the crew in great danger. The success of the mission was the rescue of the crew. "Houston ... We've Got a Problem".
- [April 14, 1986](#). US Navy jets attack Libya in Operation El Dorado Canyon.
- [April 15, 1952](#). First flight of the Boeing B-52 Stratofortress.
- [April 17, 1998](#). Launch: Space Shuttle Columbia STS-90. Mission: Spacelab mission.
- [April 18, 1957](#). End of Operation Power Flite, 3 B-52 B aircraft of the 93rd Bombardment Wing, 15th Air Force lands at March AFB near Riverside, CA after flying for a total of 45hrs and 19min, first aircraft to circle the world nonstop.
- [April 19, 1985](#). Space Shuttle Discovery STS-51-D Landed at 13:54:28 UTC KSC, Runway 33. Mission highlights: Multiple Comsat deployments, first flight of a sitting politician in space, Jake Garn, first impromptu EVA of program to fix Syncom F3 (Leasat 3).
- [April 21, 1958](#). United Airlines Flight 736, a Douglas DC-7, collides near Las Vegas, NV with a USAF F-100 Super Sabre fighter on a training mission. All 47 aboard the airliner and both F-100 crewmembers killed.
- [April 22, 1958](#). The prototype for the Boeing Vertol 107-II makes its first flight in Philadelphia. The Vertol 107 and its military cousin the CH-46 Sea Knight continue to serve around the globe.
- [April 24, 2001](#). The unmanned aircraft Global Hawk flies automatically from Edwards AFB to Australia non-stop and unrefueled. This is the longest point-to-point flight ever undertaken by an unmanned aircraft, the first pilotless aircraft to cross the Pacific Ocean, and took 23 hours and 23 min.
- [April 25, 1948](#). A North American YP-86 becomes the first jet-powered aircraft to exceed Mach 1.
- [April 26, 1962](#). First flight of the Lockheed A-12.
- [April 28, 1991](#). Launch: Space Shuttle Discovery STS-39. Mission: First unclassified DoD mission; military science experiments.
- [April 29, 1988](#). The first flight of the Boeing 747-400. This Superjet has a crew of two and can carry up to 509 passengers over 8,000 miles.
- [April 30, 1927](#). The Aeronautics Branch announced that it had recently acquired three aircraft: two Buhl Airsters (open cockpit) and one Stinson-Detroiter (cabin plane). The Branch planned to add one Wright Travel Air (open cockpit) and one Fairchild FC-1A (cabin plane).



Outtakes

Jet Blue and Spirit call off their \$3.8B deal after judge ruled against the merger. [WSJ](#).

Southwest Airlines grappling with 25% delays and 7% cancellations as spring break begins. Weather and ATC restrictions around Florida. [FlightAware](#)

FedEx pilots have requested release them from mediation, a move that usually means a strike. [Reuters](#)

Lilium and Atlantic Aviation partner in preparation for more than 100 FBOs for the Lilium Jet's upcoming air mobility service launch. [Verticalmag.com](#)

The first P-8 Poseidon [737-800] arrived at NAS JAX Navy Air Reserve Patrol Sq. The replacing the P-3.

West Point military academy drops 'Duty, Honor, Country' from mission statement. [Militarytimes.com](#)

Southwest Airlines has had to trim operations due to issues at Boeing and delivery cancellations. [WSJ.com](#)

DOT fined Southwest \$140 million for consumer protection violations that occurred during and after a 2022 holiday meltdown that stranded millions of passengers. What next Ollie? [DOT.gov](#)

An EMT/medic rappelled from a USCG MH-60T to the "Symphony of the Seas" cruise ship 116nm off shore to litter and lift a stroke patient for transport to medical services ashore. [USCG](#)

United Airlines will pause pilot hiring thru June, citing Boeing delivery delays like its Boeing-family companion Southwest Airlines. [wsj.com](#)

The Allied Pilots Association says it believes the pilot supply is "sufficient to meet forecast demand", so the mandatory Part 121 retirement age of 65 should not be changed. [APA.org](#)

Boeing announces an extended stretch of reduced production Company focused on quality over volume. [Boeing](#)

Tucson OK man facing a two-count indictment of aiming a laser at aircraft. Facing 5-years, \$250K fine and 3-year supervised release. [DoA.gov](#)

Kit-manufacturer Bearhawk Aircraft has a new owner. Company now at Fairview OK (6K4). [Bearhawk](#)

Boeing production problems and public relations crises have prompted a management shakeup. FAA gave Boeing 90 days [5/30] to develop a "comprehensive action plan" to address systemic quality-control deficiencies. [Ainonline](#)

Embraer Posts Highest Bizjet Deliveries In Seven Years Despite Supply Woes. [Embraer](#)

Florida Airshows 2024

For your calendar

Apr 5-7	New Smyrna Beach Sky & Balloon Fest (KEVB) Cancelled
Apr 9-14	50 th Sun-n-Fun Aerospace Expo (KLAL) (Thunderbirds)
May 3-5	Vero Beach Air Show (KVRB) (Blue Angels)
May 11-12	Fort Lauderdale Air Show (Thunderbirds)
May 25-26	Miami Beach Air and Sea Show (South Beach, Miami)
June 14-17	Tallahassee Balloon Festival (KTLH)
July 13	Pensacola Beach Airshow (KNPA) (Blue Angels)
Oct 19-20	NAS Jacksonville Airshow (KNIP) (Blue Angels)
Nov 1-2	Blue Angels Homecoming Airshow (KNPA)
Nov 2-3	Florida Int'l Airshow (KPGD)
Nov 8-10	Stuart Airshow (KSUA)



“Say Again”



“OKAY, LAST NIGHT YOU DID THE DISHES...
TODAY, YOU'RE FOLDING THE LAUNDRY.
WHAT WEEKEND IS THE AIRSHOW?”

“There I was”

The Aviation Safety Reporting System (ASRS) publishes monthly their popular safety newsletter “Callback” written by pilots, controllers or aviation personnel and encourages reproduction as lessons learned. To protect anonymity the narratives are cleansed.

When PRACTICE EMERGENCIES

Before the advent of state-of-the-art simulators, practicing emergency in the aircraft was standard procedure. It is still the procedure used in much of General Aviation and, for the most part, works well in preparing for the unexpected. However, as this report dealing with simulated engine failures show, precautions have to be taken to prevent training scenarios from leading to real mishaps.

A Traveler’s Shortcoming

This student pilot’s use of the first-person singular (I) throughout the description of this incident in an AA-5 Traveler seems to indicate that the instructor was not inclined to intervene. This can be a good training technique, but only up to a point. In this case the point was about 100 feet short of the runway.

While cruising at 2,500 feet, my instructor pulled the power to idle, applied carburetor heat and told me that I had just lost engine power. I pitched for best glide and performed a flow check for a restart. I then decided to head for [a nearby airport].... I made a radio call and entered the pattern on a 45-degree downwind at pattern altitude for Runway 28. I added 10 degrees of flaps on downwind also. I then made a radio call to turn left base for Runway 28, made the turn and added flaps to 20 degrees. I then made the radio call for final which was to be a full stop and made the turn. I added full flaps shortly after making the turn to final. It was looking like it was going to be close for making the touchdown point. On short final I decided to add some power just to be sure I was going to make the runway. At about half throttle the main wheels came in contact with the deep snow on the ground and then the nose wheel came down. The nose wheel folded over when it hit a snowmobile track which resulted in a propeller strike. I skidded to a stop about 100 feet short of the runway.



The main contributing factors for not making the runway were: 1. I did not add full throttle and added throttle too late.... 2. The point of touchdown is about 15 feet higher than the approach end of the runway. With the snow, the perception of contour may have been distorted and hindered my judgment of height → 383



Accident Report

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

On July 24, 2019, about 0550 EDT, a Cirrus SR22 airplane, N921CD, was destroyed when it crashed near Americus, Georgia. The pilot and the pilot-rated passenger fatally injured. The airplane was operated as a Part 91 personal flight.

According to the pilot's son, the pilot was heading to EAA, AirVenture Oshkosh, in Oshkosh, WI, which began on July 22 and ended on July 28. The airplane departed Jimmy Carter Regional Airport (ACJ), Americus, GA, about 0547 in IMC; no flight plan was filed. According to the U.S. Naval Observatory, the beginning of civil twilight was at 0619, and sunrise at 0646. Radar data provided by the FAA showed the airplane's radar track as six radar targets over a span of 1 minute, with the targets 12 seconds apart. A line connecting each target, as well as the accident site, depicted a 180° left arc. The first target was located about 1,700ft beyond the departure end of runway 5 (468ft elevation) at 900ft msl. The airplane's second target was at 1,200ft, the next three targets were about 1,300ft, and the final target was about 1,100ft. The pilot and passenger did not communicate with air traffic control during the accident flight.

According to a witness who lived across the road from the farm where the airplane crashed, he heard the sound of an airplane engine about 0550. He indicated that it was cloudy and still dark outside. In addition, he stated that he used to work around agricultural airplanes and that the accident airplane sounded similar to when an agricultural airplane is turning and the engine whines. He said the engine was "whining really loud," and then he heard an explosion.

According to FAA records, the 69-year-old pilot held a commercial certificate with ASEL/SES and instrument airplane ratings. In addition, he also held an A&P mechanic certificate. At the time of the pilot's last Class II aviation medical examination in January 2019, he reported 22,000 hours-flight time and 300 hours flight time within the 6 months before the examination.

FAA records indicate the 63-year-old-pilot passenger, held a commercial certificate with ASEL and instrument ratings. In addition, he held an A&P mechanic certificate, and AI ratings. At the time of the pilot-rated passenger's last Class II medical examination in April 2018, he reported 1,850 hours total hours of flight experience, of which 48 hours of flight time within the 6 months before the examination.



The pilot/owner did not obtain an official weather briefing, did not file an instrument flight plan for a flight that departed into IMC, and was flying the airplane after the annual inspection was due; thus, it is likely that he had developed an anti-authority attitude, as evidenced by the disregard for several rules and regulations. While it could not be determined what role the pilot-rated passenger played in the decision-making that took place before and during the flight, the pilot-rated passenger should have had the training and experience necessary to recognize these hazards. In addition, they may have experienced "get-there-itis" because they were flying to the airshow for its final few days and, thus, wanted to arrive as quickly as possible, which resulted in the decision to depart the airport in dark IMC under visual flight rules.

According to the airplane's maintenance logbooks, the most recent annual was on April 3, 2018, at 1,767.2 total aircraft hours. The last three annual inspections were about every other year.

The ACJ at 0550 weather, 2 miles south of the accident included an overcast at 500ft, and wind 050° at 5 knots. Visibility 10 miles, temp 22° C, dew point 21° C, altimeter 29.95.

The airplane came to rest on a farm, and all major components were accounted for at the scene. The wreckage path was about 400ft long, oriented about a 180° heading. An initial tree strike was observed about 34ft above the ground.

The engine was separated from the airframe, and the crankcase was split down its spine. Crankshaft continuity was confirmed from the forward section of the engine to the accessory section. All connecting rods were still attached to their respective journals. Examination of the wreckage revealed no evidence of preimpact mechanical malfunctions or failures of the airplane.

Weather information and a witness statement were consistent with weather conditions likely to have produced restricted visibility in addition to the darkness that prevailed at the time of the accident. The wreckage distribution, which was consistent with a relatively high-speed impact, the airplane's turning ground track and descent about 1 minute after takeoff, and the low visibility at the time of the accident, were indicative of a loss of airplane control after the onset of spatial disorientation.

The NTSB determines the probable cause(s) of this accident to be:
The pilot's decision to depart in dark IMC, which resulted in spatial disorientation and subsequent loss of airplane control. Contributing to the accident was the pilot's and pilot-rated passenger's self-induced pressure to complete the flight and the pilot's anti-authority attitude. → ERA19FA234

Mystery Airplane

Can you identify this airplane?



First prize is bragging rights
Email your answer to email@mlbpilots.org

Congrats, to **John Twitchell** and **Kiko Picornell** for identifying the **British Aircraft Corporation BAC 1-11** an early medium range airliner. Originally conceived by Hunting Aircraft as a 30-seat jet, before its merger into BAC in 1960. The prototype flew on 20 August 1963, and delivered to its first launch customer on 22 January 1965. A 119-seat, stretched 500 series was introduced in 1967. Total production amounted to 244 until 1982 in the [UK](#) and between 1982 and 1989 in [Romania](#) where nine Rombac One-Elevens were license-built by [Romaero](#).

One of the original jet powered airliners, following the Caravelle, the short haul, narrowbody BAC 1-11 was powered by a pair of aft-mounted [Rolls-Royce Spey](#) turbofans, a configuration similar to the earlier Caravelle and later [Douglas DC-9](#). It also competed with early [Boeing 737](#) variants and used by several U.S., British and European airlines. European noise restrictions accelerated its transition to African carriers in the 1990s, and retirement in 2019.



It had two crew and cabin attendants depending on number of seats. Avionics were typical for the era ~ weather radar, and autopilot. Maximum passenger accommodation initially was 89 seats in a "sardine can" configuration, seats being five across, though that was severe.

There was a passenger door on the left forward side, a matching service door on the right, as well as an "airstair" passenger-loading door under the tail. The forward passenger door had a hydraulically extended airstair on some later production models. It had emergency exits over each wing, plus an under-floor baggage fore and aft of the wings, with the doors on the right side of the aircraft that became the standard on all air carrier aircraft.

The larger "BAC One-Eleven Series 500" aka "Super One-Eleven" was introduced in 1967; this stretched variant had a maximum passenger capacity of 109 seats. The wingspan was stretched; empty weight increased by about 12%, with the power plants being accordingly changed to uprated Mark 512 Spey turbofans, with 12,500lbf thrust each.

Aside from the larger capacity and two emergency exits over each wing instead of one, accommodations on the Series 500 were similar to those of the Series 300/400. The Series 500 sold well, with 86 produced. That total included a custom variant for BEA, the "510ED", with the cockpit controls rearranged for commonality with BEA's Hawker Siddeley Trident jetliners.

As the 1960s went on, the One-Eleven came under increasing pressure from with the introduction of the Douglas DC-9, the Boeing 737 and the Fokker F28. In response to the F28, BAC developed the "Series 475", introduced in 1970, with the original fuselage length of the Series 400 but the larger wing and uprated engines of the Series 500, along with landing gear with low-pressure tires for rough field operation. The Series 475 was intended for "hot and high" operation; only ten were sold.

Three of the Series 475 machines, obtained by the Omani Air Force, had a "quick-change" passenger-cargo interior and a tip-up cargo-loading door on the front left side of the fuselage. While sources mention a "BAC One-Eleven Freighter" variant of such configuration, it is unclear if any others were sold besides the Royal Air Force of Oman batch, though there are hints of aftermarket conversions.

A number of Series 200 and Series 400 machines were sold in executive / VIP configurations, military services being among the purchasers of Series 400 VIP transports, including two such for the Royal Australian Air Force and another two for the Brazilian Air Force. To reduce engine noise a "hush-kit" was developed, to reduce jet blast from the [Rolls-Royce Spey engines](#). A number of One-Elevens were updated accordingly. The aircraft was flown by Air Wisconsin, Allegheny, Aloha, American, Braniff, Florida Express, Mohawk, Pacific Express, and USAir.

When these entered service with U.S. carriers, controllers learned quickly the BAC 1-11 and Caravelle took somewhat longer to execute a "go around". The engines were slow to spool up and instructed to go around inside of about 2 miles, likely led to a touch-and-go. →



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 Travis Diets, 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/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. Travis Diets, 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 **receive .25 cents per gallon** fuel discount. This is full serve, at your hangar (south side) or on FIT ramp. For the discount, members must show a **current MAPA ID card**.

FIT Aviation is looking for Piper Warriors or Archers for lease. Interested in a leaseback for your Archer or Warrior. Contact: Margaret Adamsheck madamsheck@fit.edu or 321-674-6521

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.



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.



Scott the Fly Guy, LLC. Scott the Fly Guy offers advanced flight training and reviews in your aircraft. Private Pilot, Commercial Pilot, Flight Reviews, Instrument Proficiency Checks, Night training, CFI training, Bahamas checkout, and Rusty Pilot back in the saddle training. Affordable rates. War stories free. Scott Saunders Call/Text 321-576-7076

CFI Concierge: One-on-one private, instrument and commercial pilot training to latest FAA ACS in your airplane. I can conduct Flight Reviews, Instrument Proficiency Certification and Rusty Pilot. Learn at your pace at a very reasonable hourly rate. Stop flying VFR and upgrade to that instrument rating you have been dreaming about. I fly out of KCOI, KMLB and KTIK. **Text/Call me at 571-214-6150, Jim Guida, CFI**

BASICMED MEDICAL EXAM FOR PILOTS. We offer BasicMed Flight Physical Examinations fulfilling the BasicMed requirements at Flexible Hours and Flexible Locations*. Basic Cost -\$150 (*small extra charge for travel) Contact: Judy A. Mayor-Davies, MD. Call or Text: 321-537-4487 or 321-537-4386 Or email menashelm@gmail.com

Looking to buy a north side MLB Condo Hangar.

Please contact me if you are considering selling your condo hangar on the north side of MLB. I currently have a Velocity and interested in purchasing a hangar. Bill Werner N80UF 321-501-5434.



www.foxtrotaviation.com

**Professional aircraft detailing
Fleet Services
Facility Care Large or small FBO**

Member NATA & NBAA

Kyle Bennett, MLB Operation Manager
FOXTROT Aviation Services
(321)576-6053
kyle.bennett@foxtrotaviation.com



1401 General Aviation Drive 32935
 Phone: 321-345-3194
 Email: info@mlbflight.com
 Website: www.mlbflight.com



1389 General Aviation Drive 32935
 Phone: 321-255-9155
 Email: customer@heckair.com
 Website: www.heckair.com



1389 General Aviation Drive 32935
 Phone: 321-345-9464
 Email: support@fallonpilotshop.com
 Website: www.fallonpilotshop.com



Fallon Pilot Shop is a one-stop shop for your aviation supplies and is conveniently located next to Melbourne Flight Training. We offer a wide selection of the latest pilot training material, cockpit gear, aircraft parts and consumables, and aviation novelty merchandise. We also offer many valuable “try before you buy” opportunities including a headset demo program, try-on apparel, and much more. Follow us at @fallonpilotshop or stop by the shop to see our latest sales and new product announcements. **All MAPA Members get 5% off at the Pilot Shop!**



Heck Air Aircraft Maintenance is a company dedicated to individualized service, quality, and honesty. We offer full-service aircraft maintenance including, Airframe Inspections (Annual, 100 hour, 50 hour, etc.), Piston Engine Repair, Magneto timing check, Spark plug cleaning and testing, Aircraft dry wash and wax, Logbook review, and much more!



Melbourne Flight Training, Heck Air Aircraft Maintenance, and Fallon Pilot Shop partnered together to provide the Space Coast a safe, affordable, and reliable flight training experience. Melbourne Flight Training is open 7 days a week for training or renting. Melbourne Flight Training will provide you with the required training and individual instruction to assist you in accomplishing all your Aviation Goals!

Services Include:

- **Flight Training**- Private-Instrument-Commercial-Multi-CFI-Flight Reviews-IPC-ATP
- **Cirrus Transition Training**- Rent our Cirrus SR20 G2 or Cirrus SR20 G6(Aug. 2020)
- **Aircraft Rentals**- Our rentals include fuel and an easy check out process.
- **Aircraft Management** - We offer leaseback opportunities and aircraft management services.
- **Fly This Sim FM100** - Instrument Currency, Only \$65/hour

Ninety-Nines Challenge coins. The Spaceport Chapter of the Ninety-Nines is selling challenge coins to support their scholarship fund, which helps female pilots to reach their goal of becoming professional pilots.

The Ninety-Nines, Inc. is a non-profit, charitable, 501(c) (3) international organization that represents licensed women pilots from around the world. Ninety-Nine women pilots, including aviation pioneer, Amelia Earhart founded the organization in 1929.

A challenge coin is a small coin or medallion, bearing the organization’s insignia or emblem, normally carried by the members, and displayed by friends to show their support.

The coin, is shown at right is 1.75 inches in diameter, and cost \$15 each plus \$5 for shipping. All profits from the sale of these coins will be applied to the scholarship fund. You can order your coin(s) at www.spaceport99s.org/challenge-coin

→ [Ninety-Nines](http://www.spaceport99s.org/challenge-coin)



Flying and Fighting for the USA



Rooster –
Fighter Pilot

Col. Scott Saunders, USAF (Ret)

New book release by Col Scott “Rooster” Saunders, USAF (Ret)

Rooster-Fighter Pilot is a riveting story about a boy who had a dream about flying and lived it out by going to the U.S. Air Force Academy becoming a fighter pilot. He flew combat in Southeast Asia and air-to-air training in the U.S., Europe, the Middle East, and Asia. He still flies today, holding a CFI, CFII, and MEI. He was recently awarded the coveted FAA Wright Brothers Award. He instructs and does Angel Flights, taking patients to their doctors. To check it out, go to [rooster-fighter-pilot](https://store.bookbaby.com/book/rooster-fighter-pilot)

Or click here. <https://store.bookbaby.com/book/rooster-fighter-pilot> 

2021 Sonex Xenos Motorglider for sale. \$79,000

Engine: CAMIT 3300 127 hp six cylinder, 93 hrs. Tilt-back canopy, short & long wingtips, flush riveted with solid rivets, Differential brakes with full swivel tailwheel, LXNAV S100 variometer, GRT 7" MFD, Garmin GTR 200 Com, Garmin GTX 327 Xpdr, Skyvision portable ADS B In & Out. Information sheet available upon request. Contact Rick Caldwell call/text 321-403-7731.



Scott the Fly Guy, LLC.

1980 M20J '201'. - Reduced price to \$129,000.00.

+/- 4800 Hours TTSN. +/- 1255 SMOH. +/- 405 since new Hartzell 2-Blade Top Prop (Blended Airfoil Blades). Garmin GNS-530W. Century 41 Autopilot w/ Altitude Hold and Glide Slope / Glide Path Coupling. Century NDS-360 HSI. O&N Fuel Bladders (55 Gallons). GDL-82 ADS-B (coordinated through a King Digital Transponder). JPI EDM-700 Engine Monitor. Rosen Sun Visors. LED Landing Light. Recent Factory Royalite Plastic replacement of all interior panels. Attractive Leather Seats and Recent Carpets. AeroComfort Leather Covered Glareshield. Original Paint although the Wings and Cowling recently been repainted. Bruce's cabin cover comes with the aircraft. Gear up in 2009 repaired by Joey Cole (Cole Aviation, Mooney Service Center). Always Hangared. 920# Useful Load. Hangared by Sheltair in North Ts.

Photos Here: <https://jimmygarrison.smugmug.com/N4014H/n-QnDJj2/>. Contact Scott Saunders at 321-576-7076 or scott01s@wmconnect.com.

Fly-in/Drive-in Breakfast: The Valkaria EAA Chapter 1288 puts on an excellent pancake breakfast on the **third Saturday of each month**. It features big portions of blueberry, chocolate chip, or plain pancakes, scrambled eggs, sausage patties, bacon and grits. Regular and De-Caf coffee and orange juice. Dining is inside the new terminal building at Valkaria, or if the weather permits, up on the observation deck. All for \$10.00 adults, and \$5.00 children. We usually have several fly-ins from places all around Florida.

Serving is from 8:00am to 10:00am. If unusual circumstances prevent the scheduled breakfast an announcement appears on our website, eaa1288.com. Come and enjoy!

Fly-in/Drive-in Breakfast: The Valiant Air Command Warbird Museum at Space Coast Airport hosts a breakfast on **the second Saturday of each month**. The Chef catered breakfast includes pancakes, eggs & omelets your way, sausage, bacon, biscuits and gravy, juice, and coffee. Served 8:00am – 10:00am, donation \$12 per person, under 5yo is \$5. Free museum admission is included with purchases of breakfast. Arrive early last month over 320 were serviced.

The VAC is a 501(c) (3) with all profits going to support the museum and its restorations.

PILOTS BRING CHOCKS FOR YOUR AIRCRAFT [VAC](#)

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.
Call CJ 321.604.2438



MAPA Officers

Ray Liles, President
Bill Werner, VP
Andy Pedersen, Secretary
Rob Terry, Treasurer

Directors

Randy Carmichael
Don Cast
Dick Peiffer
Jim Schaub
Kevin Simmons

Newsletter Editor

Dick Peiffer
email@mlbpilots.org

Web Master

Rob Terry
email@mlbpilots.org