

The SPACE COAST AVIATOR



February 2024

Fly Inn

**Saturday February 10, 0830 EST
Southern Sisters Cafe
2242 Sarno Road**

FAA Addresses Controller Fatigue

Panel will identify potential ways to address controller fatigue

Continuing its work to improve aviation safety, the FAA tasked a panel of fatigue experts to identify new ways to address controller fatigue. The three-member panel will examine how the latest science on sleep needs and fatigue considerations could be applied to controller work requirements and scheduling. The panel will identify potential ways the FAA could better address controller fatigue.

Scheduled to begin in early January by a review of previous controller-fatigue research the panel will provide a final report to the FAA about six weeks later.

Members include Mark Rosekind, a safety and sleep/fatigue professional and former NTSB member. Charles Czeisler, chief and senior physician, Division of Sleep and Circadian Disorders, Departments of Medicine and Neurology, Brigham and Women's Hospital and Dr. Erin Flynn-Evans, head of the NASA Ames Research Center Fatigue Countermeasures Laboratory. → [FAA.gov](https://www.faa.gov)

Understanding Aircraft Performance

Best Practices to Determine Aircraft Performance

When it comes to aircraft performance, we usually think about variables like weight and balance, and takeoff and landing distance. But do you know what the most important variable is for determining aircraft performance?

Learn more in this month's #FlySafe message here <https://medium.com/faa/aircraft-performance-and-calculations-b24a10fe2401> →

Air Race Classic

June 18-21, 2024

Attention women pilots: if air racing is on your aviation bucket list, here's your chance: **Registration opens January 2, 2024** for the **47th Air Race Classic (ARC)**. The event, is open to women pilots, held **June 18-21**. The route begins at Southern Illinois Airport (KMDH) in Carbondale, Illinois and ends at Northern Colorado Regional Airport (KFNL), in Loveland, Colorado, a total distance of 2,628 statute miles over 11 states.

The Air Race Class is the oldest race of its kind in the nation, tracing its roots back to the 1929 Women's Air Derby in which 19 women, among them well-known aviatrixes such as Amelia Earhart, Florence "Pancho" Barnes, Ruth Elder, Ruth Nichols, Opal Kunz, Louise Thaden, and Evelyn "Bobbi" Trout, raced from Santa Monica, California to Cleveland, Ohio. Humorist Will Rogers following the original all-women's cross-country lightheartedly referred to the event as the "Powder Puff Derby". The name stuck.

Air Race Classic Inc. is an all-volunteer, nonprofit 501(c) 3 organization. The mission of the ARC is to encourage and educate current female pilots, and increase public awareness about the role of general aviation, and in the process inspire future generations to become pilots, while remembering and honoring the women who paved the way.

For more information, go to airraceclassic.org and [FAQS](#) →

Air Traffic Control Staffing Redux

Last month we had an article about the new FAA administrators' announcement that the agency was adopting some recommendations listed in audit report of the NAS Safety Review Team.

Controller shortages has been part of the agency to some degree for decades. Any effort to correct the more recent shortage went south with COVID in March 2020. Everything came to a standstill and controller training ended for nearly two years. Both at the academy and at the facilities.

A shortage of certified professional controllers (CPC) at a facility leads to combined positions, slow or no OJT training and a lack of services. For example, VFR: flight following, practice approaches, IFR: reroutes, in-trail restrictions, holdings, departure delays and ground stops.

Now the agency is apparently making controller staffing a top priority, and recognizing as first priority, hiring graduates from colleges that have the Air Traffic - Collegiate Training Initiative (AT-CTI) an FAA recognized ATC program. The graduate will take the Air Traffic Skills Assessment (ATSA) exam, skip the initial course at the Academy, and go direct to a facility. Hiring priority will also include ex-military controllers and others working with contract tower facilities.

While the failure rate is higher in the major or more complex facilities such as the Centers and large TRACONs, the washout rate is far less with those who have had the AT-CTI, or previous experience, and scored high or aced the ATSA. The OJT time is less, and position checkout is quicker.

Nevertheless, what remains on average is training from new hire to CPC takes two to three years in Centers and TRACONs or more in complex facilities.

When the donnybrook in Congress ends and the FAA Reauthorization Act of 2023 becomes law, with any luck there will be funding to get on with business and help for the flying public. → [GANews](#) [DOT.OIG.gov](#) [faa.gov](#)

Hangar Space Remains Scarce Industry has had difficulty keeping up with demand

Last summer, AOPA conducted a survey of more than 800 Airport Support Network volunteers at all public-use airports in Pennsylvania and found 71% had a shortage of individual hangars both T hangars, and box hangars. Over half of the airport managers surveyed said they had the land to develop additional hangars but not the financial resources to do so. Because hangars are so vital to the financial self-sustainability of GA airports, AOPA recommends federal funding dedicated specifically for hangars up to 5,000 square feet.

An online check of hangar waitlists found; Space Coast Regional has listed 64 names, Merritt Island, 80; Arthur Dunn 50; Valkaria 261; total names listed separately for both box and T hangars. Some likely on multiple lists.

Clearly, the economy has not been kind to the hangar construction industry. Materials and labor prices have increased dramatically and of recent, supply chain glitches have caused stoppage. In a recent interview about hangars with Milo Zonka, Sheltair VP of strategic growth said, "... soaring interest rates combined with increased construction costs have muddled the price of hangar rental. If you've got something that has been in the ground a long time, it could have cost \$40 a square foot [to build] 15 years ago, when you are trying to build rents around that versus trying to build rents around new construction that [now] cost you \$325 a square foot. We've got half a billion dollars in projects that are on our books right now that we want to turn dirt on," Zonka said. "[But] they are in markets that can't support the rent because the construction is so expensive." [*See update below]

Standard T-Hangars are about 1060sq ft 40-41ft wide with 12ft door. Large T's are about 1,300sq ft, 45ft wide and 13+ft door. Current south side KMLB T-hangars are small about 960 - 992sq ft. Box hangars vary from 40x40' to huge. → [ainonline.com](#) [Aviationweek](#) [AOPA](#)

EAA Virtual Ultralight Days February 20-22, 2024

Join EAA on **Tuesday, February 20**, through **Thursday, February 22**, for an educational online event, EAA Virtual Ultralight Days. Subject matter experts of the ultralight community will present webinars on the lighter side of recreational aviation including how to get started in ultralights.

All live webinars are **free of charge** to everyone interested in ultralight aviation, with the live sessions featuring a Q&A segment. On-demand recordings of the presentations will be available to EAA members.

FMI: <https://www.eaa.org/eaaviation-interests/ultralights/virtual-ultralight-days>

KMLB Activity

In addition to the 150', crane 2,500ft east of approach end of 27R and its restrictions to operations on the north side. Airport Operations has advised the taxiway "C" to be closed soon for rehabilitation and taxiway "M" to be realigned.

- Taxiway rehabilitating projects are frequent pay close attention to the ATIS and Ground Control routings.
- Sheltair to break ground within 30 days to build approximately 30 south side T hangars. Upon completion of the T hangars, tenants in the KMLB T hangars will have 60 days to vacate.
- Northrop Grumman will develop some acreage next to the Satcom property on NASA.
- The Dassault Falcon service center is mid-construction anticipation completion 2025.
- Sheltair will expand its operation soon by adding various size hangars to their campus on Apollo.
- American, Allegiant, Sun Country and TUI have announced their summer schedules. **FMI** mlbair.com →

Alaska Flight 1282 More woes for Boeing

The exit door plug at the center of the Jan. 5 Alaska Flight 1282 accident pivoted up and broke away from the Boeing 737-9 in flight, an NTSB investigator said late Jan. 8, pointing to a problem with bolts used to keep the insert in place.

Details on the accident flight's timeline based on flight data recorder (FDR) data. Flight 1282 departed Portland, OR, for Ontario, CA, at 5:06 pm LST Jan. 5. Six minutes later, at 14,800 ft., the cabin pressure dropped sharply, signaling that the plug broke away, triggering a rapid decompression. A master caution warning activated immediately.

While the plug is, fixed in place during normal operations, it is designed to move for routine maintenance inspections and to aid initial installation.

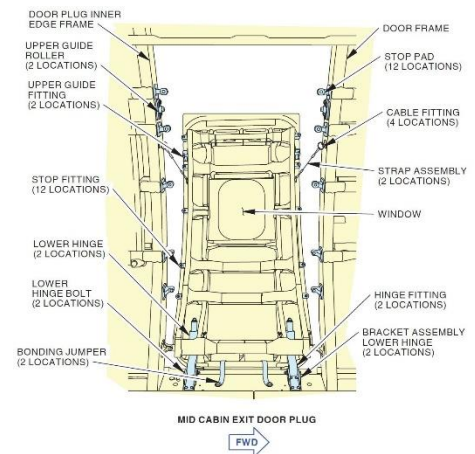
The FAA issued an **Emergency AD 2024-02-51** to all known U.S. owners and operators of **Boeing 737-9** aircraft that have mid cabin door plugs.

"The FAA issued Emergency AD 2024-02-51, dated January 6, 2024 to address an unsafe condition on certain The Boeing Company Model 737-9 airplanes. The FAA sent the emergency AD to all known U.S. owners and operators of these airplanes. Emergency AD 2024-02-51 prohibits further flight until the airplane is inspected and all applicable corrective actions have been performed."

Since, the FAA has apparently approved the inspections developed by Boeing and the inspected aircraft are being returned to revenue service beginning the week of Jan 22 as inspections are completed. → FAA.gov AviationWeek

The old saying: "If it isn't a Boeing, I ain't going"

May soon be: "If it is a Boeing, I ain't going"



Cirrus Owners & Pilots Association Proficiency Program

The Cirrus Owners & Pilots Association (COPA) will be conducting a 3-day Cirrus Pilots Proficiency Program (CPPP) event at **Melbourne Flight Training Center noon Friday- to noon Sunday, March 1-3, 2024**. This safety event is open to all COPA members and includes up to 15 hours of classroom-style ground instruction. The program focuses on Cirrus-specific education, safety, and flying proficiently for pilots, owners, and partners seeking to make the most of their Cirrus experience.

Conducted by COPA University in conjunction with the COPA Safety and Education Foundation LLC, these fun and informative weekend-long events are tailored to the participant's recurrent training requirements and include ground instruction, and when available, hands-on flight instruction and/or simulator provided by some of world's best Platinum CSIP's.

Included is not only safety and proficiency flying but an opportunity to meet and share a weekend with fellow Cirrus owners, as well. **FMI:** Cirrus →

NetJets Implements Mandatory Retirement Age

Age 70

Netjets, a fractional ownership company and subsidiary of Berkshire Hathaway, which operates more than 750 aircraft and has about 3,100 pilots, has adopted a rule allowing its pilots who fly under Part 91 Subpart K, to continue to fly until they reach their 70th birthday. About 100 older pilots were affected some of whom filed a lawsuit to overturn the rule. The NetJets Association of Shared Aircraft Pilots, (NJASAP) was none too happy also, fought the move, but an arbitrator rejected it and a federal court refused to issue an injunction against NetJets to stop the terminations. Airline pilots retire at 65 and corporate piloting give some added years.

Many believe the decision likely came from an increase of insurance premiums for pilots 70 and older. Insurance industry premiums have age milestones, 60 and 70. According to AOPA, age starts to become a factor about age 70, particularly when insuring faster, high value, or complex aircraft. → [Aionline.com](#)

The NetJets Contract Rhubarb Continues

With finger pointing

If the age 70 isn't enough, there is another rhubarb ongoing between NetJets and the NetJets Association of Shared Aircraft Pilots regarding the current unsettled contract negotiations.

According to the union, salaries range from \$77,000 for new-hire pilots up to about \$200,000. The company said that despite the fact there are several years remaining on the current Collective Bargaining Agreement, NetJets offered a 52.5% increase over a 5-year contract. Under this scale, the average salary for pilots would be \$288,000.

NetJets management has issued a letter to the NJASAP alleging, "...the Union had condoned or encouraged pilots to engage in a work slowdown in an attempt to negatively impact the Fractional's operations."

The union fired back, "NetJets failed to provide any evidence to substantiate that any pilot called in fatigued when they were not, in fact, too fatigued to safely perform flight operations". Secondly, they say the firm "...failed to provide any evidence to substantiate that any pilot documented maintenance issues on aircraft that did not actually exist", and thirdly "...failed to provide any evidence to substantiate that any pilot refused to work extra days simply to impact the Company's operations as opposed to their own personal reasons." "Film at 11"

NetJets beginning was 1964, a number of retired Air Force Generals led by "Dick" Lassiter who had experience running the Air Mission Squadron, an air taxi service for the Air Force founded the company as Executive Jet Airways (EJA). Founding members included Curtis LeMay, Paul Tibbets (Enola Gay), Jimmy Stewart and Arthur Godfrey. The company began with a fleet of ten Learjet 23 aircraft, grew with some issues, reorganized in 1980s and eventually became a holding of Berkshire Hathaway in 1998. The company is the worlds largest fleet of luxury private jet aircraft. The "QS" in the registration stands for; Quarter Share. → [NBAA](#) [Jetcard](#)

Runway collision

Haneda Airport Tokyo

A Japanese Coast Guard De Havilland Dash 8 failed to hold short of the runway as directed and was struck by an arriving Japan Airlines Airbus A350 at Tokyo Int'l Airport on January 3. The crew of the Dash 8 read back the hold short instruction correctly according to the recorded transcript.

The collision killed five of the six crewmembers onboard the Dash 8, but all 367 passengers and 12 crewmembers of the A350 were successfully evacuated with no loss of life despite fire that consumed both aircraft. → [Aviationweek](#)

Van's Aircraft Reorganization

Awaiting customers' response

As thousands of Van's Aircraft kit customers consider new terms of sale including a substantial price increase, attorneys representing the company in bankruptcy court cited the outcome of that effort as a key unknown they expect would be resolved by the end of February, according to new filings in the case. There are two key factors:

- One, the impact of the price increase on existing and future demand.
- Two, the ability of Debtor to effectively mitigate the negative impact the laser cut parts has had on its business and reputation by replacing laser cut parts used in the most highly loaded structural locations during its both chapter 11 and post confirmation.

The latest is Van's are fulfilling orders. For more words from Dick VanGrunsven with Q&A, click here: [VansAircraft AOPA.org](#) →

Checklist: What GA Pilots Need to Know about Super Bowl LVIII

Special procedures, restrictions and reservations

If your plans include attending Super Bowl LVIII or to be **flying near Las Vegas** from **Feb. 7-12, 2024**, you must be aware of the TFR, special air traffic procedures, and comply with additional operational requirements that will be in effect www.faa.gov/superbowl/SBLVIII-FA. This includes **read the NOTAM** and a TFR centered on Allegiant Stadium.

Information about Las Vegas-area airports and airspace is available on the [FAA Super Bowl webpage](#), which will be frequently updated as additional information becomes available.

Pilots can familiarize themselves with several Las Vegas-area airports through the FAA's - From the Flight Deck video series (www.faa.gov/flight_deck).

Super Bowl LVIII also is a No Drone Zone. As a designated National Security Special Event, additional unmanned aircraft restrictions will be in place before, during and after the game.

Go to www.faa.gov/newsroom/ready-kickoff-what-ga-pilots-need-know-about-super-bowl-lviii for more information. →

New Year, New (Safer) Operations

It's a common myth that SMS is only for large, complex operators who have abundant resources to support and maintain a complicated safety system. The fact is that an SMS by its nature is scalable and can be applied to any size operation, from a major airline to a single pilot. To find out how an SMS works and how adopting a personal system can help improve your flight safety, see the article "New Year, New (Safer) Operations, A Closer Look at Personal SMS" at medium.com/faa/new-year-new-safer-operations-32d5e5554e43 in the Jan/Feb 2024 issue of FAA Safety Briefing.

See the entire compliance program-themed issue at www.faa.gov/safety_briefing. →

New Human Factors Courses on FAASafety.gov

Human error is both universal and inevitable. Everyone will make a mistake sooner or later and many aviation accidents are directly linked to human error, so what can you do to minimize the risk? Try the nine new Human Factors courses that are available on FAASafety.gov (bit.ly/HFcourses) and help us better understand human capabilities and limitations. The course modules focus on safety culture, human performance, communication, teamwork, situational awareness, decision-making, threat and error management, human information processing, and design and automation and are eligible for credit in the WINGS Pilot Proficiency Program. → FAASafety.gov

Prostate Cancer Diagnosis

New Pilot Minute

In the latest episode of the [Pilot Minute](#) video series, Federal Air Surgeon Dr. Susan Northrup explains how pilots with non-metastatic prostate cancer may be issued a medical certificate by their AME. The video also mentions special issuance considerations for metastatic disease or cancer recurrence. See this and past Pilot Minute videos here:

<https://www.youtube.com/watch?v=TPzQfJtzxoc&list=PL5vHkqHi51DQvRjGJo1SuXyZpKI5HbzOI> → [YouTube](#)

Once on BasicMed, do you ever have to see an AME again?

The answer is "Yes". I don't know about you, but that was a surprise to me. In a video posted Jan. 18, 2024, of the FAA series "[Pilot Minute](#)," Federal Air Surgeon Susan Northrup, MD, goes over requirements for BasicMed and the mental health, neurologic, or cardiac conditions that would require a pilot — by law — to be reexamined by an FAA designee Aviation Medical Examiner (AME). FMI [YouTube](#) →

Hangar Flying

A different kind of ground stop

By Dick Peiffer

Weather and traffic volume are the major cause of ground stops that are somewhat common in the metro areas. Some years ago, I was a frequent participant in ground stops in the New York area. Here is one that is not in New York metro, different, and in retrospect somewhat amusing, but nonetheless a ground stop.

For 20 years, I flew out of Carlisle PA. For those around the airport at lunchtime, nearly all when to a nearby family restaurant. One spring day a friend and I that had students in the morning, decided to fly to Hagerstown MD for lunch. It is less than 30 minutes block-to-block and the restaurant “Nicks” was less than 100 feet from the northeast ramp. Excellent food. If the weather was VFR, Hagerstown’s northeast ramp was crowded by noon. Therefore, we planned an ETA of 11:30.

Our transportation was a 1977 Cessna T-210M Centurion. The owner had asked me to fly it while he dealt with a medical issue. One reason for the trip. We tugged the 210 out of the hangar and off we went to a very nice lunch.

It was after lunch that the fun began. Walking back to the airplane, the ramp was full. At least 15 airplanes had arrived after us. A quick walk around and we started. Ground Control, issued us runway 27 and shortly, we are the first after lunch departure and called ready as an Aero Commander 500, series touched down. The Commander stopped about half way down runway; and we see the pilot was out, looking at the nose gear area. My friend the “pilot not flying” or PNF said, I think his nose gear collapsed. The tower made a broadcast, “...disabled aircraft on the runway the airport is closed.” In five or so minutes, two fire trucks entered a south side gate and onto the runway stopping at the Commander. An airport pickup had already arrived. So I did not have to crane my neck around the PNF, I turned the 210 to face west, for a better view.

A second pickup truck finally arrived. Soon with the assistance from a few firefighters, they pulling down on the tail and somehow secured the nose gear. Then a pickup towed the Commander off the runway and disappeared. The men, two fire trucks and the airport pickup remained on the runway.

By now, lunch crowd departures were backed up to the ramp. On tower frequency, we heard a LearJet and a couple others circling somewhere. Those circling kept asking the status of the runway.

The waiting departures were getting testy as well. Part of the controller’s response included, “...we don’t have communication with the emergency equipment. They are off airport volunteers and the airport vehicle apparently lost his radio.” We could see the emergency personnel standing around apparently discussing the event, removing their boots and emergency clothing. The usual “How long now.” continued.

Minutes droned on. Patience were wearing thin. By now, more than a dozen departures were waiting. Some had shutdown. Finally, we heard the Lear say, “...tower we cancelled IFR, we’re on a checkride, we’d like to continue with a practice ILS 27, with a missed approach and we’ll depart the area to the south.” The tower said, “Roger, report three east.” Boots and clothing were still coming off.

Shortly, the Lear called, “...three miles.” The controller said, “...the runway is closed. Execute the missed approach. Left turn out. Caution men and equipment on the runway.”

Then, “...we’re on the miss”, came from the Lear. Suddenly, the Lear flashed by our left side, followed by the loud-whine or blast of those turbofan engines spooled up to about warp five. Facing away, we were both startled. A short distance down the runway, the Lear began a climbing left turn southbound and disappeared.

Conversation near the firetrucks ended abruptly. A couple firefighters may have broken the NFL record for the forty-yard dash. In seconds, the men and equipment were back on the trucks and heading toward that south gate. The runway was clear.

Sometime in the midst of that, an unknown voice said, “Thanks.” Another unknown voice said, “Anytime.” The controller broadcast, “We’re checking with the Airport Manager to see if the runway is ours again. Standby.”

In no more than a few seconds, another airport pickup entered the runway behind us and made a high speed run down the runway. We agreed he was checking for empty boots.

The pickup cleared the runway at the far end and in a moment or two, the controller called, “...we’re back in business. Cessna 6877M cleared for takeoff, right turn approved.”

The PNF mumbled, “Was that for us?”

As we began to move, I said, “Answer the man, before he picks somebody else.”

A few weeks later: We heard, but not firsthand, the Commander was coming there for repair and overhaul. Some of which was a gear issue and had made the trip from wherever with the gear down. Apparently, there was a screwdriver stuck in the nose gear assembly so it would not collapse on landing. However, after touchdown, the screwdriver dropped out, and up went the nose gear. Sounds like one of those ‘best-laid plans.’ →

Aviation History for February

Speed-read or click the date

- [Feb. 1, 1987](#). People Express Airline ceased operations. It merged with Continental Airlines.
- [Feb. 2, 1970](#). An F-106 enters a flat spin during combat maneuvers. Unable to recover pilot ejects. Fighter stabilizes lands in pasture. Dubbed the Cornfield Bomber. Aircraft now on display in National Museum of the USAF.
- [Feb. 3, 1964](#). The FAA launches Operation Bongo Mark 2 to learn the effects of supersonic flight and breaking the sound barrier at low altitude over Oklahoma City.
- [Feb. 4, 1969](#). Retired: North American XB-70 Valkyrie, a prototype version of the proposed B-70 nuclear-armed deep-penetration bomber. Landed at Wright Pat AFB for permanent display at the National Museum of the Air Force.
- [Feb. 5, 1974](#). Mariner 10, NASA spacecraft passes Venus, sending the first pictures.
- [Feb. 5, 2002](#). FAA proposed new certification requirements for light-sport aircraft, pilots, and technicians. Previous FAA regulations had not addressed the sport pilot segment of general aviation. February 5, 2002: FAA proposed new certification requirements for light-sport aircraft, pilots, and repair people. Previous FAA regulations had not addressed the sport pilot segment of general aviation.
- [Feb. 6, 1996](#). Birgenair Flight 301, a Boeing 757, crashes into the ocean off Puerto Plata in the Dominican Republic shortly after taking off. All 189 passengers and crew are killed.
- [Feb. 6, 1998](#). President Clinton signed legislation into law renaming Washington National Airport the Ronald Reagan Washington National Airport
- [Feb. 7, 2001](#). Launch: Space Shuttle Atlantis STS-98 Mission: ISS assembly flight 5A: Destiny lab
- [Feb. 8, 2008](#). A passenger attempts to hijack Eagle Airways Flight 2279, a BAe Jetstream 32, taking off from Blenheim, New Zealand. The hijacker restrained by the co-pilot and the flight lands at Christchurch. No injuries.
- [Feb. 9, 1982](#). Japan Airlines Flight 350, a Douglas DC-8, crashes on approach to Tokyo Int'l Airport (Haneda); of the 166 passengers and 8 crew, 24 passengers are killed.
- [Feb. 10, 1962](#). U-2 pilot Gary Powers, shot down May 1, 1960, along with American student Frederic Pryor is exchanged at the Glienicke Bridge in Berlin, in a swap for Soviet KGB Colonel Vilyam Fisher (aka Rudolf Abel), a Soviet colonel who was caught by the FBI for espionage.
- [Feb. 13, 2013](#). American Airlines and US Airways agreed to a merger that would create the world's largest airline.
- [Feb. 16, 2018](#). FAA certificated the Boeing 737 MAX-9 jet for commercial operations.
- [Feb. 15, 1986](#). First flight of the Beech Starship, a twin-turboprop six- to eight-passenger pressurized business aircraft.
- [Feb. 16, 1998](#). China Airlines Flight 676, an Airbus A300, crashes into a residential area while attempting to land in Taipei, Taiwan. All 196 people on board are killed, in addition to six on the ground.
- [Feb. 19, 1997](#). FAA and National Weather service launched an experimental aviation digital data service, via the Internet, to provide weather information to the aviation community.
- [Feb. 20, 2005](#). British Airways Flight 268, a Boeing 747-400, taking off from Los Angeles to London suffers fire in engine #2. The plane flies on three engines to Manchester, where it performs an emergency landing. No injuries.
- [Feb. 22, 2016](#). ICAO voted to ban cargo shipments of lithium ion batteries on passenger planes.
- [Feb. 23, 2019](#). Effective this date, FAA required drone operators to display their aircraft registration numbers on the outside of the drone.
- [Feb. 23, 2019](#). An Atlas Air Boeing 767 cargo jet operated on behalf of Amazon Air crashed east of Houston, TX, killing all three people onboard.
- [Feb. 25, 2015](#). FAA dedicated a new \$16.4 million, state-of-the-art airport traffic control tower at Fort Lauderdale Executive Airport. T
- [Feb. 27, 2019](#). The DOT issued an interim final rule prohibiting passenger airlines from carrying rechargeable lithium-ion batteries as cargo, because of the potential for uncontrollable fire in cargo holds. The rule also required lithium-ion cells and batteries to be shipped at not more than a 30% of charge when carried aboard cargo-only aircraft.
- [Feb. 29, 2004](#). FAA revised Part 91 for landing under IFR to allow aircraft to operate below certain specified altitudes during instrument approach procedures, even when the airport environment was not visible using natural vision, if the pilot used certain FAA-certified enhanced flight vision systems.



Outtakes

NASA has resumed working with the Hubble Space Telescope, troubled with gyroscope issues. [Aviationweek](#)
Alaska Airlines is buying Hawaiian Airlines for \$1.9B. Will be fifth-largest U.S. airline. [Aviationweek](#)
Canada is to buy at least 14 Boeing P8A (737) maritime patrol aircraft to replace its CP-140 (Electra). [Reuters](#)
Shippers considering airfreight alternative to Red Sea Shipping dangers of missile attacks by Yemen’s Iran-backed Houthi rebels. [Reuters](#)
EHang makes world’s first commercial electric passenger-carrying eVTOL flight. The Chinese manufacture made air taxi flights in two cities. [FLYING](#)
Boeing has urged all airlines that fly the 737 Max to inspect their rudder-control system for possible loose bolts after one airline discovered a bolt missing a nut during routine maintenance. [FLYING](#)
Alaska Airlines grounds fleet of 737-9s while NTSB investigation begins. [FLYING](#)
FAA grounds all 737-9s while Boeing rethinks inspection requirements. [AVweb](#)
Extensive delays anticipated into July at KSFO for runway closure while two taxiways are repositioned [Gatechecked](#)
Cirrus Pilot Proficiency Program (CPPP) scheduled for KMLB March 1-3. [COPA](#).
NTSB eyeing bolts holding exit door plug on Alaska Airlines Boeing -9 accident. [AviationWeek](#)
JetBlue/Spirit merger blocked by a federal judge. Both airlines filed appeals. [AviationWeek](#)
CubCrafters delivered its 1000th new aircraft. Building PA-18 mods and STC parts since 1980. [cubcrafters.com/](#)
Atlas 747-8F has #2 engine fire on departure returns safely to KMIA. NTSB investigating. [AviationWeek](#)
Nominations open for 2024 Flight Instructor Hall of Fame until April 30, 2024. [NAFI](#)
A forgotten flashlight caused \$4M damage to an F-35 engine during a maintenance runup. [AirandspaceForces.com](#)
FAA adding more: Issues a SAFO 24001 on Boeing 737-900ER Mid-Cabin Door Plug Inspection. [FAA.gov](#)
Alaska Airlines CEO said technicians have found “many” loose bolts on door plugs in Boeing 737 MAX 9 aircraft since the planes were grounded. [AVweb](#)
United Airlines has removed a huge order for up to 477 MAX 10s from its operational plan because it is afraid Boeing won’t be able to certify them on schedule. [AVweb](#)
NBAA sent a letter to Congress with 25 aviation associations signed on in support of passing a long-term FAA reauthorization bill ASAP. The current extension expires March 8, 2024. [NBAA](#)
Southwest pilots ratified a contract for 50% pay raise in annual increments over 5-years. [SWAPA](#)

Florida Airshows 2024 For your calendar

Feb 18	Daytona 500 Thunderbird Flyover (KDAB)
Mar 29-31	Tampa Bay AirFest (KMCF) (Thunderbirds)
Apr 5-7	New Smyrna Beach Sky Fest (KEVB)
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”

On a high altitude Center frequency, a mike is keyed, and there is a conversation about the flight department secretary on maternity leave. Her loss has led to confusion with crew schedules, a lack of overnight reservations, and travel notifications. Then, a number of mike clicks and more conversation.

Voice 1: What’s the matter?

Voice 2: My sides dead, I have no side tone. Hello Cleveland, Sabre One Six-Tango Golf.

Voice 1: You’re right. Quiet over here too. Breakers look good.

Voice 2: Before we go to 7600 and figure out what the hell we’re gonna do - let - me - see - here.

Voice 1: Geez this is turning into a bad day. Late start, no reservations, now this. (Non-pertinent words.)

Voice 2: Here, what’s? ... Oh...

Transmission ends

Center: Sabre One Six Tango Golf, Cleveland, how do you hear me now?

Sabre: Ah yea, loud and clear. We apparently had a problem here. Six Tango Golf.

Center: You had a stuck mike.

Sabre: Uh! Were we keyed?

Center: Affirmative, ever-since the birth of Judy’s baby.

“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.

AA5B pilot reported receiving a low altitude alert from Center while experiencing symptoms of hypoxia.

Tonight was one of the scariest flights I've been a part of. While flying at 11,000 ft. I started to experience what I suspected to be hypoxia. I requested from Center to reduce altitude to 10,000 ft., which they accepted. I started to feel better initially but the symptoms never subsided, I started to get light headed and my extremities were starting to tingle. I was turned over to [the next] Center and requested if possible another route that would allow me to get to a lower altitude because I suspected that I was experience hypoxia they were able to give me a lower altitude and a vector.

Center was amazing at handling my request and was able to get me to a lower altitude and would communicate when the next lower sector was coming. During this time I felt like the symptoms were subsiding but from time to time would come back. There was a point where I was assigned 6500 ft., Center gave me a low altitude warning, at that time I look at my altimeter and read 6450 ft. and increased my altitude to 6550 ft. I was able to get down to 6000 ft. a couple minutes later and the majority of all symptoms subsided.

Once on with Approach they were able to bring me down to 5000 ft. and step me down all the way to my destination without incident. This was my first time experience hypoxia and although at all times I felt I stayed within the tolerances when I landed Approach said Center wanted to talk to me to make sure I was ok. I called the supervisor and thanked them for helping me out in what could have been a horrible situation. Towards the end of the conversation he did mention there was a moment that they were losing radio and radar contact. But it appeared that I was outside of tolerance, I explained my situation and that when the warning came out I had 6450 ft. on the altimeter but went ahead and climbed 100 ft. because I knew I was in a low altitude scenario. I'm not sure if it was the lack of radar or a altimeter setting that was wrong on my part. I do recall when Approach gave me altimeter setting I had to ask them to repeat since it was a lot lower that what I was running. I believe I was at 29.98 and [they] gave me 29.78. →



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 August 10, 2015, about 0035 EDT, a Piper PA-28R-200, N54380, was destroyed when it impacted the water after takeoff from the Marathon Airport (MTH), Marathon, FL. The private pilot, the sole occupant, was fatally injured. The flight had an intended destination of Palm Beach County Park Airport (LNA), West Palm Beach, FL. Night visual meteorological conditions prevailed and a VFR flight plan filed.

The Wildwood Helicopter Co, Inc. owned the airplane and operated by Palm Beach Flight Training. The flight was a personal flight under the provisions of Part 91.

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, 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. The recording further revealed the absence of any visible horizon to the northwest of the airport. The video was overlaid by a daytime screen shot, to verify that the view of the airplane was unhindered. The modified video revealed one tree had obstructed the actual impact with the water. According to an eyewitness, the airplane was observed descending into the water and the engine could be heard operating



The 53-year-old pilot, held a Private certificate, with an ASEL rating. His estimated flight time was 125.5 hours total all aircraft based on the reported total hours on his medical certificate and 5.0 hours of flight experience in the 6 months prior to the medical certificate. The pilot's logbook was not located, as such, his total and recent night flying experience could not be determined. 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. He did not have an instrument rating. His Class 3 medical was current with limitations "must have available glasses for near vision".

The pilot rented the airplane from Palm Beach Flight Training in the afternoon of August 9, 2015, departed about noon, and was not to return until Tuesday August 11, 2015. The rental agreement provided by the flight school, dated September 6, 2009, contained the pilot's signature and included several limitations. One of the limitations was "There are not to be any night flights to or from the Bahamas or Florida Keys before sunrise or after sunset."

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. The airplane was segmented into numerous pieces. The right side stabilator was damaged in the aft and positive direction at an approximate 45-degree angle. The right wing main spar exhibited an approximate 50-degree twist. Impact and crush damage was consistent with the airplane impacting the water in a right wing low, nose down attitude. Flight control continuity was confirmed from the base of the control column to the aileron bellcrank, located in each wing and the stabilator. One of the two rudder cables exhibited tensile overload; however, rudder control continuity was confirmed from the pilot's rudder pedals to the rudder.

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 to be:

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

Mystery Airplane

Can you identify this airplane?



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

Congratulations to **John Twitchell** for identifying the **Republic F-84 Thunderjet** a Korean War vintage turbojet fighter-bomber. The Thunderjet served in several roles, including day-fighter, long-range escort fighter, and fighter-bomber. It was the first production fighter to utilize inflight refueling and first fighter capable of carrying a nuclear weapon. It became the USAF's primary strike aircraft during the Korean War flying 86,408 sorties destroying 60% of all ground targets in the war and downed eight Soviet-built MiG fighters.

Its beginning goes back to 1944, when the USAAF asked industry for a "day fighter" Republic Aviation responded with the "straight-wing" F-84, Thunderjet. The prototype flew on 28 February 1946 and entered service in November 1947. The aircraft was not considered fully operational until the F-84D in 1949, with an improved engine and the design matured only with the introduction of the F-84G in 1951.



In 1954, the swept-wing **F-84F Thunderstreak** joined the straight-wing Thunderjet. The photo-recon became the **RF-84F Thunderflash**.

The F-84 was initially powered by an Allison J35 with 3,745lb thrust, later a J35 with 5,600lb, MGTO, 23,525lbs, its Max speed 541kts, Cruise, 420kts, Range 1,700nm with drop tanks, Service ceiling: 40,500ft, Armament: 6 x 50cal M3 Browning machine guns 300 round per gun; Rockets: 32 - 5-inch; Bombs 4,000lb including 1 x Mark 7 nuclear bomb. Typical of most early jets, the Thunderjets takeoff performance left much to be desired. In hot Korean summers with a full combat load, for takeoff the aircraft required every inch of a 10,000ft runway even with JATO bottles producing an extra 1,000lbs of thrust.

Thanks to the thick straight-wing, the Thunderjet rapidly reached its Mach 0.82 limitation at full throttle and low altitude. The aircraft had sufficient power to fly faster, but exceeding the Mach limit at low altitudes resulted in a violent pitch-up and structural failure causing the wings to break off. Above 15,000ft, the F-84 could exceed Mach .82 but at the expense of severe buffeting. However, the airspeed was sufficiently easy to control to make safe dive-bombing from 10,000ft possible. The top speed limitation proved troublesome against Soviet MiG-15s. Slower than the MiG, the F-84 was also unable to turn tightly with a maximum instantaneous-turn load of only 3gs followed by rapid loss of airspeed.

The F-84B and C were unsuitable for overseas because their immature J35 engines had a service life of only 40 hours. The F-84D and E were suitable. The 27th Fighter Escort Group with the "E"s were assigned to the Far East. They became operational on 7 December 1950 at Taegu known as K2 and tasked with escorting the B-29 Superfortress bombers. The first Thunderjet air-to-air victory was on 21 January 1951 at the cost of two F-84s. The swept-wing MiG-15 outmatched the F-84. It was faster and more maneuverable.

One F-84E pilot credited with two MiG kills achieved his second victory by intentionally flying into a violent pitch-up. The MiGs chasing him were unable to follow the violent maneuver and one crashed. Luckily, for the F-84E pilot, the aircraft did not disintegrate but the airframe did suffer heavy warping. The MiG counterair mission went to the F-86 Sabre and the F-84 switched to the ground attack role at which it excelled.

The F-84 was a stable gun platform and the computing gunsight aided in accurate gunnery and bombing. Pilots praised the aircraft for Republic's legendary ruggedness. The number of units operating the F-84 over Korea gradually increased, both by bringing over Air National Guard Units from the US, and by converting F-80 squadrons already in theater.

The F-86 Sabre replaced the F-84 with many going to dozens of allies where they remained in service until the mid-seventies. Portuguese Air Force had them in service until 1973 and the Yugoslavian Air Force until 1974.

Many escaped scrap to spend their final years on display in museums or gate guards. →



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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.

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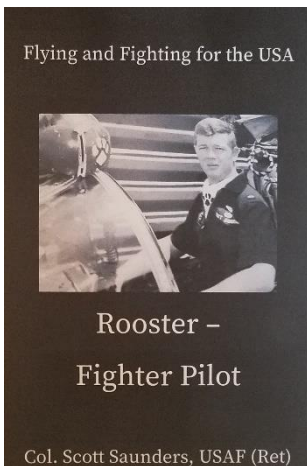
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Photos Here: <https://jimmygarrison.smugmug.com/N4014H/n-QnDJj2/>. Contact Scott Saunders at 321-576-7076 or scott01s@wmconnect.com.

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