

The SPACE COAST AVIATOR



October 2011

Fly-out

Saturday, October 8, ETA 11:30 A.M.
New Smyrna (KEVB)
McCharacters Restaurant

Fly-out Improvements

Beta Release Notification

In the past, there have been occasions when a weather condition has caused some confusion about the fly-out destination. Some have headed for the MAPA scheduled destination while others headed for an alternate. Recently, our regularly scheduled destination was Okeechobee (KOB) and the weather for some was marginal. The outcome was some went to KOB while others went to KVRB. Obviously, the folks at KOB wondered where everyone went.

Since we have no suitable meeting place at KMLB to talk about the weather and argue about alternates prior to departure, Board Member Ray Liles has developed a notification system for those interested in participating in the monthly fly-outs. Here is the way it will work.

Our next fly-out on October 8 is New Smyrna (KEVB) with an ETA of 11:30 am at the McCharacters Restaurant. Twenty-four hours before, at 11:30 am on Friday, Alert 1, with status and changes, if any. Then at 8:30 am 3 hours before ETA, Alert 2 status and changes if any. Finally, one and a half hours prior to ETA, in this case 10: am a final alert will automatically be sent. For example, if the ETA was 9: am the Alerts would be 9: am Friday, then 6: am and 7:30 am prior to ETA on Saturday.

If you would like to sign-up and try this free service, please send an email to flyout@mlbpilots.org with the following info:

For Text Alert: cell number and provider (ATT, Verizon, T-Mobile...)

For Email Alert: email address For BOTH Alerts: provide cell number and email.

Please direct questions or comments to, flyout@mlbpilots.org



Football and TFRs!

An Important TFR Reminder

Temporary Flight Restrictions (TFRs) have become an unpleasant fact in aviation. Each year the FAA reminds us all to check for TFRs now that the Division I and Professional Football Seasons have gotten into full swing.

Blanket NOTAM 9/5151 is in place; however, due to the ever changing times and locations of games it is impossible to publish anything more specific. Blanket NOTAM 9/5151 addresses the requirements to activate a TFR for sporting events, but it is incumbent upon the pilot to know if his route of flight is affected.

It is important to remember, Flight Service can only refer pilots to the NOTAM since they have no way of knowing if games are delayed, in overtime or cancelled. Air Traffic will ensure IFR flights are clear of TFR airspace, but VFR pilots, unless they ask, are advised only on a time permitting basis.

This web site, [Airspace.nifc.gov](http://airspace.nifc.gov), gives the TFR locations on a map, among other neat information for pilots. → <http://airspace.nifc.gov>



Bird Strikes Redux

Minimize the risk

We are entering the fall bird migration a time when greater vigilance is necessary to avoid bird strikes. Remember KMLB is in the middle of the [Atlantic Flyway](#) the bird migration route that generally follows the entire Atlantic Coast line. Therefore, one can expect not only the locals; Buzzards, Eagles, Gulls, Pelicans and Hawks but also those on their long cross-country.

So how do you minimize the risk of bird strikes? Here are a few suggestions:

- Check the NOTAMS for “birds in the vicinity” and if there is an ATIS listen carefully for bird activity.
- Be more vigilance below 3,500 ft, where most strikes occur particularly along shorelines and rivers.
- Avoid known bird havens and landfills.
- Birds will generally break downward when threatened so climb above or go around them.
- A slower speed will give you and the birds a greater reaction time.
- Be particular vigilant doing air work with changing altitudes and directions.
- Use your landing lights below 10,000 ft to make your aircraft more visible. Remember, lights should always be on inbound to a towered airport for the controllers, as well as the birds. →

<http://wildlife-mitigation.tc.faa.gov/wildlife/>



Cocoa Beach Airshow

Tickets courtesy of MAPA

A great weekend to mark on your calendar is November 5 – 6, 2011 for the third annual Cocoa Beach Airshow. The festivities will begin on Thursday November 3 with an open to the public, [Performer Welcome Party](#). MAPA has again purchased a pair of tickets for Saturday and another pair for Sunday. We will hold a drawing for the two pairs. The tickets are for the “Drop Zone” beach area located at show center for your beach chair. Included is Reserved Parking, an Airshow Program, access to the performer autograph tent, handy food and beverage vendors, onsite restrooms and a kid’s play area.



Those performers scheduled so far; Military Demo’s an F-4; F-16; F-18; the US Navy Seals Leapfrogs and the US Army 101st Airborne, Screaming Eagles parachute teams; and the 920th Rescue Wing, Patrick AFB. Civilian performers: Heavy Metal Jet Team; Rob Holland/MX2; John Black/Super Decathlon; Florida Biplane Wild Waco; the GEICO Skytypers; and Valiant Air Commands’, TICO Belle, C-47.

MAPA will hold the drawing for the pair of tickets for Saturday and a pair for the Sunday show about October 15. If you are interested, please submit your name to email@mlbpilots.org indicate which day you prefer, if you have a preference. We will notify the two winners and mail the tickets. → <http://www.cocoabeachairshow.com/html>

Another Gear up

Good grief, on this airplane, you can see the mains

A pilot was taking the commercial pilot practical test in a Cessna T210M, for airplane, single engine, land, and was finishing up with the takeoff and landing phase of the test. He lowered the landing gear and extended the flaps. He thought the GEAR DOWN green light had illuminated and he announced, ‘gear down and locked’ (the sun came through the rear window and the glare illuminated the landing gear indicator lights). As the airplane approached the runway threshold, the pilot retarded the throttle. The gear warning horn did not sound. The airplane landed wheels up. The landing gear warning horn then began sounding. The landing gear selector was in the DOWN position, the nose gear doors were open, and the nose gear partially extended. The main landing gear doors were partially open, but the main landing gear was not extended. The NTSB determined the probable cause(s) was the PIC’s failure to confirm the landing gear was down and locked. Factors were the CHECK PILOT’s failure to confirm the landing gear was down and locked, and the sun glare.



Comment: There are some airplanes that you can see the main gear tires in the down position. This is one of them. With someone in the right seat a call, “I got a tire” and an echo, should be part of the landing checklist. → <http://www.nts.gov/index.html>

Approach and Landing Safety Tip

FAA Safety Team Notice Number: NOTC3264

The general aviation accident rate is much higher than it needs to be and most accidents are preventable. Some procedures used by the airlines, who have an enviable accident rate, can be adapted for use in general aviation. The procedures are useable for either VFR or IFR operations.

More thorough preflight planning, use of an approach-briefing checklist and making sure that each approach is stabilized will increase the chance of making those spectacular landings we all strive for. We invite you to review your knowledge of the principles that lead to great landings!

An excellent discussion of approaches and landings can be found at Gene Benson's web site at http://www.genebenson.com/app_ldg/app_ldg.htm

A very nice online course is available at

http://www.genebenson.com/psych_app_ldg/Psychology%20of%20Approach%20and%20Landing%20Course/player.html.

This course qualifies for WINGS credit. →

“Say Again”

Never jump out of a perfectly good airplane

A busy jump school had three or four jump planes and on the weekends kept very busy. One weekend a pilot had been releasing jumpers at 7,500 feet all morning. During one trip, the controller advised his Mode C was intermittent. The pilot acknowledged saying he would report it to maintenance. About noon, he took off with a load of jumpers for 12,500 feet and advised the approach controller he was on his way back up, but forgot to say he was going to 12,500. The top altitude of the approach control was 10,000 with the Center controlling the airspace above 10,000. As fate would have it, on this trip the jump planes' Mode C finally died and the airplane stop squawking altitude. Finally, at 12,500 the pilot advised the controller, “One minute to jumpers.” Believing the jump aircraft was at 7,500 the controller approved the jump.

The following conversation took place between a Center controller and the crew of a southeast bound B-737 at 11,000.

Air Carrier: “WHOA, Carrier two twelve, we just went by a guy off our right side.”

ARTCC: “Carrier two twelve, say again?”

Air Carrier: “Yes, we nearly hit somebody off our right.

ARTCC: “Sir, I don't have anyone there did you get the type aircraft?”

Air Carrier: “This guy didn't have an airplane! And you shudda seen the expression on his face!” →

Airworthiness Directives

AD's that may affect member's aircraft

The FAA has issued AD 2011-18-09 for certain model IO-720-A1B Lycoming Engines reciprocating engines. This AD is effective September 29, 2011 and requires a crankshaft inspection, for certain parts that may be installed. This AD was prompted by the failure of a crankshaft due to incorrect parts installed. This AD is issued to prevent engine crankshaft failure and damage to the airplane. →

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/0/e16087fcb72834448625790b00504f70/\\$FILE/2011-18-09.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/0/e16087fcb72834448625790b00504f70/$FILE/2011-18-09.pdf)

Mystery Airplane

Can you identify this airplane?



The first member wins a MAPA cap.

Email your answer to MAPA

email@mlbpilots.org

The September winner was **Jim Cobb** again. He was the only member to ID the **Packard Le Père-Lusac II**. The airplane designed for the U.S. Army Engineering Division by Captain Le Père of the French aviation mission to the U.S. The Packard Motor Car Company, Detroit, MI built the airplane and it first flew in April 1918. It was the first escort fighter developed by the U.S. during World War I. Equipped with two forward machine guns and two in the rear seat, a 12-cylinder, liquid-cooled 400hp Liberty engine the Lusac-II was fast, maneuverable and had an excellent rate of climb. So impressive during testing, the U.S. Army Air Service ordered 4,500 from Packard, but by the time of the Armistice, only 2 prototypes and 25 production models were complete. Two eventually reached France. They were the Lusac-21, which had the same airframe but a 16-cylinder 420hp Bugatti engine. The LUSAC-II had a top speed of 136mph and one specially modified with a turbo-supercharger became famous by setting a number of altitude records (39,700ft) at Wright Field in the early 1920s. The only remaining Lusac-II is now on display at the Air Force Museum in Dayton, Ohio. → http://en.wikipedia.org/wiki/Packard-Le_Per%C3%A9_LUSAC-11



Event Schedule

- Nov. 5-6.** **Cocoa Beach Air Show.** The third annual air show scheduled for Noon to 4 pm Nov 5 – 6. 800-514-3849 www.cocoabeachair-show.com
- Nov. 9.** **Melbourne, FL.** The annual general membership meeting is scheduled 7: pm at FIT Aviation. Speaker TBA. www.mlbpilots.org
- Dec. 3-4.** **Orlando, FL. AOPA ASI FIRC.** Crowne Plaza Orlando Airport. www.aopa.org/asf/firc



NOTAMS

A free service to members

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

MEMBERSHIP DUES

Your membership dues are for the calendar year. If you change your mailing or email address during the year please notify the Secretary by mail or email: email@mlbpilots.org. If your dues are overdue, membership will expire on March 1. Please renew your membership in December, and make your check payable to "MAPA" and mail to MAPA, P.O. Box 702, Melbourne, FL 32902. DUES REMAIN \$15. Thanks.

MEMBER PROFILE

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

Sale, Trade, Swap, Good Deals, Rentals, Services, Wanted, & Freebee Stuff

FIT Aviation offers a **.10¢ per gallon discount** on fuel to all MAPA members.

LoPresti Aviation at Sebastian Airport (X26) is offering up to a 30% discount with advance reservations on annual inspections. For every month in advance that you book your annual, receive a 5% discount up to 30%. This could mean substantial savings on your annual. Discount applies only to the inspection, and normal charges will apply for parts and/or repairs. Owner assisted Annual inspections are also welcome. Please contact them for more information at 1-800-859-4757 or email ed@loprestiaaviation.com

Flight Instruction. Justin Wesley, Aviation Mentor, CFI, CFII, MEI offering flight instruction. Flight Reviews, IPC, or Safety pilot. Call 321-759-8418 or email at pilotjjw@yahoo.com

1960 Beech Travel Air BE-95A. 4380 TTA, 850 SMOH Left, 950 Right. New Props. King KX170, KX175. IFR Certified. Four place intercom. Dual Yoke, New Interior, New Side Glass, Hangared KMLB. Call Harold 321-725-9369

The Indian River Flying Club. Fly our C172 in MLB for IFR training or local sightseeing. Try our C152 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 Contact Membership Chair Casey Allen, cmallen4@gmail.com

1976 Piper Lance. 3035 TT, 660 SMOH with new Lycoming cylinders. NDH, one pilot/owner since 1983 (third owner). Always hangared. Factory air conditioning, Knots-2-U fairings and gap seals, GAMI injectors, HSI, Storm scope, Auto control IIIB (coupled), JPI digital fuel flow, Insight GEM, Standby electric vacuum pump, radar alt, electric elevator/aileron trim. 6 forward facing seats and 7th child seat. Call Jerry Trachtman, (321) 723-8281 (office), (321) 795-1459 (cell).



New- at Valkaria Airport-Aero Valkaria LLC. Frank Gallagher, MAPA member and former Director of Aviation at FIT Aviation has formed a new business venture at **Valkaria Airport (X59)** called **Aero Valkaria LLC**. It offers aircraft maintenance, flight training, and an Aero Club to the local area. Hangared maintenance includes annuals, pre-buy, and routine at \$70 per hr.

The **Aero Club** is a social and flying club, with monthly fly-away, barbecues, movie night, etc. Flying membership consists of the Cessna 172 or the PA-12 Super Cruiser. Dues are \$600 annually per aircraft and no monthly dues. The C-172 and PA-12 rent for \$47/per hour dry. Scheduling through Flight Schedule Pro. Flight instruction is \$45 per hour for members. A "club house" is available for members at the airport.

Coming soon- A Light Sport Aircraft with a full glass cockpit! Whether to fly for fun, learn a new type aircraft, learn a glass cockpit or transition to the LSA, we will be bringing on line the Paradise P-1, probably the finest LSA made. Manufactured in Brazil, it is certified to 1650# in their country, features the largest baggage compartment of any LSA aircraft, and a 47" wide cockpit. It is powered by the Rotax 912, sipping 3.5 to 5 GPH. It's all metal high wing construction will appeal to many of you. Flies just like a C-172! Frank can be reached at:

AeroValkaria@aol.com or 321-626-4438



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1978 Grumman Tiger AA5B. N28240 SN 0958. 2250TTA 500SMOH LoPresti Nose Cowl LoPresti HID Nose Ldg Light. Dual Wingtip landing lights, 18 Gal Aux Fuel, Fuel Totalizer, Digital Tach, Century IIB Autopilot w/S-Tec Alt Hold, Garmin 430 WAAS, Garmin Mode S/TIS Transponder, Garmin 396 w/TIS & XM WX/Music New Upholstery. Folding rear seats for cargo. 4 place intercom. \$100K invested. Transferred overseas, Must sell. Asking \$90K. Hangar Lease Available. Mark Cannon 321-652-1165. flymlb@yahoo.com

1956 Classic "Straight Tail" Cessna 172. N7050A Ser.# 29150 TTA 3,061 STOH 191 Millennium cylinders, pistons, new bearings, etc. Lower case, crankshaft inspected and in excellent condition. All Logs, NDH, Fresh Annual. New Imron paint & interior in 2001. STC for auto gas. Cleveland's, Dual Collins Nav/Com, VIR-351/VHF-251. Collins ADF-650, Collins TDR-950 Mode C, Garmin 295 GPS. Spare parts including extra radios, etc. \$25K OBO Based Valkaria Airport. Call Al Malerk 321-543-8345 albertmalerk@comcast.net



Partners Wanted. Need three or four partners to form a non-profit flying club to purchase a new or used LSA to be hangared at Valkaria Airport. The primary objective of this club will be to give its members the opportunity to own and fly a modern airplane at the lowest possible cost under the Light Sport Program. The LSA we purchase will be decided upon by mutual agreement of the partners. The initial investment from each partner will be in the \$15,000 - \$20,000 range with ongoing fixed costs shared equally by the members. The operating costs will be covered by a per hour charge to the member(s) doing the actual flying. Anyone interested call Mark Lenhart 321-725-5585 mlehart@cfl.rr.com or Al Malerk 321-543-8345 albertmalerk@comcast.net

1976 Cessna 172M; 890 hrs SFRMAN; Lycoming O-320E2D (150hp); 8 gal hr; Long-Range fuel - 52gal mains (C182 Tanks); 17gal aux in rear of AC. STOL kit; mogas STC; Comm1 – King KX155 TSO; Comm2 – King KX170; King KR85 TSO ADF; King KT76A with mode C; Apollo GX50 GPS; AccuTrack II auto pilot; Audio Panel King KMA20 TSO; 4 place intercom system; \$39k OBO; based South T's MLB. Contact John Fahnestock @ johnf@cfl.rr.com 321.213.4559

HANGAR FOR SALE. Box hangar on the North side of MLB. Floor and walls are painted and it has a half bathroom. \$95K Contact Marc Morrison email mmmorrison@gmail.com



Lancair IV-P Project. Pressurized four seat kit-plane about 75% complete. Exceptional workmanship. Needs final assembly, interior and engine. The IV-P is powered by a twin turbocharged TSIO-550 350 hp engine, grosses at 3,550lbs and has a cruise speed of 286kts. This airframe will accept a PT6 turboprop to increase cruise over 300kts. Call 321-749-3778 or lpsunnyfla@hotmail.com

Wind Garden Products. Airplane Spinners for the garden. Profits go to “Young Eagles” and “Toys for Tots.” For photos, pricing and information Tony Yacono 321-302-2251

[ANGEL FLIGHT SOUTHEAST](#)

Need pilots and ground personnel for missions to provide transportation for Organ transplant candidates, Chemotherapy and other repetitive treatment, Homeland security and emergency disaster relief, etc. Contact 800-352-4256 or locally Stan Williams: spoiler500@aol.com

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