

The SPACE COAST AVIATOR



September 2011

Fly-out

**Saturday, September 10, ETA 9:00 A.M.
Okeechobee (KOB)**

Douglas & Margo Morrison

We have lost a wonderful couple

On Saturday, July 23, MAPA Past President, Douglas Morrison, and his lovely wife Margo, died after an aircraft accident while returning from a morning visit to Albert Whitted Airport in St. Pete. They had recently retired as owners of PRN Homecare an agency that provides in-home nursing care. Douglas, a retired attorney, avid pilot, joined MAPA, and became association President in 2005 shortly after the family relocating to the Melbourne area. An accomplished pilot, he has owned three airplanes. An active volunteer in the Angel Flight program, he flew a number of people in need for medical care. In 2010, Douglas made two flights to Haiti joining in the rescue of young children after the catastrophic earthquake. Beside their many flights to Tennessee, Georgia and recent trip to the California to visit family and friends, Douglas and Margo were active golfers and tennis players. Margo loved to host large get-togethers at their home to celebrate any occasion. As everyone who knew them will say, "They were wonderful people." Family and all those who knew them will miss them deeply. → <http://mlbpilots.org/>



Memorial Planned for the Morrison's

The following is from Douglas and Margo's tennis family

It is with deep sadness and great sense of loss that we acknowledge the recent passing of Douglas and Margo Morrison. They were great teammates, competitors, friends, humanitarians and admired ambassadors for tennis. Both Margo and Douglas exhibited skill and respect for the game as well as outstanding sportsmanship. In their honor, the City of Melbourne has agreed to place a memorial park bench and plaque inside the courts at Sarno (their home courts) to be enjoyed and remembered by all. Sarno Smack down team Captain Nan Fleming is in charge of this project. There will be a small dedication ceremony in about 10-12 weeks. If you would like to make a donation please send to **Nan Fleming, 3360 S. Atlantic Ave. #402, Cocoa Beach, FL 32931.** →

Aviation Day

The sixth annual event

On September 24, the sixth annual Aviation Day will be held at the FIT Aviation hangar and ramp area, beginning at 7:30 am with a 5K Race. ([Click here for details](#)) The exhibits open at 8: am and admission is free. Scheduled are static displays, airplane dealers including LSAs, experimental aircraft and military. There will be a spot landing contest. Biplane rides are available. Various food vendors, kids' area, free Flight Simulator, Tour Flights, Pilot Shop and many aviation related vendors. Aviation Day gets better every year so put this on your calendar bring the children or grandchildren and make it a point to attend and enjoy. → <http://www.fitaviation.com/aviationday/events/events.html>

Midair USA, Inc. Update

Melbourne Airport Authority approves Lease

On August 3, at a special meeting, the Melbourne Airport Authority approved the lease of 23.6 acres located on the north side of General Aviation Drive adjacent to the proposed extension of Taxiway "M" to Midair USA. Currently, the manufacturing, repair and overhaul (MRO) facility with about 68 employees operates from a temporary structure refurbishing Boeing 747 aircraft on the northwest ramp. Once complete, the company will have an 180,000 sq ft facility to service 747's indoors. Upon completion, total employment could reach 450 employees, and will include fuel storage and ramp parking for four Boeing 747 aircraft. The MAA expects the lease to generate nearly \$10M in fees over the forty-year lease period. This area is the northwest portion of the airport. → <http://mlbair.com/> <http://www.bizjournals.com/orlando>



South side Rehabilitation

Good news

On Wednesday August 24, the Melbourne Airport Authority approved a \$393,800 project for the rehabilitation of Taxiway "V" and the South T-Hangar taxi lanes. The project includes milling about 27,000 square yards of pavement and resurfacing with 1½ inches of new asphalt. The contract it estimated to be completed in 45 days. Some hardship may be expected in getting in and out during the period but the completion will be blessing for props. → www.mlbair.com

Thunderbirds and Blue Angels

Units may feel budget cuts

The Office of Management and Budget has told all agencies in the federal government to cut their budgets by 10 percent for 2012. This has caused speculation about its affects on the scheduling of both the USAF Thunderbirds and USN Blue Angles. The demo teams travel the country as a recruiting tool. However, the Pentagon faces a \$350 billion budget cut and while the \$30 - \$40M annual budget for one team is small by comparison, the decision obviously rests with priorities. Apparently, experts are divided whether the cuts will actually eliminate the flight teams. Currently teams are scheduled for 30-some shows next year. Beside a successful recruiting tool, America's teams have been an institution in the airshow business and are by far the biggest attraction. → <http://www.blueangels.navy.mil/> <http://thunderbirds.airforce.com>



Air Traffic Control

Air and Space Magazine

The September 1, 2011 issue of the Air and Space Magazine has a nice article "[Heroes in the Tower](http://www.airspacemag.com/flight-today/Heroes-in-the-Tower.html)", by Michael Klesius, obviously about air traffic controllers. The article has a number of stories that you probably did not see on the evening news. More often than you might think, controllers are called upon to assist a pilot or crew during emergency. These are called "saves" the details of these controller achievements seldom make the news. The National Air Traffic Controllers Association recognizes some of these saves annually with an award named for Archie League, who became the nation's first air traffic controller when he hired by the city of St. Louis in 1929. → <http://www.airspacemag.com/flight-today/Heroes-in-the-Tower.html>



Visual Approaches

ATC/PIC Responsibility

By Dick Peiffer

A recent letter to the editor in a trade publication by a business jet driver was interesting. The pilot wrote that approach control vectored them, "...only to be pressured into reporting the airliner ahead in sight so that it would be our responsibility to provide safe separation and wake turbulence avoidance, after ATC had compromised the safe in trail spacing." The writer went on to say, "...the airliner behind us was too close for us to slow to increase spacing." The editors' reply, in my opinion was weak at best and pointed to an Advisory Circular not found on FAA.gov but did stress stabilized approaches.



The controller must specify the reason for the vector. Therefore, the crew should have known it was a visual approach. Odds are in a busy terminal, you will be following somebody. Situational awareness is crucial on vectors to manage speed and configure for landing. The controller must ensure the appropriate three or five mile separation until traffic to follow is sighted. Once that traffic is sighted and ATC advised, it is the PICs job to keep safe spacing, and stabilize the approach. If you need to slow, do it.

The traffic behind is the problem for the approach controller. Had the controller said, "Keep your speed up" the correct reply in this case might have been, "Unable."

Controllers will run visuals during VFR to expedite traffic until crews cannot see traffic ahead. Summer haze can make visual approaches difficult for both crews and controllers. When slant visibility gets to a point, traffic ahead is not sighted controllers will revert to the ILS.

Fly the airplane let the controller worry about the traffic behind. → email@mlbpilots.org

A Go-Around Accident

Always establish a positive rate first

A pilot flying a Mooney M20 aborted a landing after a couple of bounces, on a 5,000 ft runway. He applied full power, retracted the gear and flaps, and the airplane settled back on the runway gear up. It slid on its belly, struck runway lights and ended up with substantial damage. The pilot was the only occupant and uninjured. In the pilots report, he said there were no mechanical problems with the airplane, and when asked how this accident might have been prevented, said that a positive rate of climb should have been established before the gear and flaps were retracted. The NTSB determined the probable cause was the pilot prematurely retracting the landing gear and flaps during the aborted landing. → <http://www.nts.gov/index.html>



Airworthiness Directives

AD's that may affect member's aircraft

The FAA has issued AD 2011-15-11 that applies to a variety of Cessna Aircraft Company (Cessna) Models 337. This AD requires inspecting the wings for internal and external damage, repairing any damage, reinforcing the wings, installing operational limitation placards in the cockpit, and adding limitations to the airplane flight manual supplement. This AD was prompted by a review of installed Flint Aero, Inc. wing tip auxiliary fuel tanks, STC SA5090NM. The FAA issued this AD to detect and correct damage in the wings and to prevent overload failure of the wing due to the installation of the STC. Damage in the wing or overload failure of the wing could result in structural failure of the wing. This AD is effective September 6, 2011. → <http://www.avantext.com/media/files/ADs/20111511.pdf>

Mystery Airplane

Can you identify this airplane?



The first member wins a MAPA cap.

Email your answer to MAPA

email@mlbpilots.org

The August winner was **John Carpenter** who was first among six correct replies to ID'd the **Boeing P-26 Peashooter**. Others were **Dr. Jim Cobb, Rob Schofield, Dave Lehr, Ellie Hoffman** and **Andy Zigmantas**. First produced in 1931, as the Boeing Model 248, the aircraft had a high landing speed that caused a number of accidents so Boeing added flaps to reduce the landing speed. However, landing was still tricky. Because of its short nose it tended to roll onto its back injuring a number of pilots. When it went into production for the Army Air Corps, as the P-26A, Boeing redesigned the headrest making it taller and armored giving greater protection to the pilot. The originals had a Pratt-Whitney "Wasp" 600hp radial engine giving it a top speed a little over 200kts. Twin 50's mounted on the nose; it could also carry a couple of anti-personal bombs. The pilots liked it and affectionately named it the "Peashooter." It remained in service until the US entered WWII. Rapid improvements in fighters during that era quickened its obsolescence by the likes of the Curtiss P-40, Hawker Hurricane and Messerschmitt Bf-109 with closed canopy, retractable gear, and greater speed.



→ http://en.wikipedia.org/wiki/Boeing_P-26_Peashooter

“SAY AGAIN”

Flying and ATC are not like Nintendo.
You don't push a button and start over.

Event Schedule

- Sept. 24.** **Melbourne, FL** Aviation Day Fit Aviation ramp free admission Static displays Experimental, Military, LSA's. <http://www.fitaviation.com/aviationday/index.html>
- Oct 8-9.** **Ft. Lauderdale, FL ASI FIRC** <http://www.aopa.org/asf/firc>
- 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
- Nov. 13.** **Seaplane Fly-In. (KSEF)** The Sunset Grill Restaurant will host the South Florida Splash-In on Lake Jackson. The restaurant is located on the southeast corner of the lake, just 6 nm northwest of Sebring Airport. Overnight accommodations are available at Inn on the Lake ¾ miles west of the splash in. Contact Bill Schmalz 561-414-6865 Jwscmalz3@bellsouth.net
- Mar.27 Apr.1** **Lakeland FL (KLAL)** Sun 'n Fun <http://www.sun-n-fun.org/>



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 Liz for more information at 1-800-859-4757 or email ed@loprestiaviation.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 pilotjw@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. Frank has put together a number of experienced mechanics, has a hangar, and is offering aircraft maintenance, be it annual inspections, pre-buy, or general maintenance for \$70.00 per hour. Flight training using a Valor A-22, Light Sport Aircraft, Private (C-172), and Instrument (C-172). In addition, Frank offers tailwheel training in a fully restored 1947 PA-12 Super Cruiser and a Pinch Hitter Course, for those who fly in the co-pilot position. Instruction rate is \$45.00 per hour. Contact Frank AeroValkaria@aol.com or 321-626-4438

The Aero Club is a social and flying club, with a monthly flyaway, barbecues, movie night, etc. Flying membership consists of the Cessna 172 or the PA-12 Super Cruiser. There is one annual fee due per aircraft and a dry hourly rental rate. Contact Frank AeroValkaria@aol.com or 321-626-4438. Website soon.

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 Fahnstock @ 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 lpssunnyfla@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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