

TANGO BOOK #7
NOV. 2019

Airport	Tower/Freq
7FL6	122.975
Spruce Creek	
KDED	123.075
Deland	
KFIN	118.950
Flagler	
KEVB	119.625
New Smyrna	

11/24/19 7FL6 122.725 11:40
 calm +10 30.07
 7FL6 → X04 34.3
 ↑ 24 dpt W
 X04 123.05 11:50
 10 mi E MdFE TW RW33 11:55
 100° 2 50.07 12:01
 3 mi MdFE TW RW33 FS 12:04
 MdFE TW RW33 Turn DW 12:05
 LB to F " 12:06
 TD RW33 12:07
 5015.2 12:09

Used 44 +43.87

18.4 Rem

11/24 X04 123.05 12:11
 ↑ 33 dpt E Lt 12:22
 7FL6 122.725 12:30
 calm 30.04 12:35
 6 mi E well enter DW 12:40
 for RW 6 FS 12:45
~~12:50~~ Rt 12:50

122.725
 L DW RW 06 F9
 44B to F " "
 TD RW 6
 5015.7
 12:55
 12:58

1/29 7FL6 - KEVB
 LYNN BFR 5016.3 #25
 11/29 KVRB 7FL6 5016.5 #24

11/30 7FL6 122.725 8:12
 Blue Lead Dist. ahead 1
 KVRB 91.4nm Book 2
 165-0
 ↑ RW 6 apt 9
 123.17 8:18
 ↑ 3K Lt 8:21
 Loose formation 8:22

Blue 3 4 L ech 3 8:30
 H calm 30.07

Pres MLB ↓ to 1.3K Rt 8:43
 ↓ to 1.3K 8:47
 of trail Δ 8:49
 turn to 8:53

126.30 Vero T. 051
 15 mi N in trail - blue of 3
 5 mi straight in for 12R
 apt 5 mi

Trapper Cherokee
 17 mi turning into 12R 8:59

8:12 following Cher
 Cher to Jank behind Cher 9:00
 Cher @ 90 knots

ESTD RW 12-R 9:03
 47.45 VERO 3 9:03
 85.10 Δ 90 m a 9:07
 5017.7 9:06

11-30-14 KVRB
 K calm 10 30.09 Rt 10:34
 ✓ m Blue of 3
 L T 14 to 12R
 KVRB 126.3 T 10:42

Blue flight of 3 @ 12R
 hold for trapper

↑ RW 12R N 10:49
 123.175 10:54
 ↑ 2900

LT

11-30-19 120.575 NE. 201

250° 4 10 30.08 dpt RW 24
@ 7FL6

→ R to avoid traffic
B 3 needs 1, pulling back

200° 5 10 30.07

122.725 7FL6

4 3/4 m SSE DW for RW 24

2 m unit for 24 left bank 11:28

LB to 7

TD RW 24 5774.9 - HOBAS 11:30

5018.2 11:31

12/4 7FL6

calm LE 7:50

↑ RW 24 29.97 - 1K 8:05

123.42

Wagon - in site passing on 1

22.9 X23 8:06

getting into RB 8:08

5 m E RB for 6 m 8:16

Tub in site 8:18

8:20

12/4 X23 122.9

2 m RB 01

GOING LOW

SE RW 01 FS

TD

12/4 X23 123.9

↑ RW 24

RE 7516 30.22-725

3 + 10

6 m SW enter 29.99

3 m " " " " " "

DW 24 FS 10:02

B to F RW 24 10:09

TD 24 10:10

12/9/19 7FL6 5019.0

220° 6 + 10 122.725 Rt 10:12

↑ RW 24 30.11 1K 10:17

KVRB dpt 8 out 12:16

K #150 8 119.67 12:25

4 mi S 30.14 12:29

LB RW 29

cler to L RW 29

RW 29 clear to land 17:58
TD

Lot taxiway 12:32
121.32 g2

B C + 20 to fuel
Used 43

+43.69 gal
Rem 19.04

KVRB-6 121.32
RW 11

NonC AB + 20 30.10
KVRB-T 119.67

@ B 11 Ready
↑ 11 7:10

7FLB 121.725
200° 6 H0 30.68

mi E and enter upward 12:56
upW RW 24

↑ TW " " 12:57
DW " " 12:58

Base to RW 24 FS 12:59
TD F " " 1:00

5019.5 1:02
1:06

12/10/2017 22:25 12FLB 6:55
30.12 Lt

2665 bug 125.80

24 dpt straight out 7:07

7:08 DAB dep 125.8

3K mntn RW 12:08

declared direct 7:10

Vector 3 - Melb via Myra

then direct 7:12

↑ 4K 132.65 MCO dep 7:17

3.9 K ↑ 4 climb to 52

120° to avoid traf while 7:18

↑ to 6K Melb → Marathon → KW 7:19

124.8 ap MCO 7:19
on way to 6 30.13

132.25 MIA 7:26
6 30.12 7:30

direct CDR 61 direct KEYW 10/0/21
11.00 21.20

132.45 MIA CTR
T

SWAGS direct 10/0/21
No 8? climb mtn 8K 5:09

132.4 MIA CTR
8 30.11

133.5 MIA C
8 30.08 KEYW

GIGIT then dir KEYW 08.01/2
+ GIGIT @ 4K

124.02 KW AP
TR 120 12 30.10

reg RNAV - export CHETS
direct APP - CHETS

3K
+ Chets at or abo 1.6K

8.2 RNAV
w/RNAV

KEYW T
keep speed up

cls to L RW 09
Rt 19.27

118.2 TD RW 09

7 A A 5 A 6

121.9 5021.9 9:37
9:33

12/10/19 KEYW @ 121.9 9:31
120.9 30.04 RW 9

@ Dig take wa A " "
118.2 KEYW T 3:39

120.10
ready in turn 3:42

ready SB - 115 3:44
RW 9 stay 2 mi

So of shoreline
118.57 NAVY T 3:45

30.03 trans to E OK
+ 2K OK

124.025 KEYW AP
122.8 KMTH

NAV L ORL
Rt 3:50
4:00
Lt 4:35
Rt 5:05

SIM for Ty?

CAF - JON

KTIX?

~~KTIX~~

best bump
Lg Rep?

best gear door

11/2/28 KDED 123.075 Lt 10:18

123.075
8 e = 30.14 = 7.501

TRW 12 gal
dot start out 10:22

clearing area 10:25

5 min under enter Rt 10:50
12 11:15

SW behind King door Lt 11:16

SW RW 12 11:17

12 11:18

Short final FS 11:19

11:20

11:21

25.5 11:24

12/28 KDED 123.075
150° 9 10 @ 1.8° RL 12:00

+5 23 @ Δ

↑ 12

SIM for
CAF - Jon
KTIX?

left your door
felt bump
Lg? Rep?

12/10/19 122.975 7FLB
150° @ 3/10 30.07 1.1
4 mi S will enter Dwyer
MF + W for RW 06
4 DW 06
B to F 06
F FS 06
TD 06
5024.0

12/28 7FLB 122.975 Lt 8:17
[W/TYLER] ↑ RW 24 dpt 8:22
KD ED 119.575
calm 10 3Kbc 30.13
22 mi NE ext DW for RW 5
3 mi " " " " " "
DW " " " " " "
F " " " " " "
50 24.5

11/2/28 KD ED Lt 10:18
123.875
8 E 30.14
40 gal
TRW 25 dpt start out 10:22
10:25
5 mi N will enter Rt 10:50
DW for 12 11:15

DW behind King der Lt 11:16
DW RW 12 11:17
12.13 " " 11:18
TD 12 Short Final FS 11:19
11:20
25.5 11:24

12/28 KD ED 123.075
150° 9 10 @ 1.8 RL 12:01
+ 5 23 @ Δ
↑ 12

SIM for Ty
CAFR - Jon
KTIX ?

Left gear door
felt bump
L gear ?

122.725 7FL6 DEW 8:28 38
calm 30.12
1 mi F RW 06 F-9 ?
TD RW 06
50257
12/31 7FL6 122.725 12:04
270 3 +10 30.10
SQK 7375
↑ 24 dpt str out 12:05
126.55 DAB Dep
clear G1F as filed 12:02
↑ mntn 315
expect 4K 10mn
270° mntn 315
↑ mntn 4K
direct KIZER 12:05
MCO 119.77 12:07
-4K 30.11
MCO 135.3
-4K 30.11 direct KIZER 12:08
DIRECT KGIF 12:11
MCO 119.4
-4K 30.10 12:14

KGIF 123.05
340 08 30.11 400
CO: 21 12:20
Hick traf 12:30
119.9 TPA 12:32
-4K no cont @ 119.9
-4K 30.11 12:33
RNAV request w/ATIS
↓ mntn 3K w rpt unit proc 12:34
3K
in procedure turn 12:37
lb 4 traf
clr for RNAV hold
Turn away from traf 12:40
not in site
cancel IFR 12:41
SQ VFR 12:45
KGIF 123.05
on RNAV for 11 w enter 12:46
BW apr for RW 29
ent BW RW 29 FS
Base to F " " 12:47
TD 29 12:48

SIM for T
 CAF - Jon
 KTLX?

5026.6
 123.05 12:05
 ↑ 29 apt N
 125.35 DAB
 remain outside Casper
 14 mi SE KIZER
 reg RNAV 6 2FL VARR
 now 12.8
 call unknown KIZER
 calm +10 3005-7FL Lt 1.24
 SQK
 0105 mtrn VFR 1:29
 30.05 mtrn 2.5
 inbound on approach
 clr for RNAV RW 6 1:32
 SQK VFR Radar term 1:31
 122.725 7FL
 6 mi SW on RNAV 06 ap 1:35
 2" F RW 06 FS 1:36
 on 1 mi F " " "
 Δ will enter DW for RW 24
 #2 behind LW

5027.3
 5785.4
 7FL 122.725 Lt 10.53
 calm +10
 30.12
 11:08
 11:09
 11:14
 30.13
 3 SE int 11 30.11 11:19
 rpt MF
 RW 6 #3 flew Tw
 start base proceed
 direct numbers
 TD RW 6
 12117
 EA + 29 GR
 5027.8

kept gun door

7/2 KFIN 122.725 RW 11
0140 8 7 30.09 RW 11
RW 11 tape via F

12805 KFIN 122.725 12:30
↑ RW 11

122.725 7FLB 12:55
120 3 +10 30.06

6 me E will enter DW
for RW 6 FS 1:04
L DW RW 6 1:05

Base to Final FS RW 6 1:07
TD RW 6 1:09

5028.7 1:11
1/5/30 7FLB Lt 12:27
122.725

calm +10 30.31
↑ 24

123.05 K61F 12:33
3500 7 cbs 30.30 1:48
360 90 30.30

will enter LDW for 05 12:57
4 mi N entering DW 1
RW 05 for 1:02

5028.2 1:07
1/5/20 K61F 123.05 2:01
3500 7 +10 30.27

Base to Final FS RW 05 2:03
+ RW 29/4 @ F "

↑ 05 dpt N 2:07
123.05 1:04

3500 4 30.27
GPS B for RW 33 2:22

10 me dist in for GPS B RW 33 2:24
5 " " " " " " FS 2:26

2 " F RW 33 2:28
5 F " " FS 2:29

TD " " FS 5029.2 "

51.6 12.4 rem +50.25

1-5-20 K61F 12305 Lt 2:57
360 30.25

↑ RW 33 dpt NE 3:00

kept your door

KTIX
CAF
Jan

10/30 122.725
090° 4 +10 230.225
9 mi F RNAV 068 3-17
5 mi F RW 06 FS on RNAV 3-17
1 mi " 0.82076
TD RW 0681 F10X 068.98
5029.5 + 5 332.1
1/9 746 122.725
130° 6 +W 30.48
↑ RW 6
← +W 06 LAKES / CO ↑ 11:11
DW 06 11:12
123.17
↑ 3K
KGIF
1000 12-20 30.43
↓ 2K LT 11:26
123.05 KGIF Univ 11:35
12N will do 360 overhead 11:40
3/4 for N RW 11
for RW 11 call 2nd

@ 1.2' turning
for 360° on the RW 11 11:11
Break " " 11:11
Base to final RW 11 " " 11:11
1 mi F " " FS 11:11
TD RW 11 11:14
5030.3 11:50

1-9-20 KGIF 123.05 LT 12:52
+ RW 25 @ F 12:57
T " 11 " B 4 12:55
Lakes 2 ↑ RW 11 1:07
123.17 1:11

060 to 130 @ 8 30.44 @ 7 FL 1:22
122.72 7FL 1:33
Base to Final 06 FS 1:42
06 SF FS 1:43
10 06 1:44
5031.0 1:46
1/11/20 7FL 122.725

↑ RW 24 dpt S Rt 8:11
KTIX 8:19
5 150 12-6 Hz 30.26

KTIX 2
 CAFE - Jan
 kept your door
 Feb
 Lg 20

KTIX 118.9 LT 10:20
 I 150° 12-23 30.26
 RW 18 251
 10:25
 2 1/2 m S KSG do St NLP 10:27
 122.725 TELV
 100 16 TW +10 30.26 10:40
 1 mi E Atst on RW 27 10:46
 3 " " " " 10:48
 10 RW 24 10:50
 32.0 10:58

1/26/20 122.725 LT 1:25
 32.0 @ 6 40 30.10
 724 det on AW 5 E 1:00
 RTW 24
 L DW det start out 1:10
 Vg fort. Traffic
 KSG JACK
 200 @ 6 KSG BT 11 RW 31
 3000 AB 30.20
 122.725 for KSG RW
 5000 0403 & ID
 5000 VFR or below 2.5K
 FS @ KSG
 clear to accept intercept 1:27
 RT 1:27
 affirm
 10 from MANGO
 127.62 KSGT
 cont of rpt 3mi F RW 31 1:29
 Best speed for tray
 2 1/2 mi 31.00
 #2 C 2L

A
 KTLX
 CAFE - Jan
 kept your door
 L 9:30

12.17 RW 31
 091
 946
 12.17
 5
 12.17
 5032.75
 12.17 K56J 02 RT
 X 080 L 30 m RW 13
 RW 13 BRAVO 102 to BRAVO
 12.62 K56J 1
 HS 10/10
 ↑ RW 13
 2.25 7FL6
 calm
 7m E DW for 30.05
 DW 06 FS 5:44
 B to F 06 FS 5:46
 ID 06 5:47
 50333 5:49
 5:51
 22 7FL 12.2.22 RT 9:57
 calm +10 30.18

10 45