



# EAA CHAPTER 103

# LAFANEWS

www.lafa.com

VOLUME 4

APRIL 2008

## UPCOMING EVENTS

8-14 APRIL - SUN 'N FUN FLY- IT IS VERY CLOSE AT HAND. MAKE SURE THAT IF YOU PLAN TO STAY OVERNIGHT THAT YOU MAKE ARRANGEMENTS NOW, DON'T WAIT. THE SPLASH-IN WILL NOT BE HELD AT LAKE PARKER THIS YEAR. FANTASY OF FLIGHT (KERMIT WEEKS) IS SPONSORING THE 2 DAY EVENT. FLY-IN ITSELF WILL STILL BE AT LAKELAND LINDER REGIONAL AIRPORT.

APR 12TH - 2ND SATURDAY - GENERAL MEMBERSHIP MEETING FOR APRIL HAS BEEN CANCELLED DUE TO SUN 'N FUN.

APR 26TH - 4TH SATURDAY - MONTHLY FLY-OUT TO BE ANNOUNCED. PLEASE CHECK THE WEBSITE AT <http://www.lafa.com>.

### OVER THE HORIZON

1ST SATURDAY OF THE MONTH - UL71 HAS THEIR GENERAL MEMBERSHIP MEETING AT SW RANCHES AIRPORT (FORMERLY MCIVORS) AT 11AM. HOT DOGS AND HAMBURGERS SERVED.

MAY 10TH— 2ND SATURDAY - GENERAL MEMBERSHIP MEETING WILL BE HELD LATER IN THE DAY, 1100 AM AND HOT DOGS AND HAMBURGERS WILL BE SERVED.

FOR INFORMATION, CALL CAP'N BOB AT (786) 473-9461 (CELL)

Don't forget the monthly LAFANEWS meeting!!!

2ND SATURDAY OF THE MONTH  
X-51U  
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E-Mail:

**LUBEDEALER.COM/SALISBURY**

Website:

G-1473

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**LAFANEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.**



**Lafa OFFICERS FOR 2008**

**PRESIDENT: DICK BRONNENBERG**  
**VICE-PRESIDENT: BOB MUSGROVE**  
**TREASURER: PAUL DAVIES**  
**SECRETARY: SANDY BRONNENBERG**  
**SAFETY OFFICER: BARRY HAWKES**  
**NEWSLETTER EDITOR: BARRY HAWKES**  
**FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE**

**THE PRESIDENT'S PEN**

This was a quite month for flying. I guess everyone was busy with other things. Or perhaps getting all the honey do's out of the way so that going to Sun N Fun can be with a clear conscience and happy home front.

The March monthly fly-out was on Saturday, March 29<sup>th</sup>, over to the Airboat Association's Bar B Q. There were several members on the fly-out that departed X51U at approximately 8:00 am; Donny Amador with Ian Banks Brown as passenger, Tom Bigelow, Patrick Joyce, and myself with student John Heafy. There didn't seem to be much activity on the ground from our vantage point, but our ground support members Ron & Ida Andersen said that the Airboat folks really enjoyed our flyover.

Please use your phone list to contact other members before you head up to Sun N Fun and let's all plan to get together while there...and maybe car pool or share the room rent. Don't forget to wear your "yellow shirt" so that we can recognize each other easily. If you need another shirt, we have the new design for sale (\$15.00 for adult and \$12.00 for child size). Unfortunately our new caps won't be ready in time. Sandy & I will be leaving early Thursday morning on April 10<sup>th</sup>. There are a few of us who are staying at Sweet Dreams Inn on Lake Parker until Sunday morning. Call me 954-328-7468.

Remember, there will not be an April meeting. And the May meeting will not start until 11:00 am on Saturday, May 10<sup>th</sup>.

Blue skies...  
Dick Bronnenberg

**ULTRALIGHT "JAVELIN", FROM CAPELLA"**

Single seat, all metal, stits covering, 5 gallon alum. tank, EGT, CHT, airspeed, altimeter, Tach. hour meter, No engine, needs a Rotax 447 25 hours total time.  
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\*\*\*\*\*

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**\$7,500.00**

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**BATTERIES FOR SALE**

Engine turns over slow. Tired of hand starting because of a weak battery. Battery dead after every weekend of flying. Then maybe it's time for a new battery. Fresh supply of 12VDC 18AH Sealed Lead Acid batteries, charged and ready to go. These are the same style batteries that others sell for \$69.95. At the low price of only  
**\$45.00**

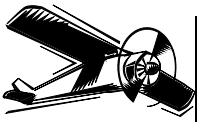
**CALL BARRY HAWKES @ (305)235-8687**  
**RESERVE YOURS NOW!**

\*\*\*\*\*

**AIRBORNE XT-582 TRIKE**  
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Cruze Wing, 582, electric start, E gearbox, oil injected, full (glass cockpit) instruments, Micro Air Aviation Radio with Lynx intercom & headsets, dual steering, training bars, prop net, 40TT, N numbered, always hangared, with 1050 BRS plus \$3,000.00, deluxe travel cover extra, training also available by CFI.

**Contact Dick Bronnenberg**  
**Homestead, FL USA Telephone: 954-328-7468**



## Lafa CLUB INSTRUCTORS WITH TRAINERS

\* CFII = Certified Flight Instructor Inst.

\*\*SEL/MES=SingleEngineLand/MultiEngineSea

* TYPE	NAME	** CLASS	TRAINER	PHONE #
CFI	Rob Mixon	SEL	Citabria 7ECA Basic Aerobatic Training	(863)465-5472 (305)336-3787(C)
CFI	Dick Bronnenberg	WSL	Trike	(954) 328-7468
CFII	Graham Harward	SEL/MES	GA Type	(305)283-0400

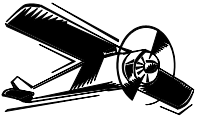
\*\* ACL = Aerodynamic Control Land

\*\* ACS = Aerodynamic Control Sea

\*\* WSL = Weight Shift Land

\* CFI = Certified Flight Instructor (GA)

**BFI AND AFI INSTRUCTORS TO END 31 JAN 2008**



**Lafa MEETING MINUTES & Secretary's Notes**

**DATE:** Saturday, March 8<sup>th</sup>, 2008

**OFFICER PRESIDING:** Dick Bronnenberg, President

**CALLED TO ORDER:** 9:45 a.m.

**SILENT MEMBER ROLL CALL:** 7 total

**MEMBERS PRESENT** (in no particular order): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Jim Lindberg, Randy Homyk and Roal Lee.

**INTRODUCTIONS:** Previous member and past President, David Musgrove, honored us with his presence. He flew in from the State of Washington to visit family and friends.

**TREASURER REPORT:** Read and approved in Treasure's absence.

**SAFETY OFFICER REPORT:** Barry Hawkes spoke to us about rivets... pop rivets, cherry max rivets... steel, stainless and aluminum. Some come with the pin made of a different material from the rivet. You must be very careful when choosing. It is much better to go to a fastener supply company than a home depot type of store because their labeling is not so comprehensive. Cherry max is even confusing because there is the type "cherry max" and the brand that carries all types...

**CHEF's REPORT:** Nothing to report. Jim did not make so much breakfast because the weather was poor and he did not expect a large turnout for the meeting. He was correct. One note was that the propane was running very low.

**ANY OTHER REPORTS:** Barry received a letter from the Bubel's. They said there was a very poor showing of members at Adler Constant's funeral. Adler was a long time member of Lafa and had been battling cancer for quite a few years. Recently he had been living in TX. John and Doris Bubel suggested that we do a memorial flight in his honor. Everyone agreed. Adler's birthday would have been Saturday, June 7<sup>th</sup>. This is the day that we will be having the memorial flight. Please make plans to attend. We will be departing X51U. More details to come as the date nears.

**OLD BUSINESS:** 1. We discussed conversion of our EAA Chapter from Ultralight to Light Sport. Some members expressed a desire not to loose our Ultralight heritage. Dick will check on being both with EAA and/or be two different Chapters if that is not possible. We want the Light Sport designation so that when searching on the EAA website, people can find us under both categories and not just Ultralight. 2. We are still waiting on the emblems to be ready so that we can get our hats.

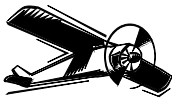
**NEW BUSINESS:** 1. On Saturday, March 29<sup>th</sup>, the Airboat Association is having another Bar B Q. They want someone to do a static display. No one was available for this, but Barry will ask Ricardo. The flyout in March will be changed to this date and several members expressed interest in an early morning flyover. Barry will update the website and send out a notice on the Newsgroup. 2. Discussion on personal locator beacons and the different types and costs.

**ANNOUNCEMENTS:** 1. The meeting in April is cancelled because of Sun N Fun. 2. The meeting for May will be later in the day at 11:00am. We will be having a lunch meeting and having hot dogs and hamburgers. This is an open meeting. Anyone and everyone are invited...till the food runs out.

**EAA SAFETY SEMINAR:** Captain Bob's safety seminar was on Checklists; the importance of having them and actually using them. It is better to point at what you are checking and touching it, so that the list doesn't become routine and/or you become distracted and/or forgetful. There are several checklists that apply to all aircraft: preflight, before start, before taxi, after take-off, before landing and parking. Captain Bob also brought us a copy of some actual checklists from a 747.

**MEETING ADJOURNED:** 10:50 a.m.

PLEASE SEND YOUR MEMBERSHIP APPLICATIONS OR RENEWALS (\$35)
TO:
Lafa
P.O. BOX # 924266
PRINCETON, FL 33092-4266



# THE INSTRUCTOR'S CORNER

## This month - "Speeds"

By "Cap'n Bob" Musgrove, USUA Basic Flight Instructor

*Note: Always adhere to the manufacturer's recommendations and limitations.*

There are all kinds of speeds in flying, such as: power-off stall speed ( $V_{s1}$ ); best climb angle ( $V_x$ ); maximum structural cruise ( $V_{no}$ ); maximum never exceed ( $V_{ne}$ ); best climb rate ( $V_y$ ); maneuvering speed ( $V_a$ ) and so on. There are more and I should be knowledgeable with them since I am a responsible safety-minded pilot.

The pilot's proverb "Keep thy airspeed lest the ground come up to smite thee" makes proper importance of my aircraft's stall speeds. By knowing the power-off stall speed, I can roughly calculate all kinds of speeds for different phases of flight.

For example, if my power-off stall speed is 30 knots ((aero)nautical miles-per-hour), I multiply that times 1.3 to obtain an airspeed buffer for comfortable climb after takeoff AND approach-to-land speeds.

$\begin{array}{r} 30 \text{ KTS.} \\ \times 1.3 \\ \hline 9.0 \text{ KTS.} \\ + 30 \text{ KTS.} \\ \hline 39 \text{ KTS.} \end{array}$	<p>In this case 39 knots is the target airspeed. What about landing with a headwind of 12 knots and gusts to 17 knots? Easy! I'll use my approach speed (39 knots), add ONE-HALF of the steady wind (<math>12/2 = 6</math> knots), plus the FULL gust difference (5 knots). So my target approach speed is 50 knots (<math>39+6+5 = 50</math>).</p>	<table border="0"> <tr><td>APPROACH SPEED</td><td>39 KTS.</td></tr> <tr><td>1/2 STEADY WIND</td><td>+ 6 KTS.</td></tr> <tr><td>FULL GUST FACTOR</td><td>+ 5 KTS.</td></tr> <tr><td>TARGET SPEED</td><td>50 KTS.</td></tr> </table>	APPROACH SPEED	39 KTS.	1/2 STEADY WIND	+ 6 KTS.	FULL GUST FACTOR	+ 5 KTS.	TARGET SPEED	50 KTS.
APPROACH SPEED	39 KTS.									
1/2 STEADY WIND	+ 6 KTS.									
FULL GUST FACTOR	+ 5 KTS.									
TARGET SPEED	50 KTS.									

As I come in over the end of the runway I will bleed off the 1/2 steady wind (6 knots) and the approach speed buffer (9 knots) so my speed at touchdown will be 35 knots. Notice I keep the gust factor (5 knots) all the way to landing, because if I encounter a gust and then it poops-out while I'm still in the air, I'll still have my flyable airspeed... remember "smite thee".

Another calculation is my stall speed when maintaining altitude in a banked turn. As the big table shows, my normal stall speed of (in this case) 30 knots would increase to 31 knots while maintaining altitude in a 20 degree bank. At a bank of 40 degrees I will stall at about 35 knots and 60 degrees will push it to 43! Wow it goes up fast!

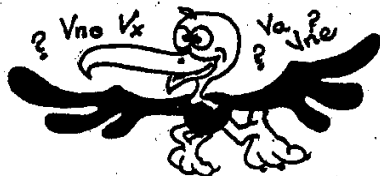
MINIMUM SPEED FOR CONSTANT ALTITUDE BANKS		
ANGLE OF WING TO HORIZONTAL DEGREES	PERCENT (%) INCREASE IN NORMAL STALLING SPEED	SPEED BASED ON 30 KTS. STALL SPEED KNOTS PER HOUR
0	0	30
10	.5%	31
20	3%	31
30	7%	33
40	14%	35
50	25%	38
60	41.4%	43
70	71.0%	52
80	240.0%	102
90	INFINITY	INFINITY

NOTE: SPEEDS ROUNDED OFF TO NEXT HIGHER

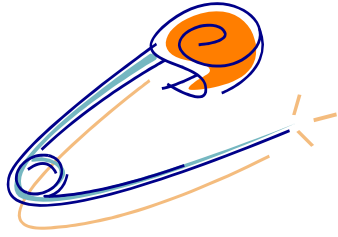
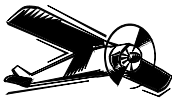
If I'm caught in bad turbulence, a multiple of 1.6 of stall is generally held as a good speed for rough air, in my case  $30 \times 1.6 = 48$  knots. This "rough air speed" I want to fly gives me a good speed margin from being too slow

towards stall or too fast at  $V_{ne}$  or Velocity Never Exceed. In turbulence, I'll "go with the flow" and try to maintain this "rough air speed" and NOT my altitude. Maintaining altitude in an updraft would build up too much speed and in a downdraft I'd loose my airspeed.

It's easy to see the stall speed is vital knowledge and is the basis for many other important speeds. The benefits of confidence and safety are substantial. Now, if I could only find that manual...



Cap'n Bob



*Safety Pen,*

Now, I know that we all pre-flight our aircraft prior to flying, but have you ever taxied out to fly and said to yourself "How much gas do I have?" or maybe "Are all the pins are in place?". Those in the General Aviation world have preprinted checklists from the manufacturer to rely on. Since most of us are the manufacturer, it is up to us to insure that we have a checklist to rely on.

A printed checklist sure would be nice to have, but if you want one then you have got to print one for yourself. Usually the company selling the kit will supply some sort of information on the aircraft, but nothing really concrete as far as exactly what to check. You, as the builder, have got to build your own checklist by "walking" the aircraft yourself and seeing what you think are the important things to check. Only by careful observations and attention to detail will you be able to make a good working checklist that you can rely on.

It is important that you follow the same procedure each and every time you preflight your aircraft. If you don't have a preprinted checklist then you must systematically inspect each part of the aircraft following the same procedure as if you had a checklist. The key here is not to miss anything. If you are not sure how to check you aircraft or what to check, I am sure that you can get all the help you need at the field. Also, ask more than one person; that way you'll get a little different idea on how and what to check. No matter which way you decide to go, you have got to preflight your aircraft prior to every flight.

Have a safe flying year and "keep 'em Turnin"

*Barry Hawkes*



Lafa  
C/O Barry Hawkes  
9870 Jamaica Dr.  
Miami, FL 33189

Lafa Hot Line:  
954-721-2373



**Don't forget the monthly Lafa meeting!!!**

**2ND SATURDAY OF THE MONTH  
X-51U  
HOMESTEAD GENERAL AIRPORT  
HOMESTEAD, FLORIDA**

***LIGHT AIRCRAFT FLYERS  
ASSOCIATION***