



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 4

APRIL 2009

UPCOMING EVENTS

APR 11TH— 2ND SATURDAY - - GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOT'S LOUNGE AT ROBERTS AIR AND LAF A FLY-IN AT X-51. THE LAF A FLY-IN WILL COMMENCE IN THE MORNING WITH BREAKFAST ABOUT 0900 AND THE FREE EAA SAFETY SEMINAR ABOUT 0930 BROUGHT TO YOU BY CAP'N BOB. COME ONE, COME ALL AND BRING YOUR APPETITE.

APR 7TH - FAA SAFETY SEMINAR - OPA-LOCKA US COAST GUARD STATION IS HOSTING A SEMINAR "HUMAN FACTORS FOR PILOT SAFETY". IF YOU WOULD LIKE TO ATTEND RESERVE SEATS ON LINE. ONLY 25 LEFT.

http://www.faasafety.gov/SPANS/event_details.aspx?eid=24529

APR 25TH - 4TH SATURDAY - FLY OUT TO BE ANOUNCED

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.

APR 18TH & 19TH - CECIL FIELD IN JACKSONVILLE IS HAVING AN AIRSHOW AND CARSHOW. LOTS OF TOP NAME ENTERTAINERS TO PERFORM. YOU CAN GO TO THIS EVENT PRIOR TO SUN-N-FUN. CHECK WEBSITE TO SEE WHAT IS YOUR FANCY (CAR, PLANES OR BOTH).. <http://www.cecilfield.aero/>

APR 21-26 - SUN-N-FUN IS CLOSER THAN YOU THINK. MAKE SURE THAT YOU HAVE MADE ARRANGEMENTS FOR LODGING. WE ARE THINKING ABOUT A FLY-OUT TO SUN'N-FUN. THINK ABOUT IT!!

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

Don't forget the monthly LAF A meeting!!!

2ND SATURDAY OF THE MONTH
X-51
HOMESTEAD GENERAL AIRPORT



New Home • Refinance
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Home Improvement

Lower Your Payments

Call Sandra Today!!

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OWN YOUR OWN BUSINESS

- The leader in Premium Quality Motor Oils, Lubricants and Filters
- No Capital Investment or Inventory Requirements

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BECOME A PREFERRED CUSTOMER

- None of the responsibility of owning a business
- Purchase products at Dealer cost
- No Social Security Number or signature needed

Call For Your Free "Business Preview Packet"
1-800-956-5695

For Immediate Assistance Call:

VIRGIL N. SALISBURY

Name: _____

305-271-3608

Phone: _____

FACILITATOR1@JUNO.COM

E-Mail: _____

LUBEDEALER.COM/SALISBURY

Website: _____

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LAF A NEWS 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 2009

PRESIDENT: BOB MUSGROVE
VICE-PRESIDENT: VACANT
TREASURER: PAUL DAVIES
SECRETARY: BOB RUBBIO
SAFETY OFFICER: BARRY HAWKES
NEWSLETTER EDITOR: BARRY HAWKES
FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE

THE PRESIDENT'S PEN

Bob Musgrove writes,

I thank you for voting me as President of Lafa for 2009.

We start off in great shape. We have a great membership, a wonderful group of officers and the following list of greats: Our meeting place, cook trailer, a separate ultra-light grass field, hard surfaced runways, airport staff, places to fly to, Florida weather, get together Bar B-Ques, money in the bank, our association with the best- The Experimental Aircraft Association, etc...

All that we have now is what we received from our predecessors who volunteered of themselves for all of us and aviation.

Lafa has a fine record and is respected. Let us continue on, and make us even better!

Thank You,
Bob (Cap'n Bob)

**ULTRALIGHT 103 SABRE TRIKE
REDUCED FOR QUICK SALE**

340 F/A Kawasaki with trike pod, French Synairgie "16" SS wing, 2 blade ground adjustable prop, instruments like new, less than 20 hours, stored indoors. Includes 4x20 Lt.Wt. flat bed trailer.

WAS \$7500.00

REDUCED TO ONLY \$5000.00

CALL MIKE @ (305)596-1626

This won't last long!!!

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!

For Sale

Kolb Mk. III Classic (N710KA)

with Lafa Paint Scheme and decals

Rotax 912, BRS Canister Chute, Warp Drive prop, Full instrumentation, Quickly-removable doors, Yeasu Radio, Two Pilot Avionics ANR Headsets, Sigtronics Intercom and Logbooks.

Location: Richard's Field T-hanger

ONLY \$18,000

Lafa Members price. Price goes up at Sun'N-Fun.

Customized boat trailer with wing supports: \$2,000 extra

Call Peter Volum (305-562-3594) for more info or to schedule a test flight



Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

** ACL = Aerodynamic Control Land

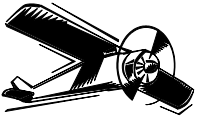
** ACS = Aerodynamic Control Sea

* CFI = Certified Flight Instructor (GA)

** WSL = Weight Shift Land

BFI AND AFI INSTRUCTORS TO END 31 JAN 2008

* 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



Lafa MEETING MINUTES & Secretary's Notes

DATE: Saturday, 14 March 2009

OFFICER PRESIDING: Bob Musgrove, Vice President

CALLED TO ORDER: 9:30 a.m.

SILENT MEMBER ROLL CALL: 8 total.

MEMBERS PRESENT (in no particular order): Captain Bob Musgrove, Barry Hawkes, Ricardo Martinez Vides, Randy Homyk, Bob Rubbio, Rafael Lima, Moses Ezekiel and Dick Bronnenberg.

INTRODUCTIONS: None at this time.

TREASURER REPORT: The Treasurer had sent out the latest accounts.

SAFETY OFFICER REPORT: Our safety officer, Barry Hawkes, discussed Sheet metal useage. How to deburr the inside of tubing. Marking spots for drilling using and impact center punch. Drilling into sheet metal with a drill and using a deburring tool to clean out the edges. Drilling large holes in sheet metal with Step Drills.

CHEF's REPORT: Our main Chef was not available so Barry Hawkes supplied breakfast with Bagels and Cream Cheese with smoked salmon. Coffee, Milk, Orange Juice, sliced oranges and bananas.

ANY OTHER REPORTS: None

OLD BUSINESS: Still have opening for President and Secretary. Dick made a motion for Bob to become President and Barry Seconded the motion. Bob Rubbio was nominated for Secretary and he agreed. A vote was cast for both positons and it was unanimous.

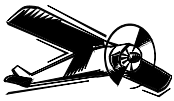
NEW BUSINESS: The Marathon Seafood Festival was going to take place later on in the day. Try and get down to par-take. Still looking for flyers for the trip to Sun-N'Fun. Ron Andersen has volunteered for ground support later on in the week. Rafael Lima had an idea for publicity that we will set up something for the 3rd Saturday in May. We will work on all the details later.

ANNOUNCEMENTS:

EAA SAFETY SEMINAR: None

MEETING ADJOURNED: 10:35 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 - "Time It"

by "Cap'n Bob" Musgrove

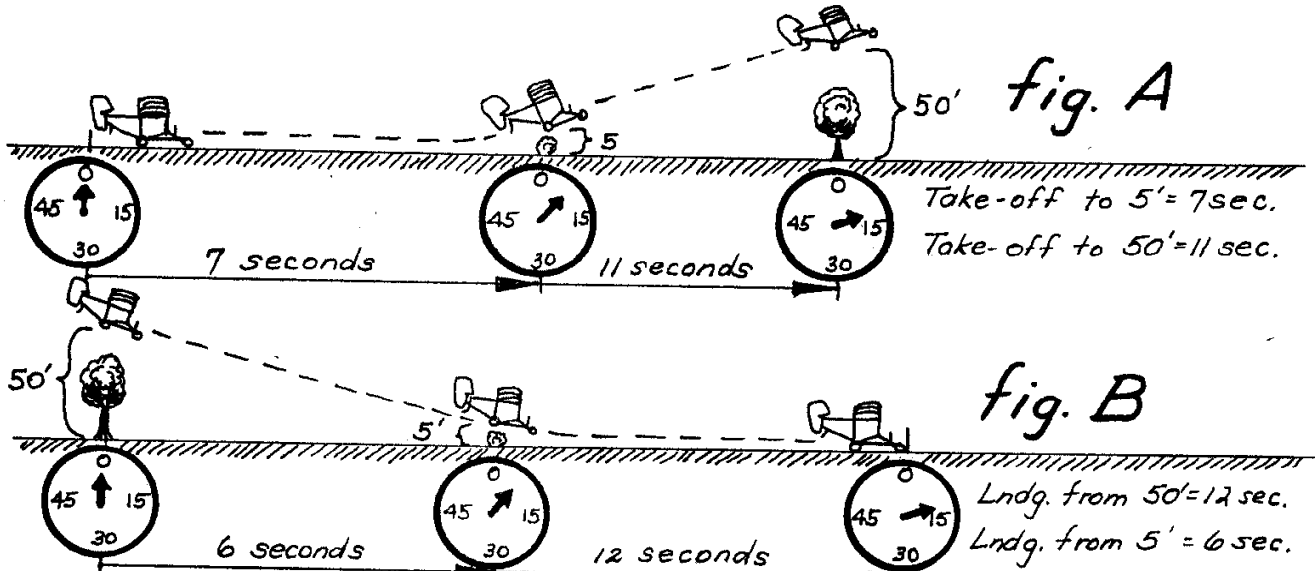
I see a place to land, but it's short. Can I land there? And if I do, can I take off again? With more experience, I'll be able to "eyeball" it; but until then, how do I know?

One way is to time it. Yes, with a watch! I'll ask someone else to do the test timing for me so I will know exactly how long it takes me to get off the ground and also how long to clear an obstacle, exactly! To do this, I'll need a near-calm day and my fully loaded plane at the end of a big grass field "test runway". I'll be ready to fly when my timekeeper gives me the signal to take off. I'll do a normal takeoff (*fig. A*) with best angle of climb (for obstacles) and my timekeeper will record my time to 5 feet altitude after liftoff and again at 50 feet (a somewhat standardized obstacle clearance altitude).

I now want to do the same for landing. During my approach (*fig. B*), I'll need my time at 50 feet and again at the 5 foot "fence height", and then a final time as I come to a complete stop. **The most time on either takeoff or landing will be my "Index Time"**. One Index Time for "fence height" and the other for "high obstacle".

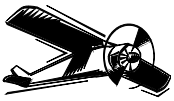
Now I'll fly out and locate a potential "boonies runway". Can I land in the available length and take off again? I can tell by simply flying over the remote runway at normal speed and noting the time it takes to travel from one end to the other. If the flyover took less time than my Index Time, then I cannot use this field with a reasonable safety margin. If, however it takes the same or more time than Index, then I can make it! Why? Cruising over the runway will cover more ground than my starting from a dead stop on the takeoff or slowing to a stop on landing, therefore the Index Time has a built-in safety margin of "extra runway".

Index 1 is for bushes and low fences and Index 2 is for trees and other high obstacles. I must consider some variables from the test conditions that would hurt my performance, such as: taller grass, less wind at the surface than at fly-by altitude, a hotter day, a higher runway, or gusty wind conditions, etc. I'll add some extra seconds (more runway) for each of these variables to make an adjusted Index. It won't be long before I'll be able to "eyeball" it!



The 5' greater time is - the Take-off at 7 sec... So **Index 1** is 7 seconds.
The 50' greater time is - the Lndg. at 12 sec... So **Index 2** is 12 seconds.

It's always a great time to fly! Cap'n Bob



Safety Pen,



Inspections....

Most of the aircraft and engine manufacturers require some type of periodic inspection on their equipment. Vibration and time plays an important in keeping up with all the things on aircraft. Whether it be nuts and bolts, chaffing wiring, covering material strength, corrosion and so on....

We need to check periodically all the things on our machines that make them work. If you built your own plane then you know about all the cables and pulley's that should be checked for wear and lubricated or corrosion treated. If not then you should find out what the manufacturer recommends for their periodic maintenance. I know for a fact that most of the major ultralight manufacturers have an hourly bolt replacement program that they have tested, tried and true for safety.

Rotax has spent a lot of time testing their engines and they have set up for each engine a list of different hourly inspections to make sure the engine performs correctly. Whether you are flying with a 447, 503,582 or 912 they have set up an inspection schedule that should be followed. Sometimes we think that it is overkill at times. Just remember there isn't any side of the road to pull over to incase something fails.

To use an old saying "An ounce of prevention is worth a pound of cure".

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-51
HOMESTEAD GENERAL AIRPORT
HOMESTEAD, FLORIDA**

***LIGHT AIRCRAFT FLYERS
ASSOCIATION***