



# EAA CHAPTER 103

# LAFANA NEWS

www.lafa.com

VOLUME 4

April 2010

## UPCOMING EVENTS

APR 10TH - 2ND SATURDAY -- GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOT'S LOUNGE AT ROBERT'S AIR AND LAFANA FLY-IN AT X-51. THE LAFANA MEMBERSHIP MEETING WILL COMMENCE IN THE MORNING ABOUT 1100 . COME ONE, COME ALL AND BRING SOME STORIES TO DO SOME HANGER FLYING. THERE IS LOTS TO TALK ABOUT, SO BE THERE. WE WILL BE LEAVING FOR LUNCH AFTER THE MEETING.

APR 13TH - FAA SAFETY SEMINAR - THERE ARE SEVERAL WORKSHOPS THAT WILL BE HELD IN LAKELAND DURING SUN-N-FUN. <https://www.faasafety.gov/SPANS/events/EventList.aspx>

APR 24TH - FLYOUT TO BE ANNOUNCED AT THE MEETING WITH OUR NEW FLYOUT CHAIRMAN, IF HE IS BACK IN TOWN FROM HIS FLYOUT.

### 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 13TH - 18TH—SUN-N-FUN IS HERE. HOPE TO SEE EVERYONE THERE. IF YOU ARE PLANNING TO STAY OVERNIGHT MAKE SURE THAT YOU HAVE A RESERVATION SOMEWHERE BECAUSE LODGING IS AT A PREMIUM.

Don't forget the monthly LAFANA meeting!!!

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



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Cust. Number **15040**

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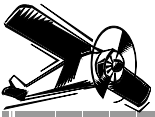
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LAFANA NEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.



**Lafa OFFICERS FOR 2010**

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**VICE-PRESIDENT: RON ANDERSEN(954)303-1421**  
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**SECRETARY: POSITION IS OPEN**  
**SAFETY OFFICER: BARRY HAWKES (305)235-8687**  
**NEWSLETTER EDITOR: BARRY HAWKES**  
**FLY-IN&OUT CHAIRMAN: GRAHAM HARWARD**  
**(305)283-0400**

**THE PRESIDENT'S PEN**

Thanks for all the members who showed up to finish the new grass runway at X-51. It's pretty cool to be able to contribute this way and leave behind a small legacy for the young up starts (that know everything anyway).

I was thinking of ideas on how to make the monthly meetings more interesting and informative. My favorite part of the meeting is when Barry gives his Safety Report, because it is educational and always gets the members engaged in a debate.

Let's make the meetings more informative and interesting by bringing in a maintenance item that you replaced or broke on your plane, or a new GIZMO that you can't live without (remember show and tell when you were a kid) or a great story about a FUBAR situation.

Also, we have members who are building planes and or repairing BOINKS that may need specialized tools. With all the talented builders in our chapter I would bet that we as a collected sum have just about every specialized tool needed for repairs, etc. Call a member if you need to borrow a tool and he will probably show you how to use it.

Finally, I have invited Mr. Richard Sante from EAA chapter 620 (TNB) to be our guest speaker this Saturday. Rick is the EAA Young Eagles Coordinator and would like to answer any questions we have about the program.

Rich Bragassa

**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**  
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**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!**

\*\*\*\*\*

**LUSCOMBE • \$20,000 • DIVORCE SALE •**  
Luscombe '46 8A, 65HP, all metal, LSA, TTAF 2900, 990 SMOH, fresh annual Feb '10, annual in '09 included Corr X although there was no corrosion, Slick Mags Mar '07, new Marvel-Schebler carb Sept '08, new McCauley prop Feb '09, Terra radio, Flightcom, 12 gal/ea wing tanks, hangared, covers, flown regularly, make any offer...I just want it gone. • Contact [Sandra Bronnenberg](#), Owner - located Margate, FL USA • Telephone: 954-553-0494 • Posted January 27, 2010



Lafa CLUB INSTRUCTORS WITH TRAINERS

\* CFII = Certified Flight Instructor Inst.

\*\*SEL/MES=SingleEngineLand/MultiEngineSea

\*\* ACL = Aerodynamic Control Land

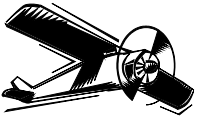
\*\* ACS = Aerodynamic Control Sea

\* 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, 03/13/2010

**OFFICER PRESIDING:** Richard Bragassa, President

**CALLED TO ORDER:** 9:30 am

**SILENT MEMBER ROLL CALL:** 11 Total

**MEMBERS PRESENT** (in no particular order): Barry Hawkes, Ron, Claire and Ida Andersen, Dick Bronnenberg, Rich Bragassa, Rafael Lima, Tom Bigelow, Bob Rubbio, John Hefty and Peter Volum.

**INTRODUCTIONS:** None

**TREASURER REPORT:** It was reported that we have approximately \$4,000.00 in the bank. Treasurer was not available to give more detail on the month's activities.

**SAFETY OFFICER REPORT:** The subject was hardware this month. Using hardware from a local hardware store, i.e. Home Depot and Lowes are not recommended. The metal purchased from an aircraft supplier is a much harder substance and understandably more durable. It is also recommended that all cables on the aircraft be replaced at a pre-determined time as provided by the manufacturer, even if the cables do not show signs of wear.

**CHEF's REPORT:** None at this time.

**ANY OTHER REPORTS:** RAFAEL LIMA, PIO, TO CONTACT MIKE COLLINS OF AOPA AND MARY JONES OF SPORT PILOT PUBLICATIONS IN ORDER TO SUBMIT PHOTOS OF THE GROUP EFFORT OF SEVERAL ORGANIZATIONS, I.E. LAFa AND THE GLIDERS ORGANIZATION IN HELPING TO EXPAND THE GRASS RUNWAY AT HOMESTEAD GENERAL AVIATION AIRPORT.

### **OLD BUSINESS:**

Discussed the details of installing cement markers for the new expanded grass runway at Homestead General. Markers to be installed at every 200 feet. The new runway will be narrower but longer, 150 ft. x 2500 ft. every one to bring shovels, picks, etc. There will also be a lunch provided for the workers. Barry Hawkes to bring the BBQ grille, John Hefty the ice, Rich Bragassa the food and Dick Bronnenberg the tent.

### **NEW BUSINESS:**

Need to change from Ultra Light Chapter to EAA Chapter. It was motioned to change the LAFa name to EAA Sport Pilot. Motion was seconded and all attendees voted "yes".

New meeting time was motioned to start at 11:00 am. Motion was seconded and all attendees voted "yes".

New meeting location was motioned. Motion was denied, all voted "yes" to keeping meeting place at "Roberts"

It was recommend that the club member's list be updated with members who have planes and members building planes.

Stuart Grant from the glider club wants to design a solar powered toilet facility for the Ultra-light field.

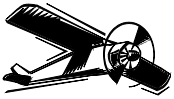
**EAA SAFETY SEMINAR:** None.

**ADJURNED:** 11:15 am

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

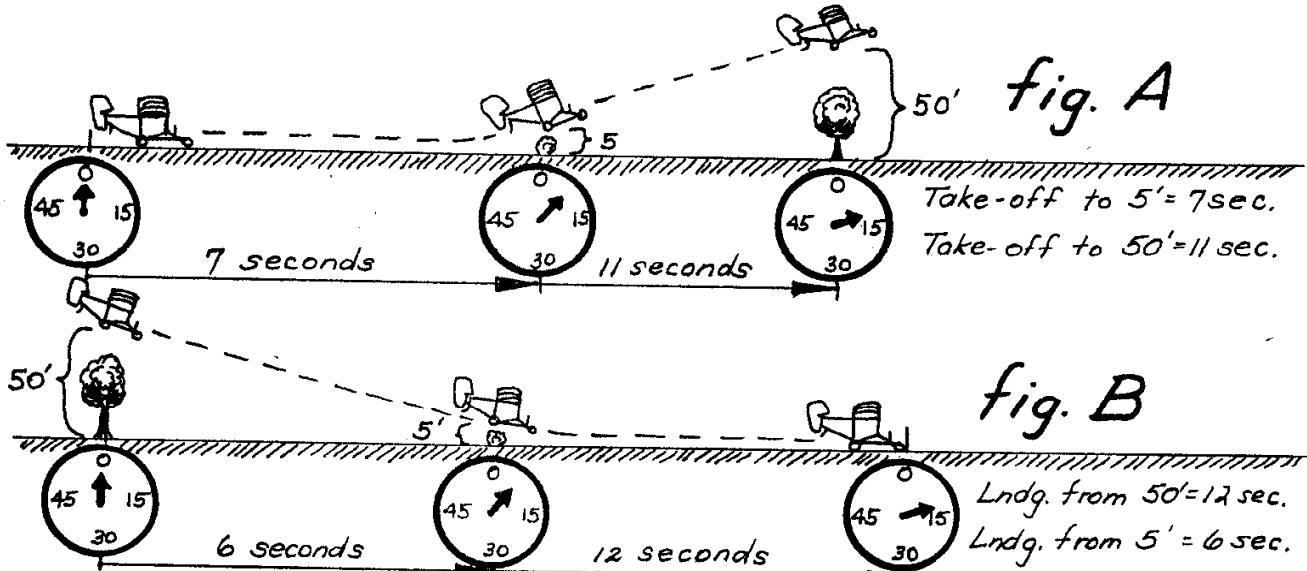
I see a place to land, but it's short. Can I land there? And if I do, can I take off again? With more experience, I'll be able to "eyeball" it; but until then, how do I know?

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".

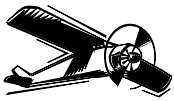
Now I'll fly out and locate a potential "boonies runway". Can I land in the available length and take off again? I can tell by simply flying over the remote runway at normal speed and noting the time it takes to travel from one end to the other. If the flyover took less time than my Index Time, then 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!

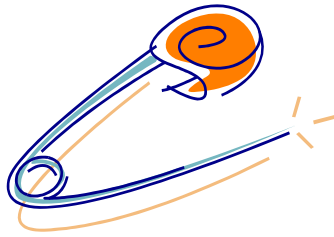


The 5' greater time is - the Take-off at 7 sec... So **Index 1** is 7 seconds.  
 The 50' greater time is - the Lndg. at 12 sec... So **Index 2** is 12 seconds.

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



## Safety Pen,



There has been a lot of talk about the use of automotive gasoline in your ultralight. There are many pro's and con's to its use but the fuel of today is much different than the fuel of a few years ago.

In the past the government mandated that the auto gas have the lead removed to help the environment, it seemed to be a good thing; and the auto industry had to adjust the engines to use a fuel that had NO lead. The aviation industry has had low lead fuel for a long time. The auto industry had to change the valve's and valve seats to accommodate the fuel with no lubrication qualities of lead. Also they had to lower the compression to accommodate the fact that the octane was less since there was no lead.

Now we step up to modern day and we now have fuel with "Ethanol" added to the fuel to stretch the amount of gasoline produced. The problem is that the ethanol can destroy the rubber parts in the fuel system. Now the auto industry has changed the rubber parts to accommodate the new fuel. We still have the old rubber parts in the carburetors of our engines. If you have a plastic fuel tank or metal you are fine. If you have a fiberglass fuel tank, the ethanol dissolves the resin and you end up with a gooey mess waiting to stop your engine.

Choose your fuel wisely...If you look in areas where there are lots of boats you can usually find unleaded fuel with no ethanol.

The choice is yours..Choose wisely....

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**