



# LAFANA NEWS

www.lafa.com

VOLUME 8 AUGUST 2005

## UPCOMING EVENTS

**AUGUST 3RD - 1ST WEDNESDAY - LAFANA MEMBERSHIP MEETING @ LA PERLA (SAME LOCATION, DIFFERENT NAME) @ 7:00 PM - 13742 SW 152ND STREET, MIAMI**

**AUGUST 6TH - 1ST SATURDAY - FLY-OUT TO MACIVOR'S TO ATTEND OUR FELLOW EAA CHAPTER 71'S MEMBERSHIP MEETING AND BE WITH OUR BUDDIES. AUTO GAS WILL BE AT MACIVOR'S FOR OUR RETURN. PILOTS BRING YOUR OWN OIL. PILOT BRIEFING AT 0900 HRS, TAKE-OFF AT 0930 HRS. MILEAGE IS 40 STATUTE MILES ONE WAY. THEY ARE PLANNING LUNCH FOR US!**

**AUGUST 10TH - 2ND WEDNESDAY - FAA SAFETY SEMINAR - @ 7:00 PM TO 9:00 PM AT F.S.D.O. 19, 8600 NW 36TH STREET, 3RD FLOOR, MIAMI. DOOR PRIZES.**

**AUGUST 13TH - 2ND SATURDAY - LAFANA MONTHLY FLY-IN @ X-51U A SPECIAL EVENT!!!! LAFANA IS HOSTING AN FAA SAFETY SEMINAR. AT 0830 HRS, A GREAT BREAKFAST FOR \$5.00. PHIL LOCKWOOD, PRESIDENT OF LOCKWOOD AVIATION SUPPLY FROM SEBRING, FL, WILL GIVE "THE PILOT'S GUIDE TO ROTAX AIRCRAFT ENGINE MAINTENANCE". HE WILL DEMYSTIFY THE MOST POPULAR 2 & 4 STROKE ENGINES. THIS IS A MUST!!! IT'S AT HOMESTEAD GENERAL AIRPORT (X-51) IN THE LARGE HANGER AT THE WEST END OF THE FIELD AT SW 217TH AVE AND SW 287 ST (AIRPORT PHONE # 305-247-4883)**

**AUGUST 27TH - 4TH SATURDAY - LAFANA MONTHLY FLY-OUT - A SHORTY WINDING DOWN AT GRANDMAS GARDEN, A FAVORITE PLACE FOR ALL FLAVORS OF MILKSHAKES - MMMM!**

### OVER THE HORIZON

**NOVEMBER 5th & 6th - LAFANA'S ANNUAL AIR FAIR.**

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

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**THE PRESIDENT’S PEN  
BY: RON ANDERSEN**

Hurricane season is here, Dennis proved that last month. Remember, as soon as a hurricane warning is announced, all aircraft at X51 have to be either in a hanger or removed from the airport as noted in your contract with the FBO. You can't wait until the last minute to deal with relocation. Most of the time, the winds are too high to move an aircraft when a storm gets close. You are liable for any damage your aircraft does before or during a storm. Something like this could ruin your financially for the rest of your life. Be sure to have a hurricane plan and carry it out well before we get to the warning stage.

If you've been reading your e-mail and newsletters, you should be aware that Phil Lockwood of Lockwood Aviation from Sebring will be the speaker for our Safety Seminar at the August breakfast. The subject will be "Rotax engines and how to maintain them". Due to the amount of people who may attend, we are planning to hold the breakfast and seminar in the large hanger on the west side of X51. We will still have the usual breakfast starting at 0830 hrs preceding the seminar, so remember to bring your appetite. This breakfast and seminar, as always, is open to the public, so please spread the word to whomever might be interested. Let's have a good turnout to show Phil that we appreciate his taking time from his busy schedule to come down and help us learn more about the engines we depend on to keep us in the air.

Ron Andersen

**FOR SALE**

**1985 Benson-style Gyro Copter**  
500cc, water-cooled Kawasaki, free axis rotor with 1hp motor for rotation, engine overhauled 4 years ago but never run. Modified with Joystick control, fair condition.  
**\$5,000.00**  
**or trade for 1930's or 1940's Street Rod**  
**CALL DICK - (305) 310-3101**

\*\*\*\*\*  
\*

**SABRE TRIKE**  
340 Kawasaki with pod, French Synairgie "16" SS Wing, 2 blade adjustable prop, instruments like new, less than 20 hours, stored indoors. Includes 4X20 Lt Wt Flat bed trailer.  
**\$7,500.00**  
**CALL MIKE - (305) 596-1626**

\*\*\*\*\*  
\*

**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 at the low price of only \$45 each. Charged and ready to go. These are the same style batteries that others sell for \$69.95.

**CALL BARRY HAWKES @ (305)235-8687**

## QUICKEE QUIZ

BY: CAP'N BOB

Match column A with the correct answer in column B:

### Column A

1. ANGLE OF ATTACK
2. ANGLE OF CLIMB
3. ANGLE OF INCIDENCE

### Column B

- A. The angle between the local horizon and the climb path of an aircraft.*
- B. The angle the wind chord line is set with respect to an airplane's longitudinal axis.*
- C. The angle a wind chord line makes with respect to the relative wind.*

### LAFA CLUB INSTRUCTORS WITH TRAINERS

* TYPE	NAME	** CLASS	TRAINER	PHONE #
AFI	Tony Anderson	ACL/ACS	Drifter / Quicksilver / Kolb Mk III	(305) 361-3909
AFI	Dick Bronnenberg	WSL	Trike	(954) 328-7468
AFI	John Bubel	ACL	Flitestar	(305) 322-2207
BFI	Andy Corsetti	ACL	Drifter	(954) 435-3736
BFI	Sandy Bronnenberg	WSL	Trike	(954) 971-3836
BFI	Alex Kinghorn	ACL		(305) 408-1003
BFI	Ricardo Martinez	WSL/ACL	Trike / TBA	(305) 255-6462
BFI	Ron Russell	ACL	Challenger II	(305) 823-2997
BFI	Jose Torrado	ACL	Challenger II	(305) 556-8702
BFI	Adler Constant	ACL		(305) 383-0976

\* BFI = Basic Flight Instructor  
 \* AFI = Advanced Flight Instructor  
 \* A&P = Airframe & Powerplant

\*\* ACL = Aerodynamic Control Land  
 \*\* ACS = Aerodynamic Control Sea  
 \*\* WSL = Weight Shift Land

**FLYING FIRSTS  
FOR THE MONTH OF  
AUGUST**

By: Cap'n Bob

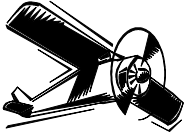
<u>DATE</u>	<u>YEAR</u>	<u>EVENT</u>
AUG. 1st	1944	The USAAF names it's Mojave facility Muroc Flight Test Base.
AUG. 6th	1945	"Enola Gay" drops first atomic bomb, Hiroshima.
AUG. 7th	1941	Grumman TBF Avenger.
AUG. 10th	1913	Lawrence Sperry demonstrates a gyro stabilizer for instrument flight.
AUG. 19th	1940	First flight of North American B-25.
AUG. 23rd	1977	Man-powered Gossamer Albatross is flown 3 miles by designer Paul MacCready.

**ANSWERS TO QUICKEE QUIZ ON PAGE 3**

- 1) The answer is C... the angle a wing chord line makes with respect to the relative wind.
- 2) The answer is A ...the angle between the local horizon and the climb path of an aircraft.
- 3) The answer is B ...the angle the wing chord line is set with respect to an airplane's longitudinal axis.

"Never fly faster than your guardian angel"

Barbara Musgrove



Lafa MEETING MINUTES

DATE: 07/06/05

OFFICER PRESIDING: Ron Andersen

CALLED TO ORDER: 1955 hrs.

SILENT ROLL CALL: 7 total

MEMBER INTRODUCTIONS: None present

Ron Andersen	Barry Hawkes
Bob Musgrove	Roal Lee
Leonardo Bangerter	Adler Constant
Paul Davies	

TREASURER'S REPORT: Discussed, approved.

SAFETY OFFICER REPORT: When flying, always watch the weather and have alternate plans in case the weather closes in.

OTHER REPORTS: None

COMMITTEE REPORTS: None

OLD BUSINESS: Air Fair discussed, aircraft rides this year must be "FREE", income must come from food, drink, T-shirt and raffle sales.

NEW BUSINESS: Discussed the breakfast / safety seminar in August with Phil Lockwood. Decided to plan on approximately 50 people to attend. We need to rent tables and chairs. We also need fans, easels, spot lights and garbage cans.

MEETING ADJOURNED: 2105 hrs.

PLEASE SEND YOUR MEMBERSHIP  
 APPLICATIONS OR RENEWALS (\$35)  
 TO:  
 Lafa  
 P.O. BOX # 924266

## Achieving The Goal of Pilot Excellence and Aircraft Control

By Rob Mixon

The two things pilots are constantly in pursuit of are pilot excellence and aircraft control. This is not a bad thing, but without the proper training it may be an illusion. What better way to insure excellence and control but to plug in a formula to achieve it. The chance of failure becomes slim to none if the proper numbers are used.

If this is truly the case then why is the stall/spin accident not a thing of the past? Why will a 15 MPH 90 degree crosswind wipe a pilot and Cessna 172 off the side of the paved runway into the grass during a landing? What numbers do you plug in when that tailwheel airplane is heading for the side of the runway and all you can see is white from the closed hanger doors you are heading straight for?

Do you need to know, and be precise, about "the numbers" when flying twin engine aircraft and jets? Most certainly!

Let's fly through the stall/spin from Base Leg to Final Approach using our single engine, propeller driven, training aircraft that is approved for spins. Instead of the "surprise" happening at several hundred feet we will start at 3,000 feet so that we can maintain our minimum aerobatic altitude of 1,500 feet.

Instead of power off to establish a glide on Downwind we will maintain power on during our approach. We have been taught that you have better control with a power on approach.

Overshooting you start your turn back toward Final. Instantly you realize you have "overbanked" more than the 20 degrees which, as you were taught, increases the stall speed. You shallow the bank with right stick or yoke. Now the airplane is not maintaining enough left turn so you correct with left rudder. You are still holding right stick/yoke to keep your bank at 20 degrees. The control pressures are not large just enough to maintain a 20 degree bank and keep the turn going with rudder.

You discover you are low. Since you already have "approach power" you feel that if you add more power it may upset your controlled approach path. You increase back pressure on the stick or yoke to compensate.

Within seconds the airplane stalls and breaks into a pin to the left! You immediately reduce power and remove the incorrect control input. Great, your recovery is a success!

A one turn Spin will require approximately 500 feet for recovery. Since you have only rotated 180 degrees you have lost only 250 feet. The problem was that your altitude, when you entered the spin, was 200 feet. That puts you 50 feet under the surface of the ground!

To make things worse, if that is possible, would be for the student to execute the more appropriate stall recovery response if they have never been taught spin recovery. Applying full power, as in stall recovery, will actually aggravate the situation!

If you are flying that "Heavy Iron" as an airline pilot, a Bis Jet pilot, even a light twin, watch the numbers. They may save your life. If you are flying that single engine Piper, Cessna, or Light Sport Aircraft do what my first flight instructor told me to do.

He wasn't actually a Certified Flight Instructor. He was a neighbor and a farmer. We were in his J 3 Piper Cub and flying from his private farm grass strip. "Wanna fly the plane?" he asked as we were trimmed for level flight. "What do I do?" I asked. "Just give it what it needs" he replied above the engine roar from the little Continental sixty-five horsepower engine.

How do you learn to "give it what it needs?" You learn the same way that you learn anything else. You learn by making mistakes without plugging in that safety net of flying by the numbers. Those numbers that make you a mechanical pilot instead of a part of the airplane.

Oh yes, it is also necessary to have a competent flight instructor on board so that someone will know what "Give it what it needs" means. Demonstration and verbal guidance combined with letting the student "experience" what both the student and airplane can achieve working together is a beautiful thing!

The goal of pilot excellence and aircraft control have now been accomplished by both plane and pilot...together...as one...without it becoming just an illusion.

*Rob Mixon is a CFI, Airplane & Instruments, MES, MEL, SEL, ATP. He teaches "Psychology of Personal Effective" at Miami-Dade College. He may be reached on his website [www.betterpilot.com](http://www.betterpilot.com)*