



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 8

AUG 2008

UPCOMING EVENTS

AUG 9TH— 2ND SATURDAY - - GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOTS LOUNGE AT ROBERTS AIR AND LAF A FLY-IN AT X-51U. 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.

BE SURE TO LOOK UP THE FAA SAFETY SEMINAR FOR THE NEXT SAFETY SEMINAR. THE LAKELAND AND POLK CITY AREA HAS A LOT OF SEMINARS THIS MONTH. CHECK ON THE SEMINAR THAT INTERESTS YOU.

AUG 23RD - 4TH SATURDAY - MONTHLY FLY-OUT TO BE DETERMINED. CHECK BACK WITH THE WEBSITE OR EMAIL FOR MORE INFORMATION.

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.

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-51U
HOMESTEAD GENERAL AIRPORT



New Home • Refinance
Investment • Repairs
Debt Consolidation
Home Improvement

Lower Your Payments

Call Sandra Today!!

Licensed Mortgage Broker

954-553-0494

Bad Credit / Bankruptcy OK



"The First in Synthetics"

Established 1972

Cust. Number **15040**

OWN YOUR OWN BUSINESS

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

OR

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: _____

G-1473

INSIDE THIS ISSUE

PAGE

LETTER FROM THE PRESIDENT	2
LAF A INSTRUCTORS	3
LAF A MEETING MINUTES	4
THE INSTRUCTOR'S CORNER.....	5
SAFETY PEN.....	6

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 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

From the President's wife...

A few things happened to me the past few days that made me realize how important every single day is. My father-in-law had a stroke and I had an engine out. These things make you stop and think.

What I thought of most, was how incredibly short life is. I already knew this, but the recent events brought it forward to my frontal lobes. I thought of how often we spend so much time taking life for granted. I thought of how often we mistaken things to be so much more important. I thought of silly arguments, silly stands, not enough time for "to do's" and dirty floors, etc.

Life is short, not just for the elderly.

Please remember that work isn't quite that important. Remember that it only takes a second to leave this world. And we don't have the luxury of knowing when that may be. Remember to say "I love you". Remember to stop and really smell the avgas!

Fly and fly more. You have been given the privilege. Exercise it as often as possible. Smile and thank someone or something. Spend time with your loved ones. Let them really know what makes you tick. Find out what really makes them tick. Help them realize their dreams and aspirations. Follow yours...

You only get one chance at this thing called "Life". Don't blow it. You deserve to enjoy what has been given to you. Balance it... don't deny one for the other. Help your loved ones to realize the same...

Our next membership meeting will be on Saturday, August 9th. We will be having breakfast in the pilots lounge at Roberts Air at approximately 0900 hours. Please bring your family and friends and definitely, bring your appetites.

Blue Skies Up...

Sandy Bronnenberg

**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 Rans S-6 Coyote II

Tundra tires, reinforced nose and main gear for off airport landings, 582 Rotax with 130 hours – engine just returned from Lockwood for top overhaul with new gearbox, Ground adjustable Ivo 66 inch prop, New Skins, full VFR panel, folding wing kit included, 1200 FPM rate of climb with one pilot, 900 FPM with passenger – stalls at 30 MPH, plane is registered ELSA with current Air Worth Cert. always hangared – To see it fly go to Youtube <http://www.youtube.com/papipilot>

asking \$17,000

Rafael Lima @ 305 401 3506

SOLD



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)

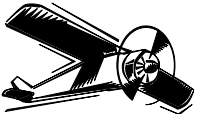
** WSL = Weight Shift Land

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



Here are some photo's from the last fly-out flying over Homestead ARB.



Lafa MEETING MINUTES & Secretary's Notes

DATE: Saturday, July 12th, 2008

OFFICER PRESIDING: Dick Bronnenberg, President

CALLED TO ORDER: 9:45 a.m.

SILENT MEMBER ROLL CALL: 9 total

MEMBERS PRESENT (*in no particular order*): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Jim Lindberg, Paul Davies, Tim Morgan, Jeff Obermeier, and Patrick Joyce.

INTRODUCTIONS: Perhaps soon to be new trike member, John Sauvigne.

TREASURER REPORT: Read and approved.

SAFETY OFFICER REPORT: Barry Hawkes showed us a CD on runway safety called Listen Up, Read Back & Fly Right by the FAA. It was very informational (although the volume on my laptop was having issues). A discussion followed that was also extremely informational.

CHEF's REPORT: Those that did attend this meeting enjoyed a very different delicious treat. Thanks Jim.

ANY OTHER REPORTS: Captain Bob spoke to the Florida Airboat Association who invited us to come to their function near Orlando so that they could present us with an award for our participation in the L-1011 Memorial Flight. We had to decline for short notice, the distance and because it was the same day as our Monthly Club Meeting.

OLD BUSINESS: Captain Bob is still following up on our new caps.

NEW BUSINESS: None at this time.

ANNOUNCEMENTS: The fly-out for July on the 26th is going to be a round robin of the Homestead area, including a fly-by of Homestead Regional. The briefing will be at 7:30am and take off time is 8:00am. This will be a one hour tour organized by Captain Bob with the tower at Homestead Regional.

EAA SAFETY SEMINAR: Captain Bob's safety seminar was about Operations at Non-Towered Airports. We read AOPA's Safety Advisor Operations & Proficiency No. 3; copies provided by the county and took a quiz afterwards. Quite a bit was learned by all.

MEETING ADJOURNED: 11:10 a.m.

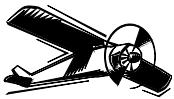
PLEASE SEND YOUR MEMBERSHIP
APPLICATIONS OR RENEWALS (\$35)

TO:

Lafa

P.O. BOX # 924266

PRINCETON, FL 33092-4266



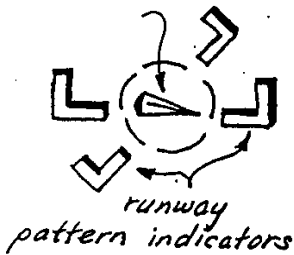
THE INSTRUCTOR'S CORNER

This month - "ME? Land at an AIRPORT?"

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

Here I am in my ultralight, aiming for an uncontrolled (no or non-operating tower) airport that I've never been to before. My ultralight has no radio and no prior contact for instructions could be made by telephone. How do I make a safe arrival?

wind direction
indicator



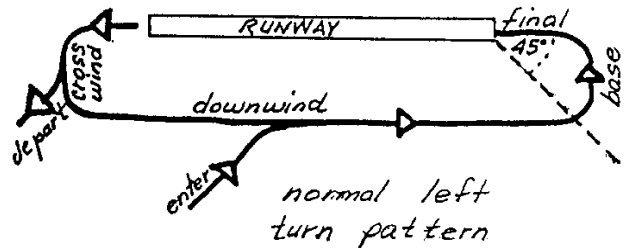
First, I keep a watchful eye for other traffic and airborne objects like skydivers. [See article "Peek-a-Boo-Boo's"] Second, I want to confirm the wind and landing pattern direction indicators by overflying the airport above the standard traffic pattern altitude, which is generally 1000 feet or so AGL (Above Ground Level), and perhaps a half mile out. I'll be careful though, as smaller or slower aircraft (that's me!) may be lower and closer, while the larger and faster (jet and turboprop) aircraft may use a higher pattern of perhaps 1500 feet AGL when flying their pattern two miles out or more. The normal traffic flow at most airports is to the left (make a phone-call first if you can!).

I'll go well outside the rectangular-shaped traffic pattern to descend in preparation for my entry into the pattern. [Watch for traffic!] When I'm at 500 feet I'll enter the pattern flow [Watch for traffic!] at 45 degrees to the downwind leg at about the midpoint of the runway.

There is no "exact" size and altitude to the pattern. The whole idea of traffic patterns at airports is to create a safe method for aircraft to converge upon a very small piece of real estate and then leave again in all different directions. A flow among various types of air machines develops, which allows all of them to fly the circuit to and from the airport. For this system to work as well as it does, everyone involved must be alert. It's best to make my turns and movements gradual. Whenever there is contention for the same airspace, ultralights must **ALWAYS** yield the right-of-way to any other type of aircraft. Anyone already on their final-approach has the right-of-way.

This follows similar rules in boating, where the more maneuverable craft must yield, and as we know, the ultralight is the king of aerial maneuverability! Even helicopters traveling at speed cannot turn as quickly and tightly as our flyweight aerial R/V's.

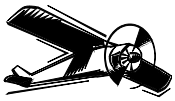
Okay, now that I'm in the pattern, I'll keep 500 feet until I'm about 45 degrees past the touchdown end of the runway. This position allows me to see if anybody is "in front of me". Even though other traffic may be higher and further out, it's also faster and we may both arrive at the same time! Yes, I can shorten my downwind leg to expedite my arrival IF it will be conducive to a better flow of traffic. Remember, a long, straight-in approach by radio-equipped aircraft is an approved procedure, so watch for this possibility.



A few airports have separate runways for ultralights and other slower sport aircraft. These runways may have a different pattern altitude (perhaps 500' AGL) or a different pattern direction (or both!), to avoid conflict with the other runway traffic.

There are no hard set rules for all uncontrolled airports at all locations. Alertness, good judgment and common sense will aid you in a safe and happy landing!

Cap'n Bob



Safety Pin,

So you have dual carb's on your engine which is going to give you more power. Now the big question is, "Are they in sync?" This is a problem that has plagued many a flyer for some time. There is a simple solution and that is to build a "Manometer" which will hook up to the carburetor vacuum.

Most motorcycle mechanics are fully aware that a lot of the older bikes used multiple carb's (usually 4). Keeping them in sync was a normal task. The manometers of that time usually used mercury for the fluid in them but for our purposes we will use 2 cycle oil. A long piece of 1/4 " clear tubing about 36" long. One end of the tubing will connect to a port on each carb that leads to a chamber between the carb slide (or butterfly) and the piston. The rest of the tubing will droop down below the carbs with the top of the tube about 6" above the carb. Strap them down to something and fill the tube with about 12" of the 2 cycle oil so that all the tube levels are the same. Let them sit a little to make sure they are level. Now when you start your engine you can see how much each carb is pulling on the oil. Adjust the idle speed for each carb so the levels are even. Sometimes it may be necessary to stop the engine to make this adjustment. After the idle speed is set, then run the engine at about taxi speed so that the slides or butterflies are actuated. Now you can adjust the cable pull so that each carb is pulling the same. Once that is accomplished, then a run up at various power settings is required to see if any other adjustments are necessary. If none are necessary then remove the manometer, and cap all open ports or replace plugs. You are ready to get the most power and even power. Remember that you have a turning prop when adjusting so BE CAREFUL!!

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**