



# EAA CHAPTER 103

# LAFANEWS

www.lafa.com

VOLUME 8

August 2009

## UPCOMING EVENTS

AUG 8TH - 2ND SATURDAY -- GENERAL MEMBERSHIP MEETING TO BE HELD AT ROBERTS AIR IN THE PILOTS LOUNGE WITH THE 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.

- FAA SAFETY SEMINARS - THERE WILL BE SEVERAL SAFETY SEMINARS IN FLORIDA THIS MONTH, SEVERAL IN LAKELAND SO IT IS NOT TOO FAR. WHEN LOGGING ONTO THE WEBSITE SELECT "FLORIDA" FOR THE STATE TO SEE ALL SEMINARS IN THE STATE. SELECT A REGION TO SCOPE DOWN THE AREA. CHECK IT OUT FOR YOURSELF AND SEE WHAT MIGHT INTEREST YOU.

<https://www.faasafety.gov/SPANS/events/EventList.aspx>

AUG 22 - 4TH SATURDAY - FLY OUT TO BE ANNOUNCED

### 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  
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E-Mail:

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Website:

G-1473

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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**

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**VICE-PRESIDENT: RON ANDERSEN(954)303-1421**  
**TREASURER: PAUL DAVIES (305)274-0412**  
**SECRETARY: BOB RUBBIO (786)251-8270**  
**SAFETY OFFICER: BARRY HAWKES (305)235-8687**  
**NEWSLETTER EDITOR: BARRY HAWKES**  
**FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE**

**THE PRESIDENT'S PEN**

Lafa's last Fly-Out was a local, planned to be the one-hour tour including a fly-over at the Homestead Air Reserve Base (HARB). But each of our three radios were having problems and we could not communicate with the tower, so we left our holding area just outside HARB's control zone to return to Homestead General Airport (X-51).

On the way, we stopped at Richards Field (Pvt) to see the sights and yak yak. It turned out to be a nice flight after all! Come join us on the fourth Saturday of each month at 8 o'clock.

Come Fly with Me, Capt Bob

**LUSCOMBE • \$25,000 • MAKE OFFER •**

Luscombe '46 8A, 65HP, all metal, LSA, TTAF 2900, 990 SMOH, last annual Feb '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, extra wood prop also included, flown regularly • Contact [Sandra Bronnenberg](mailto:Sandra.Bronnenberg), Owner • Telephone: 954-553-0494, email [sanbron@aol.com](mailto:sanbron@aol.com)

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

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\*\*\*\*\*

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\*\*\*\*\*

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Lafa CLUB INSTRUCTORS WITH TRAINERS

\* CFII = Certified Flight Instructor Inst.

\*\*SEL/MES=SingleEngineLand/MultiEngineSea

\*\* ACL = Aerodynamic Control Land

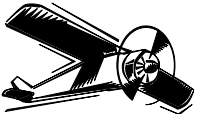
\*\* ACS = Aerodynamic Control Sea

\* 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, July 11 2009

**CALLED TO ORDER:** 09:00

**OFFICER PRESIDING:** Bob Musgrove, President

**SILENT MEMBER ROLL CALL:** 11 total.

**MEMBERS PRESENT** (*in no particular order*): Captain Bob Musgrove, Barry Hawkes, Ron, Claire, Ida Andersen, Bob Rubbio, Dick Bronnenberg, Jim Lindberg, John Sauvigne, Randy Homyk and Rene Velez.

**INTRODUCTIONS:** We had one visitor Miss Amy Lindberg.

**TREASURER REPORT:** The Treasurer not present

**SAFETY OFFICER REPORT:** Our safety officer, Barry Hawkes, discussed the poor condition of the field, so it is a good practice to do a overfly to make sure of the condition of the terrain especially if you are not familiar with it. Basically, look before you leap. Sometimes is not enough but we have to deal with this situation when we get there. Also remember, when landing on sand, look for the place where the water is overlapping because sand gets compacted and is more stable. If you don't look and land on dry sand you may be in for a surprise!

**CHEF's REPORT:** Our Master Chef was not available. But thanks to Ron, Claire, and Ida Andersen, we had hot coffee, orange juice and fresh donuts. Thanks also to Barry for his delicious cream cheese and New York style bagels .

**ANY OTHER REPORTS:** None

**OLD BUSINESS:** None

**NEW BUSINESS:** The President suggested that we should set up our tent and a have barbecue for lunch, and breakfast like in the past, and enjoy the rest of the day.

Fly out on July 25 was suggested to go any place but keep it about 1 hour long tour. We also discussed the possibility of talking to the airport manager to keep at least one good strip of grass cut from fence to fence for good flying practice and most importantly a safe L/TO. Cap. Bob said he was going to Oshkosh on July 22 for the adventure. If any one else was interested please contact Bob for details.

Barry Hawkes said: He would like to bring something to the table...that we should have our club meetings back at Roberts Air, a motion was proposed and passed with a 100% of the votes.

**ANNOUNCEMENTS:** No announcements at this time.

**EAA SAFETY SEMINAR:** None

**MEETING ADJOURNED:** 09:39

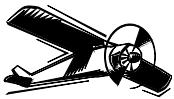
PLEASE SEND YOUR MEMBERSHIP  
APPLICATIONS OR RENEWALS (\$35)

TO:

LAFA

P.O. BOX # 924266

PRINCETON, FL 33092-4266



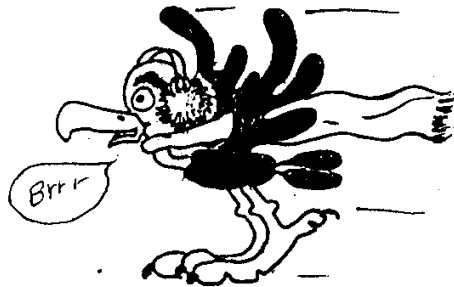
## THE INSTRUCTOR'S CORNER

This month - "Brrrrrr!"

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

The oncoming colder months bring different conditions to the various regions of our country. From cool and humid to frost and freezing drizzle, freezing rain, light snow, heavy snow, sleet and bitter cold. All these and more are very difficult on pilot and aircraft alike. First, I consider the human factor.

Some of our ultralights and light aircraft have little or no protection from the elements. A February day in southern Florida might be sunny and 70 degrees Fahrenheit - beautiful! But as I climb for altitude, the normal atmospheric cooling-lapse rate brings the temperature down 3.5 degrees for every 1000 feet, so at 3000 feet up, I'm at about 60 degrees ambient temperature. No problem so far, but although my ultralight may cruise along at only 40 mph, a quick look at the wind chill table says my skin will feel like it's only 42 degrees! Where's my silk scarf when I need it?



WIND CHILL TABLE

Temperature in Degrees Fahrenheit

Wind MPH	60	55	50	45	40	35	30	25
5	58	53	48	43	37	32	27	22
10	53	47	40	34	28	22	16	10
15	49	42	36	29	22	16	9	2
20	47	40	33	26	19	12	4	-3
25	45	37	30	23	15	8	1	-7
30	43	36	28	20	13	6	-2	-10
35	42	35	27	19	11	4	-4	-12
40	42	34	26	18	10	3	-5	-13
45	41	33	25	18	10	2	-6	-14
50	40	32	25	17	9	2	-6	-14

My aircraft needs attention too. Even in south Florida frost does occur. If my aircraft was outside overnight after one of those Yankee cold fronts, it may have a coating of frost that will destroy the lift of the wings on an early morning takeoff. I must keep all forms of accumulation off the flying surfaces, be it frost, snow, frozen drizzle or frozen rain.

I'll be particularly cautious at around 50 degrees Fahrenheit and colder. In conditions of high humidity and especially with visible moisture (clouds or fog, rain, snow, etc.), the possibility of carburetor ice is very strong, which causes progressive power loss similar to gradually reducing my throttle setting.

The carburetor creates the combustible fuel/air mixture with a venturi that increases the air velocity and lowers the air pressure in order to draw in the correct volume of raw gasoline. This process condenses the moisture and lowers the temperature of the air flow, allowing ice to form in the carburetor(s), restricting the air and thereby causing the power loss.

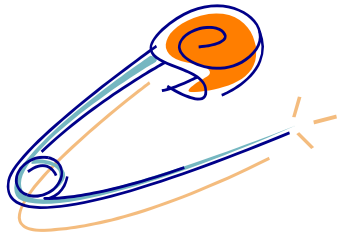
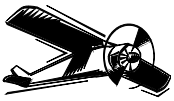
I'll be aware of these weather conditions, and if I note a gradual power loss - I'm going to land! Once on the ground and the engine shut down, the carburetor will warm and melt the ice providing normal operation on restart - until the ice forms again! Solution? Wait until the weather warms or install a carburetor heating kit. Cold weather can also cause some pliable materials to become stiff or even brittle.

Warming-up my engine is always important, but especially in colder weather. Yes, it takes patience but a proper warm-up may prevent a cold seizure in which the engine stops from internal friction due to the uneven heat expansion rates of the different metals in my engine.

Knowledge of these potential problems and their solutions increases my winter safety. Get out and enjoy! The cold weather brings delights of smooth, crisp air after weather fronts, no more bugs in the teeth and performance increases that turn my summer slug into a winter rocket! If I'm where it's cold enough, delights of flying over pristine snow covered fields; of landing on ice covered lakes, and with skis, even deeper snow can be conquered!

*Flying is real "cool"!*

*Cap'n Bob*



*Safety Pen,*

Are you prepared???

Not just do you have enough fuel but if something goes wrong are you prepared for the situation. Most pilots practice engine out landings but what happens if the elevator control fails? What happens if you lose the rudder? What if the throttle sticks at full throttle? These are all circumstances that can happen and we all must think about how to deal with them. Let's say that the engine died and you had an off field landing in the Everglades. What do you do to prepare for this event? Fly with a cell phone in a plastic bag to make sure it stays dry. Do you have any emergency gear on board (Signal mirror or matches for a fire). There are several articles written on how to prepare for an accident. Check on line to find out some. Some of the best ideas come from others and their experiences and what they did to overcome the situation.

Don't think that it can only happen to someone else and not to me. It can happen at any time and so we must try and be prepared for the situation. Remember that an engine out can be the start of the situation and not the end.

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**

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**LIGHT AIRCRAFT FLYERS  
ASSOCIATION**