



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 2 FEBRUARY 2009

UPCOMING EVENTS

FEB 14TH— 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.

FEB 18TH - FAA SAFETY SEMINAR - Planning for an over water flight; How to bring rescue to you. What every pilot needs to know before taking off for the Bahamas, Key West or beyond. Eastern Aero Marine will be present to demonstrate life rafts, and other over water emergency equipment. Seminar is at Miami FSDO (8600 NW 36th St.) from 7-9 PM. Please register on line to save yourself a seat.

FEB 28TH - 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.

APR 21-26 - SUN-N-FUN IS CLOSER THAN YOU THINK. MAKE SURE THAT YOU HAVE MADE ARRANGEMENTS FOR LODGING.

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

THE PRESIDENT'S PEN

January 2009 Fruit and Spice Park,

Since we do not have a President at this moment I will give a report on the Fruit and Spice Park Craft Fair.

Saturday started off fairly slow. Lots of confusion for the vendors as the Park had changed things around. They now have a large lake, where we had set up in prior years, and had not finished it. The display area was very small but still had room for all the displays. By 10AM the winds were really starting to blow and the flyers at the meeting were unable to launch their machines into the air. We had a lot of people curious and interested in the Ultralight and Sport Pilot type of aircraft. Lots of lookers.

Sunday started off fairly slow until noon then there seemed to be lots of people there enjoying the warm sun and all the attractions. Bob Musgrove made the flight over with Peter Volum. Bob circled several times until my radio battery went dead talking to him. Peter on the other hand went round and round until I thought he would get dizzy. Thanks to both Bob and Peter for such a fine showing. Everyone there really enjoyed the show. We also had a demonstration of a Parapente (Backpack motor with a parachute wing) Ricardo and Ehenio set this up and flew for quite a while, landing in the field behind the exhibitors. He seems to hold a lot of interest in flying back pack parachutes.

All in all it was a very good weekend for all. Paul Davies kept me company for a while to talk to people about Trikes and how they work. Another successful weekend at the Fruit and Spice Park.

Blue Skies and Clear Sunsets...
Barry Hawkes (Safety Officer)

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Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

** ACL = Aerodynamic Control Land

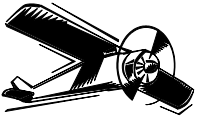
** ACS = Aerodynamic Control Sea

* 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, January 10th, 2009 **OFFICER PRESIDING:** Bob Musgrove, Vice President
CALLED TO ORDER: 9:15 a.m. **SILENT MEMBER ROLL CALL:** 9 total

MEMBERS PRESENT (in no particular order): Dick Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Jim Lindberg, Paul Davies, Jeff Obermeier, Tom Bigelow, Ricardo Vides, John Hefty and Patrick Joyce.

INTRODUCTIONS: We re-introduced new prospective member John Sauvigne (soon to be trike pilot).

TREASURER REPORT: Read Monthly Report and Year End Report approved.

SAFETY OFFICER REPORT: Knowing your aircraft cruise and range was discussed.

CHEF's REPORT: New Master Chef Jeff Obermeier made his first breakfast .

ANY OTHER REPORTS: We are still looking for people to take the position of President and Secretary..

OLD BUSINESS: None at this time.

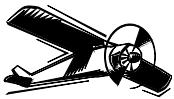
NEW BUSINESS: Discussed Breakfast flyin at Coppertown or Tamiami Trail as alternate for breakfast at Roberts Air.
Discussed Flyout option, Sun-N-Fun, Sebring, Café 27.....

ANNOUNCEMENTS: The President and Secretary are resigning after 2 years of service. Volunteers are being sought.

Meeting to end early due to getting planes ready for flyover at Fruit and Spice Park.

MEETING ADJOURNED: 10:00 a.m.

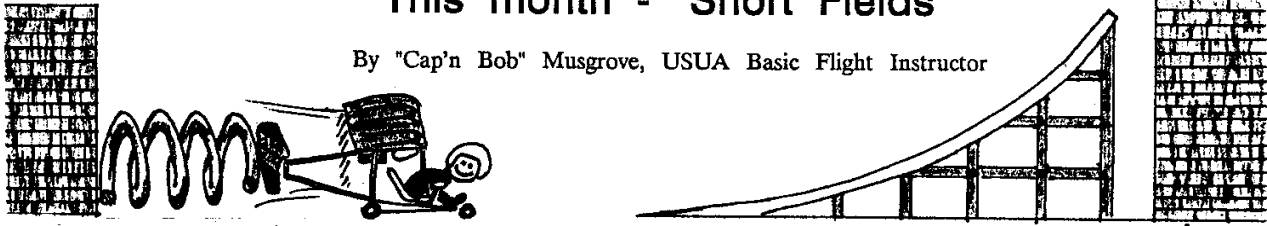
	PLEASE SEND YOUR MEMBERSHIP	
	APPLICATIONS OR RENEWALS (\$35)	
	TO:	
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	PRINCETON, FL 33092-4266	



THE INSTRUCTOR'S CORNER

This month - "Short Fields"

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

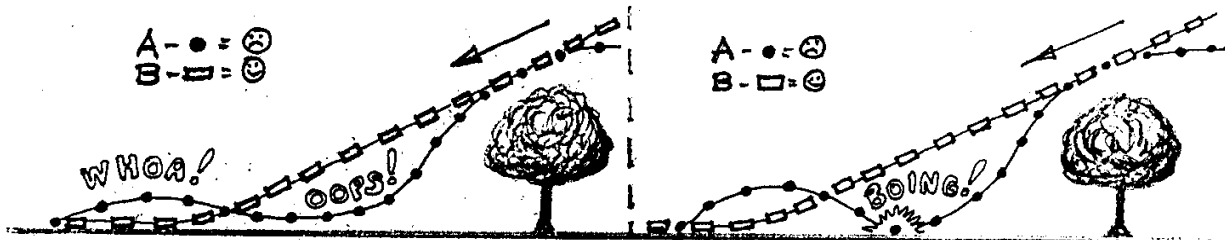


A thunderstorm, hunger pangs, nature calls or other unexpected needs may have me using a shorter than desired landing site. Murphy assures me that it will have trees and power lines. Whenever possible, I'll make some low passes to spot cables, fences, rocks and things.

THE LANDING - TASK: To clear the obstacles, to land and stop as short as possible. **METHOD:** I'll descend over the obstacles on glide path, on my target (safe) airspeed and put it on the ground without delay so I can begin stopping!

My technique: 1) I'll give myself plenty of room from altitude to align with the "runway". 2) Establish my glide angle and speed and "lock 'em in". If my desired path or speed cannot be maintained I am always ready for a go-around. 3) I add enough extra approach speed to compensate for steady wind and gusts that may quit! I hold the extra speed for as long as possible before touchdown while keeping an eye out for obstacles that could create mechanical turbulence. 4) I'm going to "put it on" because trying for a real smooth landing may have me "floating" and eating up too much valuable runway.

Approaching at or near stall speed and then diving once over an obstacle (A) is thought to be a technique to land short while allowing a little more room to make a real smooth landing. Problems: 1) When do I pull out of this dive? 2) What's the wind like 50 feet down? Is there any? 3) Am I going to get a wind vortex as I pass over the obstacle or just as I'm trying to pull out? 4) How much runway will it take to bleed-off the extra speed from the dive?

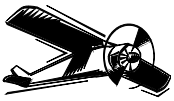


Due to these and other problems, a stabilized approach (B) will be about as short as is possible and is also much safer.

THE TAKE OFF - TASK: To climb over the obstacles at the end of the "runway". **METHOD:** Accelerate as rapidly as possible, lift off and climb at Best Climb Angle (stall + about 5 knots) to clear the obstacle. My technique is 1) full power with brakes on to ensure I have maximum power. 2) Brake release with elevator neutral (accelerates faster). 3) Approaching my known stall speed - stick back to lift off and 4) climb out at Best Climb Angle (plus any gust factor) until clear of the obstacles. Always remember "if in doubt, trailer it out".

Although this is just a rough overview, a little practice at the local field will amaze you at how short you can be! Aint flyin' great!

*Keep your shorts up. !
Keep up on your shorts! Cap'n Bob*



Safety Pen,



A compass is a very useful tool. They can point you in the direction where you want to go and keep you on track. Compass's are used in aircraft, boat and auto applications. Mostly for auto's they tell you roughly in which direction you are heading. I know that GPS has taken over the world in Navigation but every Fighter Jet and every Air-liner has a stand-by compass installed just in case.

Ships used compass's to navigate across the oceans to find new places. Pirates used a compass to find their safe haven. The ships that navigate the oceans are similar to the ships of the air.

In the ocean there are currents that make you drift just like in the air. This must be taken into account when plotting a course from one place to another so that you can correct for it.

The compass has no batteries to run down just a magnetic needle and some type of fluid to keep it from swinging wildly. Another thing to remember is that a compass points close to magnetic North. That is to say it mainly points North because on the earth there are different deposits of Iron that changes the "Deviation" of the magnetic compass. The amount of deviation varies in different locations on the earth. Look at your aeronautical chart and it will tell you what the deviation is for your area.

Just remember that GPS is different than what a compass will tell you in that GPS is done with satellites orbiting above the earth and give you geological North.

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**