



# EAA CHAPTER 103

# LAFANA NEWS

www.lafa.com

VOLUME 2

February 2010

## UPCOMING EVENTS

FEB 13TH - 2ND SATURDAY - - GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOT'S LOUNGE AT ROBERTS AIR AND LAFANA FLY-IN AT X-51. THE LAFANA FLY-IN WILL COMMENCE IN THE MORNING ABOUT 0900 . SINCE WE HAVE NO VOLUNTEERS TO BE THE CHEF THERE WILL BE NO BREAKFAST.. COME ONE, COME ALL AND BRING SOME STORIES TO HANGER FLY WITH.

FEB 11TH - FAA SAFETY SEMINAR - THERE IS ONE ON THE 11TH AT THE WAR MEMORIAL AUDITORIUM IN FT. LAUDERDALE. THE SEMINAR IS "10 THINGS OTHER PILOTS DO WRONG". CHECK THE LISTING TO FIND OTHER SEMINARS THAT YOU MIGHT LIKE. <https://www.faasafety.gov/SPANS/events/EventList.aspx>

FEB 27TH - FLYOUT TO BE ANNOUNCED AT THE MEETING WITH OUR NEW FLYOUT CHAIRMAN.

### 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.

Don't forget the monthly LAFANA meeting!!!

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



Established 1972

"The First in Synthetics"

Cust. Number **15040**

### OWN YOUR OWN BUSINESS

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

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- None of the responsibility of owning a business
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E-Mail: \_\_\_\_\_

**LUBEDEALER.COM/SALISBURY**

Website: \_\_\_\_\_

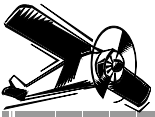
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LAFANA NEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.



**Lafa OFFICERS FOR 2010**

**PRESIDENT: RICHARD BRAGASSA(305)498-5204**  
**VICE-PRESIDENT: RON ANDERSEN(954)303-1421**  
**TREASURER: PAUL DAVIES (305)274-0412**  
**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**

How did Lafa get here? By those founding members who were passionate about participating, pure and simple. Years of work went into building Lafa and establishing a grass strip at Homestead Airport. GREAT NEWS we have members who are ready to step up and continue to grow and improve our chapter.

**BUILD IT AND THEY WILL COME**

Grass Fields all over the country are being bulldozed to make room for urban sprawl. Airports large and small are being squeezed by housing developments. According to AOPA one in three urban airports has been closed in the past ten years. But now members of EAA Lafa have an incredible opportunity to REVERSE that trend right in their own backyard.

The X-51 ultra light field will be extended into a full length certified grass field measuring 2500 X 150 feet! While airfields around the country are closing Steve Dhiel of Unusual Attitudes Glider School has teamed up with EAA Lafa and Mr. Mike Handrahan airport manager to make this field a reality. Tentative plans are in the making for EAA Lafa members to turn out to help move the new runway markers and finalize the field extension.

Tentative plans are for the fourth Saturday in February, the exact date is TBA. EAA Lafa chapter members are asked to turn out to help move the new runway markers and finalize the field extension. Lafa, Farmers, Dade County, Steve Dhiel, Glider, Ultra Light and Sport Pilots will all benefit from this expansion. Let's make a day of it – hot dogs and burgers and sodas will be served. Come in work clothes AND LETS FINISH THE RUNWAY!

Richard Bragassa (President)

**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**

**Kolb Mk. III Classic (N710KA)**

with Lafa Paint Scheme and decals

Rotax 912, BRS Canister Chute, Warp Drive prop, Full instrumentation, Quickly-removable doors, Yeasu Radio, Two Pilot Avionics ANR Headsets, Sigtronics Intercom and Logbooks.

Location: Richard's Field T-hanger

**ONLY \$18,000**

Lafa Members price. Price goes up at Sun'N-Fun.

Customized boat trailer with wing supports: \$2,000 extra

**Call Peter Volum (305-562-3594)** for more info or to schedule a test flight



Lafa CLUB INSTRUCTORS WITH TRAINERS

\* CFII = Certified Flight Instructor Inst.

\*\*SEL/MES=SingleEngineLand/MultiEngineSea

\*\* ACL = Aerodynamic Control Land

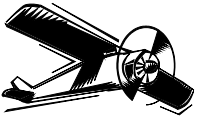
\*\* ACS = Aerodynamic Control Sea

\* 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, 01-09-10 **OFFICER PRESIDING:** Ron Andersen, Vice-President

**CALLED TO ORDER:** 9:40 am **SILENT MEMBER ROLL CALL:** 13 Total

**MEMBERS PRESENT** (in no particular order): Barry Hawkes, Jeff Obermeier, Ron, Claire and Ida Andersen, Randy Homyk, Dick Bronnenberg, Rafael Lima, Sandie Bronnenberg, Peter Volum, Paul Davies and Graham Harward.

**INTRODUCTIONS:** Gonzalo Iglesias (guest)

**TREASURER REPORT:** It was reported that we have \$4,755.00 in the bank. We voted to donate \$100.00 for a membership to Operation Migration.

**SAFETY OFFICER REPORT:** Icing was discussed. When air temperature and dew point cross, watch out for carburetor ice. You can log into [www.noaa.com](http://www.noaa.com) to check air temperature and icy conditions.

**CHEF'S REPORT:** Our Master Chef, Jeff Obermeier, cooked his final breakfast. We are looking for a volunteer to take over his duties as Chef.

**ANY OTHER REPORTS:** The cost for the Christmas BBQ was \$185.00.

**OLD BUSINESS:**

1. The January Fly-Out was cancelled because it lands on the same weekend as the Light Sport Expo.
2. The new officers for 2010 are: Rich Bragassa-President, Ron Andersen-Vice President, Paul Davies-Treasurer, Barry Hawkes-Safety Officer, Web Editor, Newsletter Editor, Fly-Out Chairman-Graham Harward, Secretary-Bob Rubio (not present), Public Information Officer-Rafael Lima.

**NEW BUSINESS:**

1. Sandie was going to check on LAFA IRS status.
2. It was mentioned that the LAFA sign was falling off the fence.
3. It was noted that the fence was removed from the ends of the runway at the Ultralight but the fence posts were still up. The road was filled in and graded. This was done in preparation for the lengthening of the grass strip to 1400 feet.
4. We discussed combining a LAFA meeting with the Glider meeting.
5. We discussed adding the Glider group to our website and visa versa.
6. A motion was brought up to make all LAFA events free to all LAFA members and to charge \$10.00 for guests.
7. EAA Recognition Awards were given out to the LAFA 2009 Officers. LAFA Recognition Awards were given out to Rich Bragassa, Barry Hawks and Jeff Obermier. The LAFA Blue Max Award for the LAFA member who contributed the most during the previous year was given to Paul Davies, Treasurer.
8. A motion was brought up to check the cost of making LAFA stickers.

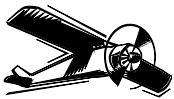
**EAA SAFETY SEMINAR:** None.

**ADJOURNED:** 11:15am

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

TO:  
LAFA

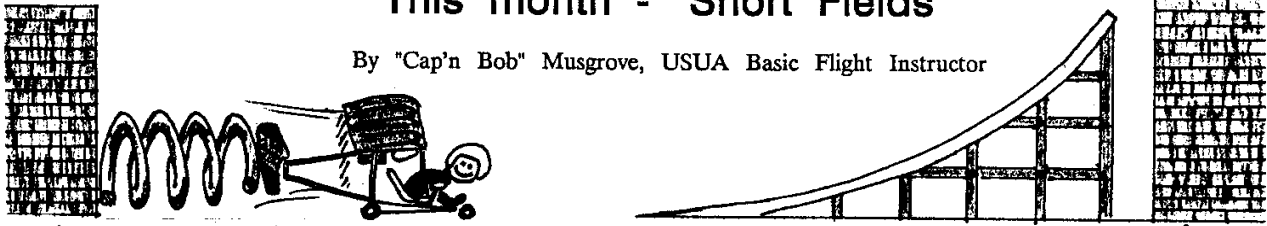
P.O. BOX # 924266  
PRINCETON, FL 33092-4266



# THE INSTRUCTOR'S CORNER

## This month - "Short Fields"

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

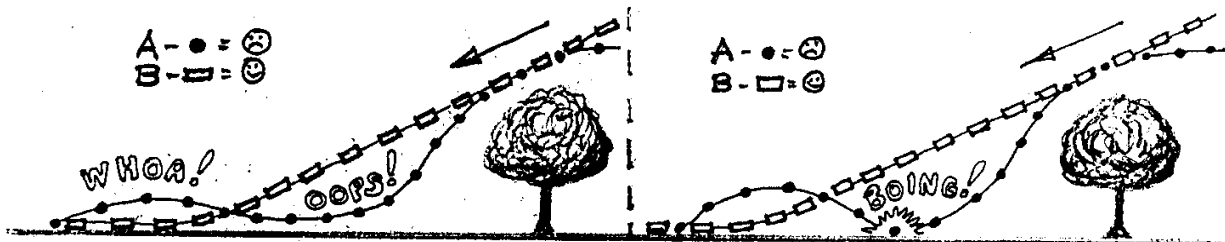


A thunderstorm, hunger pangs, nature calls or other unexpected needs may have me using a shorter than desired landing site. Murphy assures me that it will have trees and power lines. Whenever possible, I'll make some low passes to spot cables, fences, rocks and things.

**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?

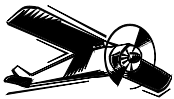


Due to these and other problems, a stabilized approach (B) will be about as short as is possible and is also much safer.

**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,



What to do about your Dacron Sails. Are they any good? Many of the Ultralight and even Light Sport Aircraft are still using Dacron Sail Cloth for the wing and tail covering. Primarily used on the Quicksilver type aircraft they are still used on some Light Sport Aircraft like the Rans aircraft.

This material takes a beating from the sun in Florida. If you leave your plane outside in the sun you can expect to get maybe 2 years out of the unprotected material. There are a few products on the market to help protect the material from the harsh sun. "303" is one of them, not to say it is any better than any other. It is similar to "Armor All" and must be repeated applied to continue protecting.

Clear Coating the fabric helps with the longevity of the fabric. The automotive clears of today have "UV" protectorate in the clear so that they will stand up to the sun. This is fairly expensive, not for the amateur and adds weight to the ultralight. It can extend the life of the material another 2-3 years.

The only way to know if your fabric is safe is testing it. There are several punch testers on the market. If it fails to punch test them you are flying on borrowed time. These materials even though they look good may still fail the punch test. Have someone who is knowledgeable about this type of fabric look it over for you if you have any doubts.

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***