



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 1 JANUARY 2008

UPCOMING EVENTS

JAN 12TH - 2ND SATURDAY - GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOTS LOUNGE AT ROBERTS AIR AND LAFA FLY-IN AT X-51U. THE LAFA FLY-IN WILL COMMENCE IN THE MORNING WITH NO BREAKFAST. COME ONE, COME ALL.

JAN 12-13TH - FRUIT AND SPICE PARK EXHIBIT IS HERE AGAIN. RICARDO AND MYSELF WILL HAVE STATIC DISPLAYS AND THERE WILL BE A FLYOVER (WEATHER PERMITTING) DURING THE DAY. MONTHLY MEETING BUT NO BREAKFAST.

JAN 16TH - 2ND WEDNESDAY - FAA SAFETY SEMINAR ON "DON'T MAKE YOUR FINAL APPROACH...YOUR FINAL APPROACH". TIM SCHMELZER WILL SHARE HIS YEARS OF EXPERIENCE AS A FLIGHT TEAM INSTRUCTOR, WITH THE FUNDAMENTALS OF APPROACH AND LANDING. GET MORE INFO AT <http://www.faasafety.gov>. MIAMI FSDO, 8600 N.W. 36ST. MIAMI, FL. STARTS AT 7 PM.

JAN 17-20 - SPORT PILOT AVIATION EXPO AT SEBRING AIRPORT. FOR MORE INFO <http://www.sport-aviation-expo.com>

JAN 26TH - MONTHLY FLY-OUT TO EITHER TAVERNAERO OR TNT. TO BE DECIDED LATER SO CHECK ON THE WEBSITE.

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 LAFANEWS meeting!!!

2ND SATURDAY OF THE MONTH
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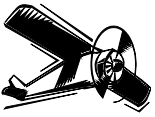
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LAFANEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.



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

HAPPY NEW YEAR! I am hoping that this New Year will bring out more flyers to our meetings and events. In 2007 we saw an increase in membership and an increase in participation. Thank you to everyone and let's keep up the momentum.

Our annual Christmas get together was a success. It was great getting together. It seems like the afternoon family Bar B Q was a great idea. Just a little bit of tweaking and this coming year's Christmas Bar B Q is going to be even better.

Seems like there was no interest in other members becoming officers for 2008. The current officers, I guess, agreed to continue another year... in other words, no one quit. The current officers really do enjoy supporting our club and we try to maintain a bit of guidance and organization. Please know that we are all always open to suggestions and especially assistance, if anyone is willing to donate their time. Ask us and we will tell you where we need the help. Along these lines, a big thank you to Jeff Obermeir for donating his time to assist our master chef during our monthly breakfasts.

Our December fly-out to the Eastern Airlines Flight 401 crash site was an extremely emotional and memorable day. We had seven aircraft in the air. Two unfortunately had to turn back for misc. reasons (Ricardo Martinez & Tom Bigelow). Five made it to the site (Donny Amador, Captain Bob Musgrove, Paul Davies, Jim Lindberg & myself with Sandy as my passenger). Ron & Claire & Ida Andersen provided ground support at Cooper Town and Barry Hawkes provided air/ground support aboard an airboat at the actual crash site. Graham Harward dropped the rose petals from Donny's airplane with amazing accuracy. Pictures will be posted on the newsgroup and on the Lafa website soon. The get together at the Airboat Association afterwards was an experience that we will all not soon forget. Meeting Bud who rescued the survivors by airboat 35 years ago to the day, meeting actual survivors and the camaraderie shared with the Airboat Association members. We all had tears in our eyes as we heard the stories recounted.

Don't forget Fruit & Spice Park on January 12th & 13th. Ricardo and Barry will be doing static displays. Captain Bob and Jim are the only two volunteers so far for fly-overs. We need more volunteers for this event.

Lastly, don't forget the Sebring Expo from January 17th to January 20th. Perhaps some of us can link up and carpool?

See you at X51 on Saturday, January 12th, for our monthly fly-in, club meeting and safety seminar. Sorry, no breakfast this month because we will be going to Fruit & Spice Park immediately after the meeting. Come enjoy some great hangar talk and keep up with all the current aviation events in our area. We will be meeting at the Pilot's Lounge at Roberts Air with the comfort of air conditioning and bathrooms.

No excuses... be there,
Dick Bronnenberg

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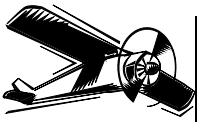
Engine turns over slow. Tired of hand starting because of a weak battery. Battery dead after every weekend of flying. Then maybe it's time for a new battery. Fresh supply of 12VDC 18AH Sealed Lead Acid batteries, charged and ready to go. These are the same style batteries that others sell for \$69.95. At the low price of only
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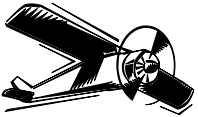
Lafa CLUB INSTRUCTORS WITH TRAINERS

- * CFII = Certified Flight Instructor Inst.
- * BFI = Basic Flight Instructor
- * AFI = Advanced Flight Instructor
- * CFI = Certified Flight Instructor (GA)

- **SEL/MES=SingleEngineLand/MultiEngineSea
- ** ACL = Aerodynamic Control Land
- ** ACS = Aerodynamic Control Sea
- ** WSL = Weight Shift Land

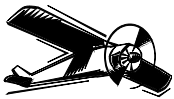
BFI AND AFI INSTRUCTORS TO END 31 JAN 2008

* 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
BFI	Sandy Bronnenberg	WSL	Trike	(954) 971-3836
BFI	Andy Corsetti	ACL	Drifter	(954) 435-3736
BFI	Jim Lindberg	WSL	Trike	(954)384-7629
BFI	Ricardo Martinez	WSL/ACL	Trike / TBA	(305) 255-6462
CFII	Graham Harward	SEL/MES	GA Type	(305)283-0400

**Lafa MEETING MINUTES & Secretary's Notes****DATE:** Saturday, December 8th, 2007**OFFICER PRESIDING:** Dick Bronnenberg, President**CALLED TO ORDER:** 9:21 a.m.**SILENT MEMBER ROLL CALL:** 13 total**MEMBERS PRESENT** (*in no particular order*): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Paul Davies, Jim Lindberg, Ron & Claire & Ida Andersen, Graham Harward, Jeff Obermeier, Danny Galletti (new trike pilot member), and Ken Melhado (new member who is the tow pilot at Unusual Attitudes based at Homestead).**INTRODUCTIONS:** John Hefty (soon to be new trike pilot member).**TREASURER REPORT:** Read and approved.**SAFETY OFFICER REPORT:** Our safety officer, Barry Hawkes, discussed knowing your aircraft and its upper and lower limits. He also discussed pilot error. There was an example of an engine out recently with one of our members Graham Harward aboard a large twin engine aircraft (PBY-5A Catalina) and how the situation was handled along with the cause. Thankfully, everything went well and no one was injured and the engine was restarted in flight.**CHEF's REPORT:** Master chef, Jim Lindberg, made a wonderful Mexican flavored breakfast. If you were not there, you really missed out. Jeff Obermeier volunteered to be the Chef's helper for the coming new year. This is very much appreciated by us all, but most especially Jim's family I am sure.**ANY OTHER REPORTS:** We spoke about the extension of X51U and the lack of bathrooms and shade facilities and the combining of our needs with the gliders needs for operations at our field.**OLD BUSINESS:** Attempted a head count for the Christmas Bar B Q. To date.... 14. Captain Bob still waiting for a quote on baseball caps.**NEW BUSINESS:** Discussed the fly-out on December 29th over the L-1011 Eastern crash site. As Ron Andersen gets more information he will put it out on the newsgroup. To date 4 to 5 volunteers to fly over. Ron & Claire Andersen will do ground support for fuel at Cooper Town. Barry Hawkes will do air support at the site.**ANNOUNCEMENTS:** Tentative January fly-out will be to Tavernaero or TNT.**EAA SAFETY SEMINAR:** Captain Bob's safety seminar was on water ditching. A very good seminar that should not have been missed. Excellent flyer passed out.**MEETING ADJOURNED:** 10:30 a.m.

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

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

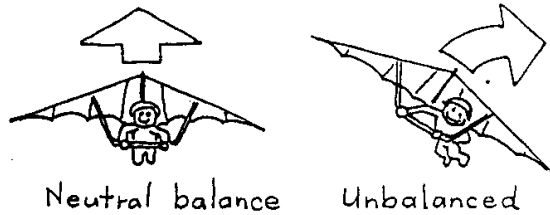


THE INSTRUCTOR'S CORNER

This month - "Turns"

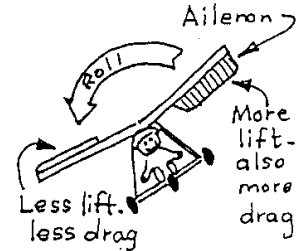
By "Cap'n Bob" Musgrove, USUA Basic Flight Instructor

Ultralights (U/L's) have several ways of making turns in flight. Some designs use weight shift like most hang-gliders or the powered variety called trikes. Both use the pilot's own weight, shifted side-to-side, thus tipping the wing from horizontal. The tipped direction of lift will move the U/L in that direction. Voila! A turn.



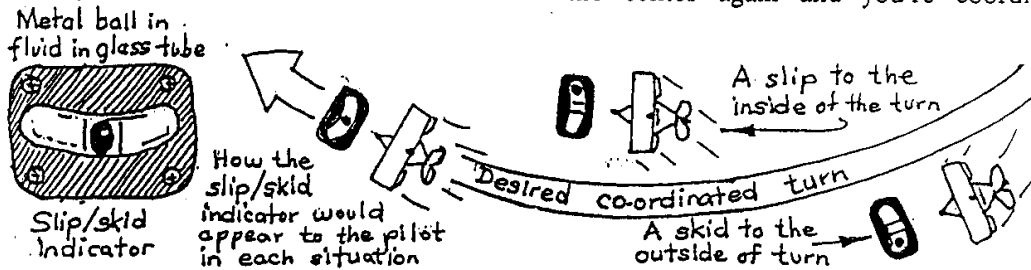
Another design is two axis, elevator for pitch (up and down) and rudder for yaw (turn). The rudder, when moved to one side, deflects the air (similar to a boat rudder) causing a turn.

Still another type is the three axis which has the first two (elevator and rudder) plus the third axis, roll, usually performed by ailerons on the wing's trailing edge. Aileron roll in many U/L's is not perfect though. Adverse yaw - nose movement opposite the turn intended - is created by the lowered aileron which creates lift but also more drag than its opposite raised aileron. This is controlled by simultaneous rudder application.



A coordinated turn is smooth with no sideways movement during the banked turn either outwardly (called a skid) or inwardly (called a slip). We've all felt this in our cars on banked curves. Why make a coordinated turn? It's far more efficient than slipping or skidding, requires less power increase to complete a turn and is far more comfortable than the "rolling shipdeck" feeling of uncoordination. Additionally, slipping or skidding causes complicating deviations in your flight path due to the propeller also sliding sideways. This torquing or twisting deviation (called P-Factor) occurs when the propeller blades can't "bite" equal amounts of air on each side, as it can when moving straight ahead. Don't be a deviate! Coordinate your turns.

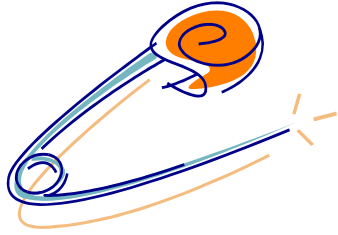
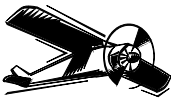
Okay, so how do I accomplish this skillful feat of pilotage? Ah, not so simple, Grasshopper. Each aircraft is different in its flight idiosyncrasies and requires a different combination of control inputs - introducing the Slip Indicator! This amazing device is the definition of simplicity. A little ball in a curved clear tube. Uncoordination causes the ball to move off-center and the direction of your error is indicated. Now all you have to do is change the control inputs until the little ball is back in the center again and you're coordinated!



All kidding aside, the definition of pilotage is making the plane do what YOU want it to do. This requires the development of skill, and the coordinated turn is a good example of it. The Slip Indicator is not a requirement, but makes the learning process easier.

Remember - one good turn deserves another!

Cap'n Bob



Safety Pen,

LAFA has just finished assisting the Airboat Association of Florida with a memorial of Eastern Flight 401 that crashed in the Everglades 35 years ago. It got National recognition from the Newsmedia and airboaters from all over the country attended. At last count approximately 100 airboats joined the site of the crash. When the service was over the FWC asked everyone to return in single file back to the dock. It seemed logical since some people were not from here and unsure of the Everglades. As it was one airboater decided to take a personal look at the Everglades by themselves. With no cell service and no GPS they got lost. One of the airboaters decided to go and look for them and found them only to run out of gas. Now there are 2 stuck in the Florida Everglades with night approaching. BSO helicopter spotted them and kept them company for the night hovering overhead.

Lesson, when in an area that is unfamiliar make sure that you have resources. Fuel, GPS, compass, radio or telephone if something happens. Also if you are trying to help someone make sure that you don't become a victim as well.

As it was everything turned out for the good and everyone returned safely home but it could have been tragic. If the airboaters decided to try and walk out we might still be looking for them. It was good that they stayed with the boat.

Just remember that it is better to be over prepared than under prepared.

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