



# EAA CHAPTER 103

# LAFANEWS

www.lafa.com

VOLUME 1 JANUARY 2009

## UPCOMING EVENTS

JAN 10TH— 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.

JAN 10TH & 11TH - THE FRUIT AND SPICE PARK IS HAVING THEIR ANNUAL "REDLAND FESTIVAL 2009". COME ON DOWN AND TAKE A LOOK AT ALL THE INTERESTING THINGS. WE WILL HAVE A FLYOVER AND STATIC DISPLAY.

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

JAN 24TH - 4TH SATURDAY - FLY OUT TO BE ANNOUNCED. CHECK YOUR EMAIL.

### 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-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**



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
RICHARD'S FIELD HOG ROAST .....	3
LAF A INSTRUCTORS .....	4
LAF A MEETING MINUTES .....	5
THE INSTRUCTOR'S CORNER.....	6
SAFETY PEN.....	7

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

**THE PRESIDENT'S PEN**

On Dec 27 several Lafa members attended a fly in at Pine Island Airport on the west coast of Florida, near Ft Myers. Although the fly in was mostly a para-glider event there were also powered parachutes, trikes, a few fixed wing aircraft, as well as a hot air balloon.

On our first day at the event things were mostly getting set up with only a few people flying as it was also quite windy. The next day, Saturday, Dick was able to give a couple people biannual check rides and all of the trikes were able to fly.

Sunday turned into a great day to be in the air, with sunrise came the launching of the paragliders and all the trikes. All the trikes made flights to a nearby island where miles of beaches made for great scenery. Dolphin, rays, and large schools of fish could easily be seen from the air. A good day of flying was followed by a great seafood dinner at a local restaurant.

Monday brought increasingly better weather and several of us headed back over the water to view long sandy beaches from above. Jeff did several touch and goes on a long stretch of beach and finding the sand quite firm, did a full stop landing. Towards dusk, the hot air balloon was placed on a tether and launched.

We all had a very good time as everyone at the fly in were so helpful and accommodating. Whatever anyone needed was provided for in a very friendly and helpful manner. I cannot say enough about the courtesy extended by the airport owner (Wayne Reed) and everyone associated with the event. If you ever have the opportunity to visit this airport I am sure you will enjoy your visit.

Jeff

**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.

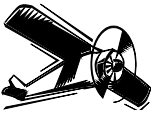
These are the same style batteries that others sell for \$69.95. At the low price of only

**\$45.00**

**CALL BARRY HAWKES @ (305)235-8687**

**RESERVE YOURS NOW!**





## RICHARD'S FIELD HOG ROAST

One morning in mid December I had a Vision. Aircraft circling around a grass strip waiting patiently for their chance to land. There was a strange smell in the air; that of Avgas, Oil, Dope, Fabric, and Pork roasting away. And then I Woke Up! What a shame! I rushed out to Richard's Field in Homestead and no one was there! I hate it when that happens! All of a sudden Rich Bragassa showed up with a China Box, Charcoal, a hog, and his son Ricky. Hmm... Things were looking up! The hog had been swimming in Mojo for two or three days and already smelled good enough to eat. Ricky helped us set up the box, load Mr. Swine, and build a fire. Thanks for your help Ricky. Nanette Neubauer has very kindly allowed us to use her airport for these events and we thank her, and So Should You! This is the best airport in South Florida, Bar none! (Trust me on that one!). Rick Mullins and his crew offered us the use of his hanger, so we rearranged all of the supplies, parts, aircraft, and restoration projects to our own taste, and set up tables and chairs for the party. The hanger will never be the same as they don't know where we put all of their stuff! Oh well... Thanks Rick, We remain eternally grateful! Hark! I hear the sound of small Continental aircraft engines buzzing in the overhead. It's an Ercoupe with Deviled Eggs! I bet the eggs didn't even last until the party started. I ate a bunch of them myself! Thanks! The next thing I knew, the air WAS filled with aircraft circling above. Lots of them. I believe it must have been the smell of that hog cooking, as that is exactly where they were circling. Reminded me of a bunch of turkey vultures riding the thermals looking for lunch! Well not exactly, but you get my drift! So many fine people came and brought food that I cannot thank them all! What a great bunch! One gentleman even made a big Caesar salad On The Spot, Home Made Dressing and all! Unfortunately I didn't get to try it, so will someone please tell me how it was? In case you haven't figured it out by now, the Hog Roast was a Great Success! John and Doris Bubel flew in all the way from Okeechobee. Great to see you here again!

I had a really good time hopping rides for the kids, in the J3 CUB! This is why we do this! I cannot repay the many people who have mentored, helped, cajoled, taught, and encouraged me in my flying career. They showed me that anything can be done if you work hard enough and get a break now and then. They all know who they are and their various rolls, so I will just say THANK YOU! It seems that the best way to "Pay Back" is to do as they did, to introduce others to the wonderful world of flight! We did this all day long! Many thanks to Bob McMillan and Tom Pena for the use of the J3 and the Super Cub. A whole lot of folks got to fly in some really cool planes because of you.

Bill Crowley flew people in the Super Cub for about five hours. Peter Volum flew people in his Kolb for four or five hours. Steve Deihl and the glider guys flew all day long. I flew for about six. Angel Lliso provided his Helicopter and his grandson Ariel flew folks for I don't know how long! Others gave rides in their planes, but I don't know who they were! Thank you all so much, as I know that you guys really gave your best and gave folks a great time! There was a ninety degree cross wind much of the time and all of these guys handled it with a plumb. I saw at least thirty planes, from Ultralights to R.V.s to a Grand Caravan here! There were three Helicopters (two Robinson R44s and a Bell Jet/Longranger) in attendance also.

I saw members of several flying clubs also. Lafa had a good showing of members both old and new! (It was good to see a lot of old friends again) EAA Chapter 71 from Broward had several people present (Thanks for the eggs again!) I believe that the Florida Aeroclub was here, as was the EAA chapter from Tamiami. (I don't know the chapter number, Sorry!) It was really great to have you all here doing what we all love to do! Eat and fly... what a life... One person who was counting heads stopped at one hundred, and he said that there had to be thirty to forty more people in attendance. What a great time! It takes a lot of time and work to put these things on, and it is worth every bit of time, money, and effort. Please thank those people who contributed all of the above, (Not me) because I could not have even begun to put this on alone! Every one did this for you all because they love to fly and be around others with common interests.

One thing that I have noticed at these parties, and NO WHERE ELSE, that is the fact that every one drops any pretenses that they may have about WHAT they fly, and celebrates the fact that we all love to fly... EVERYTHING! Yeah Baby, That's what I'm Talkin' About!

Alas, I ramble too much.... Thank you all for making this such a Fun and Safe Event!

Graham



Lafa CLUB INSTRUCTORS WITH TRAINERS

\* CFII = Certified Flight Instructor Inst.

\*\*SEL/MES=SingleEngineLand/MultiEngineSea

\*\* ACL = Aerodynamic Control Land

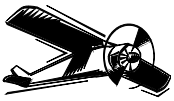
\*\* ACS = Aerodynamic Control Sea

\* CFI = Certified Flight Instructor (GA)

\*\* WSL = Weight Shift Land

* 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





# The Instructor's Corner

## This Month - "Spirals"

by "Cap'n Bob" Musgrove

Spirals might be described as a tight, rotating, downward, continuous, turn. The spiral has normal airflow over the wings, whereas a spin has a stalled wing toward the inside of its turn.

So why would I want to spiral like water going down the drain? The answer is because I want to descend rapidly in a small lateral area while being under full control and not flying aerobatically. Why? If, for safety's sake I want to land NOW, and the only available appropriate landing site is almost directly below, a spiral would be perfect.

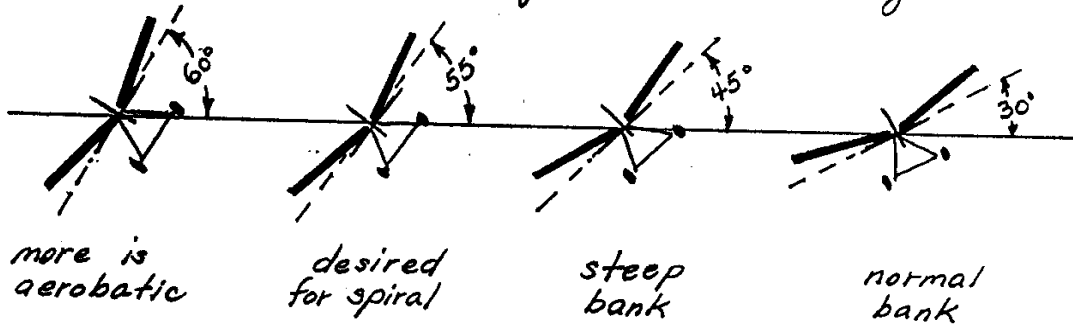
To do a spiral, I close the throttle (idle) and go into a descending turn with the wing bank angle of approximately 55 degrees to the horizon. The airspeed is of course controlled by pitch (elevators) and normal cruise speed is a good target speed.

To stop a spiral is simply to stop the turn and add power to maintain level flight. I do not bank over 60 degrees nor is the nose more than 30 degrees below the horizon or it turns into aerobatics. Incidentally, a 60 degree bank turn will increase the load factor by one G (gravity).

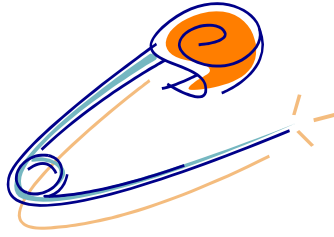
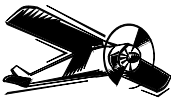
In a many turns spiral, I use a ballerina's trick of rapidly shifting my eyes from point to point on the ground instead of watching the earth rotating around and around and me getting more dizzy than I normally am.



Examples of bank angles to the horizon



Take her up for a ~~spin~~ spiral! Cap'n Bob



*Safety Pin,*

Here we are with a new flying year at hand. Have you made a list of your New Year's Resolutions yet? I know how hard it is to keep these resolutions but sometimes it is harder to look at our aircraft than it is to eat less. The New Year's resolution to flying should be to be aware of the things around us. Whether it is flying or on the ground. Every now and then have someone else take a look at your aircraft and see what they can find. You would be surprised what a new set of eyes can see. You know those hard to reach inspection panels, take a look inside with a flashlight just to check. So there is an access panel on the belly of the aircraft, lower the panel and really look inside to see if something has come loose. Open the cowling and really look at the engine. Fuel lines, oil lines, water lines, cables or anything else that might give you some concern. Have someone else look. In the past I have given voluntary safety inspections but no one has sought me out for quite some time. Well, I think you have the idea on the inside.

On the outside it is different. **GET YOUR HEAD OUT OF THE COCKPIT!** It sure is nice to have all the fancy instruments and GPS and NAV aids. It is also nice to know when you are on a collision course with someone else. Not long ago there were 2 planes practicing and collided. All that sky and still they collided. Remember clearing turns and scanning the sky for traffic. Let's make 2009 a safer year than the last one.

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***