



EAA CHAPTER 103

LAFANA NEWS

www.lafa.com

VOLUME 1

January 2010

UPCOMING EVENTS

JAN 9 - 2ND SATURDAY - - GENERAL MEMBERSHIP MEETING TO BE HELD AT ROBERTS AIR IN THE PILOTS LOUNGE WITH THE FLY-IN AT X-51U. THE LAFANA 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 SEMINAR S - THERE IS SEVERAL WORKSHOPS IN THE LAKELAND AREA. CHECK THE WEBSITE FOR OTHER LISTING IN THE LOCAL AREA. <https://www.faa.gov/SPANS/events/EventList.aspx>

JAN 23 - 4TH SATURDAY - FLY OUT TO BE ANNOUNCED AT THE GENERAL MEMBERSHIP MEETING.

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 LAFANA meeting!!!

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

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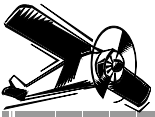
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THE PRESIDENT'S PEN

Not available

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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, Owner • Telephone: 954-553-0494, email sanbron@aol.com





Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

** ACL = Aerodynamic Control Land

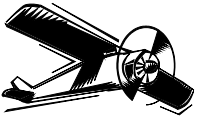
** ACS = Aerodynamic Control Sea

* 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

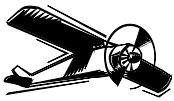


Lafa MEETING MINUTES & Secretary's Notes

Annual BBQ

Report not available

PLEASE SEND YOUR MEMBERSHIP
APPLICATIONS OR RENEWALS (\$35)
TO:
Lafa
P.O. BOX # 924266
PRINCETON, FL 33092-4266



The Instructor's Corner

This Month - "Time It"

by "Cap'n Bob" Musgrove

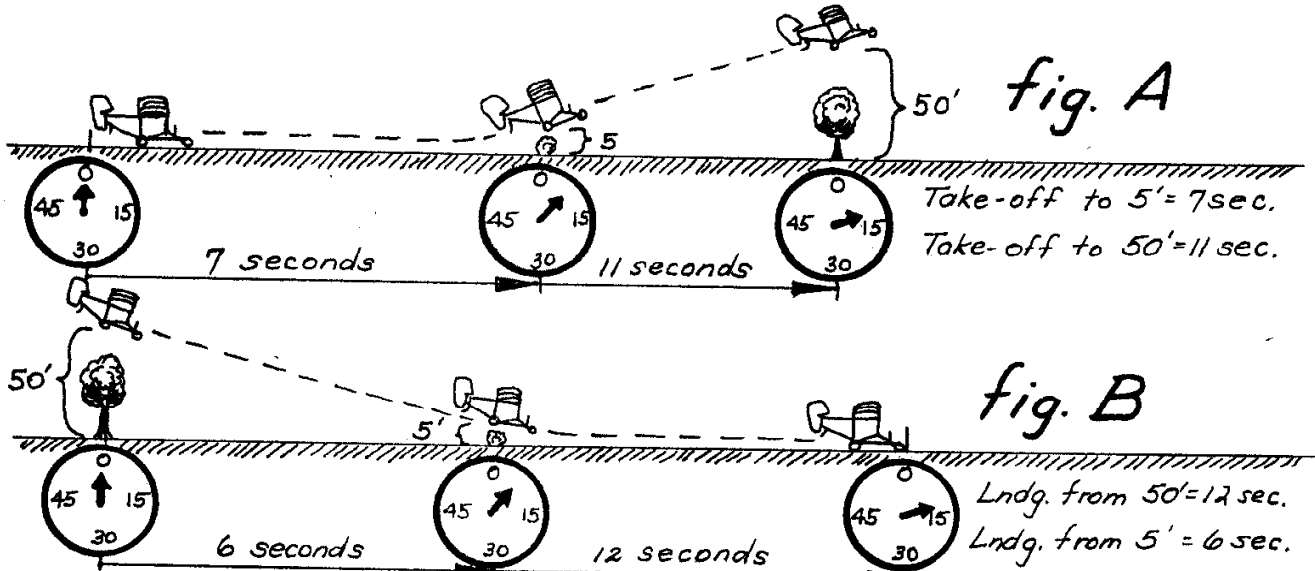
I see a place to land, but it's short. Can I land there? And if I do, can I take off again? With more experience, I'll be able to "eyeball" it; but until then, how do I know?

One way is to time it. Yes, with a watch! I'll ask someone else to do the test timing for me so I will know exactly how long it takes me to get off the ground and also how long to clear an obstacle, exactly! To do this, I'll need a near-calm day and my fully loaded plane at the end of a big grass field "test runway". I'll be ready to fly when my timekeeper gives me the signal to take off. I'll do a normal takeoff (fig. A) with best angle of climb (for obstacles) and my timekeeper will record my time to 5 feet altitude after liftoff and again at 50 feet (a somewhat standardized obstacle clearance altitude).

I now want to do the same for landing. During my approach (fig. B), I'll need my time at 50 feet and again at the 5 foot "fence height", and then a final time as I come to a complete stop. **The most time on either takeoff or landing will be my "Index Time"**. One Index Time for "fence height" and the other for "high obstacle".

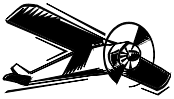
Now I'll fly out and locate a potential "boonies runway". Can I land in the available length and take off again? I can tell by simply flying over the remote runway at normal speed and noting the time it takes to travel from one end to the other. If the flyover took less time than my Index Time, then I cannot use this field with a reasonable safety margin. If, however it takes the same or more time than Index, then I can make it! Why? Cruising over the runway will cover more ground than my starting from a dead stop on the takeoff or slowing to a stop on landing, therefore the Index Time has a built-in safety margin of "extra runway".

Index 1 is for bushes and low fences and Index 2 is for trees and other high obstacles. I must consider some variables from the test conditions that would hurt my performance, such as: taller grass, less wind at the surface than at fly-by altitude, a hotter day, a higher runway, or gusty wind conditions, etc. I'll add some extra seconds (more runway) for each of these variables to make an adjusted Index. It won't be long before I'll be able to "eyeball" it!

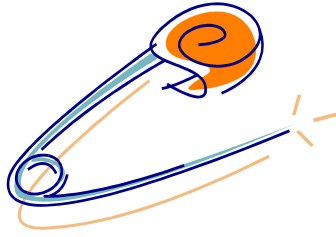


The 5' greater time is - the Take-off at 7 sec... So **Index 1** is 7 seconds.
The 50' greater time is - the Lndg. at 12 sec... So **Index 2** is 12 seconds.

It's always a great time to fly! Cap'n Bob



Safety Pen,



Aircraft inspections, one of the necessary evils. In the GA world they are mandatory for safe flight. Most of us in the ultralight world think of them as “just a bother”. I am here to tell you that it is a really good idea to inspect your plane prior to each flight and really inspect it periodically. I have done many inspections of aircraft for both the military and the ultralight community and have found some serious problems or would be problems.

It is always a good idea to have someone else that you trust, check your plane for you. You can look at the same item over and over and it always looks good to you. A different set of eyes is very important. In the military it was a game to see just how many things wrong you could find after someone else worked on it. You would be surprised how many things you can find if you look hard. Don't take these mistakes personally, everyone one of us tends to make a mistake once in a while. Think of it as a learning lesson.

Now how often you should inspect is probably up to you. It can be done periodically or when you want. The choice is yours. The important thing is to do it.....

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