



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 7

JULY 2008

UPCOMING EVENTS

JUL 12TH— 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. SOMETHING SPECIAL I HEAR FOR THE BREAKFAST

JUL 12TH - THE FLORIDA AIRBOAT ASSOCIATION HAS CORDIALLY INVITED ALL LAF A MEMBERS TO AN OPEN HOUSE AT LAKE CYPRESS CAMP. 3301 LAKE CYPRESS ROAD, KENANSVILLE, FLORIDA. PLEASE RSVP TO (863)781-5884. WILL COMMENCE AT 11:30 AM.

BE SURE TO LOOK UP THE FAA SAFETY SEMINAR FOR THE NEXT SAFETY SEMINAR IN YOUR AREA. FOR TAMPA, FT. MYERS OR ORLANDO.

JUL 26TH - 4TH SATURDAY - MONTHLY FLY-OUT TO BE DETERMINED. CHECK BACK WITH THE WEBSITE OR EMAIL FOR MORE INFORMATION.

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 LAF A meeting!!!

2ND SATURDAY OF THE MONTH
X-51U
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Website: _____

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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 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

From the President....

A personal note written by a fellow club member... Here it is Saturday, June 7th which would have been Adler Constant's Birthday. It is not a day for joy, but a day for sorrow and remembering. He will no longer be with us. Many stories of his misadventures are being told and how he had helped the club in its beginnings. He had a way with words that got people to do many things for him and the club. It is time. Cap'n Bob climbs into his white CH701 like a big white angel and takes off. With wings wagging as if to say "Follow me" he flies off into the West towards the setting sun until he is lost in the sun's rays. Good Bye Dear Friend!...

My apologies to all for our recent website issue. It is still being worked on diligently by Peter Volum. Please have patience while he is straightening out the hosting of our site. While our website is down, we can all still maintain contact through the Newsgroup. If you are not a member of the Newsgroup, contact Barry Hawkes. The Newsletter is only once a month. The Newsgroup is a good way to keep completely up to date on all events and information on a day to day basis. You can reach Barry via email at b_hawkes@yahoo.com

Have a SAFE 4th of July.

Our next membership meeting will be on Saturday, July 12th. We will be having breakfast in the pilots lounge at Roberts Air at approximately 0900 hours. Bring your family and friends and more importantly, bring your appetite. Master Chef Jim Lindberg has promised us a big surprise for breakfast and I for one am really looking forward to it.

Blue Skies...

Dick Bronnenberg

**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
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BATTERIES FOR SALE

Engine turns over slow. Tired of hand starting because of a weak battery. Battery dead after every weekend of flying.

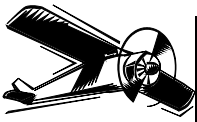
Then maybe it's time for a new battery. Fresh supply of 12VDC 18AH Sealed Lead Acid batteries, charged and ready to go. These are the same style batteries that others sell for \$69.95. At the low price of only

\$45.00
CALL BARRY HAWKES @ (305)235-8687
RESERVE YOURS NOW!

For Sale Rotax 582

Grey Head with full logs and 130 hours. Engine had 150 hour inspection, decarbonized by Lockwood and carbs overhauled. Gear box (2.58:1) has just been replaced. Engine comes with 66" ground adjustable Ivo Prop, Dual Radiators and Gauges (EGT, CHT and WATER TEMP). The engine was removed from Rans S6 that can be seen at <http://www.youtube.com/watch?v=BsD4o3AGie8> All this can be yours for only

\$2000
Rafael Lima @ 305 401 3506



Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

* 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

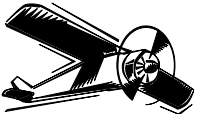
** ACL = Aerodynamic Control Land

** ACS = Aerodynamic Control Sea

** WSL = Weight Shift Land

* CFI = Certified Flight Instructor (GA)

BFI AND AFI INSTRUCTORS TO END 31 JAN 2008



LAFa MEETING MINUTES & Secretary's Notes

DATE: Saturday, June 14th, 2008

OFFICER PRESIDING: Dick Bronnenberg, President

CALLED TO ORDER: 9:12 a.m.

SILENT MEMBER ROLL CALL: 14 total

MEMBERS PRESENT (*in no particular order*): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Jim Lindberg, Graham Harward, Claire & Ron Andersen (HA! – woman first), Ida Andersen, John Heafy, Robert Lamons, Tim Morgan, Jeff Obermeier, and Donny & Curtis Amador (got to love his curly blond hair).

INTRODUCTIONS: Three new members... John Heafy, Tim Morgan & Robert Lamons. Welcome aboard!!!!

TREASURER REPORT: Read and approved in Paul Davies' absence.

SAFETY OFFICER REPORT: Barry Hawkes instructed us all about safety wire with turnbuckles, etc. We had an informative demonstration and explanation on different gauges and their uses.

CHEF's REPORT: Jim was happy that future Master Chef Jeff Obermeier was in training today. And next month is the Chef's surprise. Don't miss it.

ANY OTHER REPORTS: We are having website problems as explained in detail by Barry Hawkes. Please be patient while our website is temporarily down. Peter Volum is working diligently to correct the issue.

OLD BUSINESS: A vote was taken on changing our designation with EAA to a Light Sport Category Chapter. It was a unanimous vote to leave it as it is (Ultralight). There is too much paperwork and expense, etc. to be both designations with EAA. We currently cannot be located thru EAA as a Light Sport Club, but we can be found as such through Yahoo and Google.

Captain Bob is still following up on our new caps.

NEW BUSINESS: Discussion on Fly-out for June 28th to Big Cypress. We have several members flying and several driving. Dick will call for overnight availability with the campground and Billy Swamp. Look to Newsgroup for further instructions.

ANNOUNCEMENTS: None at this time.

EAA SAFETY SEMINAR: Captain Bob repeated his safety seminar on thunderstorms. This was a purposeful seminar. This time of year warrants repeated reminders of the danger, especially during a cross country.

MEETING ADJOURNED: 10:00 a.m.

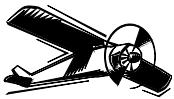
PLEASE SEND YOUR MEMBERSHIP
APPLICATIONS OR RENEWALS (\$35)

TO:

LAFa

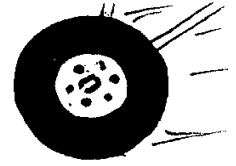
P.O. BOX # 924266

PRINCETON, FL 33092-4266



THE INSTRUCTOR'S CORNER

This month - "Spot Landings"

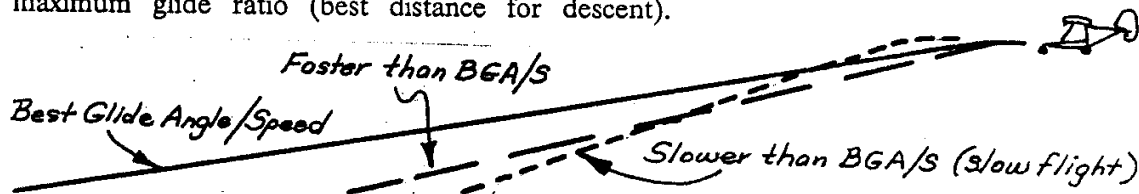


By "Cap'n Bob" Musgrove, USUA Basic Flight Instructor

A spot-landing is the ability to accurately and repeatedly land my aircraft on the same location or "spot" without the use of engine power to correct for misjudgements. Why? Because it's FUN! It's the gratification of being able to "hit the bullseye" time after time. It's the ability to land in those little pea-patches. But it's also the key to identifying my potential emergency landing sites and the increased ability to make an emergency landing without mishap if power was lost.

To make accurate "spots", I must know the best glide ratio of my aircraft. This glide ratio will take me forward a set distance while gravity pulls me down another distance. As an example, I might glide 5 feet forward as I sink 1 foot down. This is a 5:1 glide ratio. I want to know my aircraft's maximum glide ratio, also known as Best Glide Angle/Speed. If this information is not available through factory documentation, it can be determined with the following exercise:

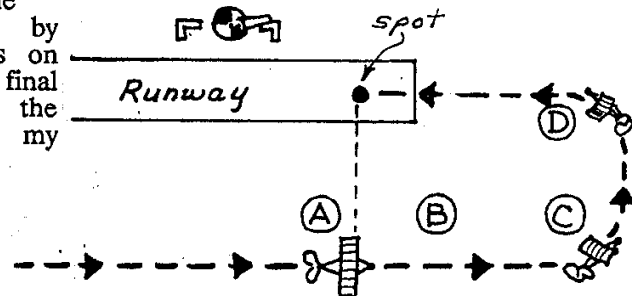
- 1) Starting at the same altitude, speed and location over the ground, I reduce engine power to minimum while lowering the nose to maintain a constant glide angle and speed.
- 2) While maintaining this angle and speed, I will observe the ground in front of me, noting the spot that does not appear to go up or down as I descend toward it. That spot is where I would touch-down at this angle/speed.
- 3) Each glide exercise will use a different glide angle/speed to determine which one will give the maximum glide ratio (best distance for descent).

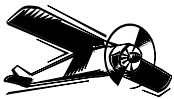


I must remember this Best Glide Angle/Speed (BGA/S) to maintain the accuracy required for spot landings. Gliding faster than BGA/S creates more parasitic drag and shortens the glide distance. On the other hand, gliding slower than BGA/S reduces the parasitic drag but then greatly increases the induced drag required for producing lift which also shortens the glide distance.

Now for the spot landing - the key is to be consistent: A) I'll fly downwind parallel to the runway, and when next or opposite to the "spot", throttle back to idle. B) Remember the best glide angle and mentally visualize that angle extending from the spot on the runway backwards (like a ramp) up the final approach, the base leg and to the downwind leg. C) Where that glideslope meets the downwind leg is where I'll turn to the base leg. **MAINTAIN SUFFICIENT AIRSPEED TO SAFELY COMPLETE YOUR TURNS!** D) Turn onto final (runway line-up) the same way. The wind usually presents the biggest problem by pushing me on downwind, blowing me sideways on base and impeding forward progress on the final approach upwind. The stronger the wind, the more I'll have to compensate by shortening my distances.

*Happy Landings,
Cap'n Bob*





Safety Pen,

You have just finished your new ultralight and now it is time to test fly it....Or is it?

If you have just finished your ultralight or just purchased a used one there are a few things that need to be kept in mind.

SAFETY!!! Let a few people look over your new machine and see if there are some safety issues that need to be addressed. The more eyes that look at it the better chance of not missing something. Make sure that "right" is "right", "up" is "up", and so forth. When you feel that the airframe is safe and nothing is going to fall off, then it is time for some taxi time. Spend plenty of time getting used to the ground handling characteristics of your new machine. It may handle extremely different than what you are expecting. When this feels comfortable then do some extended engine run ups. Making sure that all the temperatures are going to stay within limits and the desired RPM is achieved. Make sure that your plane is tied to something that will not move. There have been times when during long run-ups that the pilot is not in the plane and off it goes.

Lastly, high speed taxi and crow hops. When you high speed taxi, **EXPECT** it to take off. There have been many a pilot who unexpectedly took off with a high speed taxi. Be ready for it. When you feel you are ready, a crow hop is in order to see how the plane is going to react. Keep it low, within 2 ft. off the ground to see how it will handle flight. Have another pilot there to assist you if possible by radio. Just remember that the Wright Brothers didn't just turn into the wind and take off.

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