



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 6

JUNE 2009

UPCOMING EVENTS

JUN 13TH— 2ND SATURDAY - - GENERAL MEMBERSHIP MEETING TO BE HELD AT X-51U 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.

JUN 18TH - FAA SAFETY SEMINAR STARTING AT 7PM - Class B & C Airspace procedures, TFR's and Sheridan 1 Departure. Learn about Class B procedures at MIA, Class C procedures at FLL, Temporary flight restrictions (TFR's) and the Sheridan 1 Departure (VFR to IFR releases Hollywood North Perry, HWO)
<https://www.faa.gov/SPANS/events/EventList.aspx>

JUN 27TH - 4TH SATURDAY - FLY OUT TO BE ANNOUNCED, MARCO ISLAND AS A POSSIBILITY....

OVER THE HORIZON

JULY 27TH-AUG 2ND - 2009 AIRVENTURE AT OSHKOSH. CHECK OUT THE WEBSITE FOR MORE INFORMATION. <http://www.airventure.org>

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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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 2009

PRESIDENT: BOB MUSGROVE (786)473-941
VICE-PRESIDENT: RON ANDERSEN(954)303-1421
TREASURER: PAUL DAVIES (305)274-0412
SECRETARY: BOB RUBBIO (786)251-8270
SAFETY OFFICER: BARRY HAWKES (305)235-8687
NEWSLETTER EDITOR: BARRY HAWKES
FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE

THE PRESIDENT'S PEN

We are on a roll now! Our Fly-out on the 4th Saturday , May 30th was a "One hour tour that took the five of us South around Florida City, then over to HARB (Homestead Air Reserve Base), Mount Trashmore, West over the canal then South back to Homestead General Airport (X-51). This nice flight was made possible by the Air Force and the Control Tower Personnel- Thank You.

Our Lafa Treasurer (Paul Davies) has graciously offered his home on Marco Island as an overnight accommodation for our next fly-out on June 27& 28!

Come to our next meeting to find out more about this Fly-Out to Marco Island on the Gulf of Mexico.

Remember, the next Lafa Meeting is at the Ultralight Grass Field (X-51U) on the 2nd Saturday, June 13, at 0900 to have breakfast and see some flying up close.

Come fly with me,
Bob (Cap'n Bob)

**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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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

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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

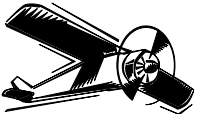
** ACS = Aerodynamic Control Sea

* 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, 9 MAY 2009
CALLED TO ORDER: 9:01 a.m.

OFFICER PRESIDING: Bob Musgrove, President
SILENT MEMBER ROLL CALL: 10 total.

MEMBERS PRESENT (*in no particular order*): Captain Bob Musgrove, Barry Hawkes, Paul Davies, Randy Homyk, Bob Rubbio, Rafael Lima, Ron Andersen, Claire Andersen, Ida Andersen, Ricardo M. Vides.

INTRODUCTIONS: John Sauvigne has once again joined us as a guest.

TREASURER REPORT: The Treasurer had sent out the latest accounts. The Treasurer said no gains, but no losses.

SAFETY OFFICER REPORT: Our safety officer, Barry Hawkes, discussed safety around your plane, but very specific, working around the landing gear, some aircraft use bungees on their landing gear. Most manufactures don't tell you how long they last, but from experience, our concern is safety. And how about if all these rubber bungees break? Well, for example, when he changed the rubber absorber on Bobs plane, you could stand on its nose and it would go down about ¼ inch instead of 2 inches prior. We have to remember fuel, oil and time deteriorates rubber. So going back to the wrapped bungees, if it breaks there is nothing to stop the tip of the wing to hit the ground and cause severe damage to the planes structure and worst of all, a very fast and dangerous spin around. One of our members took his bungees out and the airframe was not properly supported. This caused his plane to flip over sideways bending bolts and some other structural parts. This was preventable, by taking a little more care. There should be some kind of restraint with the bungees so if they break, the restraint will stop the landing gear from collapsing all the way.

CHEF's REPORT: Our Master Chef was not available.

ANY OTHER REPORTS: We are still looking for a vice president, please come forward. Cap'n Bob said that he was not able to make it to Sun'n Fun so he did the candy drop for the Air Boat Assoc at their clubhouse. It worked out very well, every body was very happy, especially the kids, Barry spoke about his good experience at Sun'n Fun, especially with the electric plane. It was for sale on Ebay for over 22K but the owner builder was losing his investment. This particular plane took about 3-4 hours to charge with a flying time of 1.5 hours. Of course still lots of questions to be answered.

(Continued page 7)

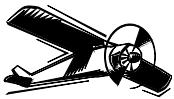
PLEASE SEND YOUR MEMBERSHIP
APPLICATIONS OR RENEWALS (\$35)

TO:

LAFA

P.O. BOX # 924266

PRINCETON, FL 33092-4266



THE INSTRUCTOR'S CORNER

This month - "Turbulence"

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

So here I am cruising from A to B under those 'fair weather' cumulus clouds - just bumping along at the high side of cruise speed (referred to as V_c or Velocity cruise). That's when I encounter some really big bumps and my airspeed indicator registers really close to my ultralight's V_{ne} (Velocity never exceed).

It is normal to maintain altitude during cruise, after all, I'm expected to. And if I enter an updraft, it's only natural for me to try to maintain my original altitude by pushing forward on the stick - but of course that only increases my airspeed even more.

What I should be doing is to slow to the design maneuvering speed (V_a) for my ultralight, which is also the maximum speed at which I can make full aerodynamic control inputs. V_a also gives an additional airspeed margin from V_{ne} and likewise from stall speed (V_s) that makes it the best target airspeed for turbulence.

Many ultralights have cruise speeds that are very close to their design maximum, so when the bumps get bad, I'll try to maintain my "rough-air" speed (V_a) and not my altitude.

Some turbulence definitions:

Light: Momentary slight changes in altitude and/or attitude occur.



Moderate: Changes in altitude/attitude; airspeed fluctuates but the ultralight is in positive control.



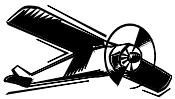
Severe: Large abrupt changes in altitude/attitude and airspeed. Ultralight may be momentarily out of control.



Extreme: Ultralight tossed about violently, almost out of control; possible structural damage.



Have a nice day - Cap'n Bob



Safety Pen,



Summer is finally here. Warm days and light breezes. BUT!!! Be aware that there are dangers lurking in the midst of the beautiful days of Summer.

We are experiencing our rainy season and we all must be aware that the occasional rain storm can come up in a matter of minutes. What once was a beautiful blue sky can turn into an angry torrent of blackness. Lately there have been reports of wind gusts over 60 mph. If you are flying and see the bad weather approaching, you must make the decision to either fly around it or land and secure your aircraft. Make sure that your Ultralight is securely tied down I know of one person, who last week, had his Ultralight tied down when the winds came. The ropes that he was using to tie it down broke and the plane flipped over on its back. Now begins the task of repairing the wing and tail sections.

Also a word of caution...We have entered "Hurricane Season" again. If a hurricane is imminent, the Airport Authority will want you to remove your plane from the premises or place it inside a hanger. It is your responsibility to secure your plane and not the airport's. On that note.. You are responsible for any damage that your plane does to someone else's plane or building. Be Safe...

Have a safe flying year and "keep 'em Turnin"

Barry Hawkes



LAFa
C/O Barry Hawkes
9870 Jamaica Dr.
Miami, FL 33189

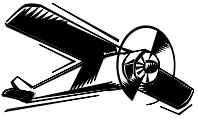
LAFa Hot Line:
954-721-2373



Don't forget the monthly LAFa meeting!!!

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

**LIGHT AIRCRAFT FLYERS
ASSOCIATION**



LAFA MEETING MINUTES & Secretary's Notes

(Continued from page 4)

ANY OTHER REPORTS: (Cont) Paul Davis made some comments concerning new and old members, trying to update information, also reminding everybody that a club officer must be an E.A.A. member. Capt. Bob suggested to take advantage of the trial offer from E.A.A. free for 6 months. We can log on to www.EAA/trial.org.

OLD BUSINESS: : Remember, Mother's Day is coming up!
Keep in mind Oshkosh Air Venture July 27th, August 2nd or log on to www.AirVenture.org

NEW BUSINESS: : Always adhere to your plane's manufacture's limitations, and be very familiar with them.

Next flyout on Memorial Day to Pine Island was postponed after a motion to reschedule the regular fly out to the following Saturday (May 30) was approved.

Again some comments about dropping supplies incase of emergency. Practice flying slow and trying to hit a target, an x on the field, with some foam balls.

Mr. Lima called Civil AIR Patrol and was advised about how sensitive it was with the FAA to drop anything from planes.

Members suggested that some of our monthly meetings be held at our old place on the Ultralight field.

ANNOUNCEMENTS: Next monthly meeting will be on June 13th. At the Ultralight field (X-51U).

A motion was taken, and passed unanimously for this new announcement.....

SAFETY SEMINAR: The lecture was on "Speeds". There are all types of speeds but what we are talking about is stall speed when landing. What other factors need to be entered into the equation when determining a safe landing speed.

MEETING ADJOURNED: 10:48 a.m.