



EAA CHAPTER 103

LAFANEWS

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VOLUME 3

MARCH 2009

UPCOMING EVENTS

MAR 14TH— 2ND SATURDAY - - GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOT'S LOUNGE AT ROBERTS AIR AND LAFA FLY-IN AT X-51. THE LAFA 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.

MAR 18TH - FAA SAFETY SEMINAR - THERE ARE 2 IA MAINTAINENCE SYMPOSIUM'S THIS MONTH HERE IN MIAMI. CHECK THE WEBSITE FOR THE MOST CONVENIENT FOR YOU.

http://www.faasafety.gov/SPANS/event_details.aspx?eid=23975
http://www.faasafety.gov/SPANS/event_details.aspx?eid=23977

MAR 28TH - 4TH SATURDAY - FLY OUT TO BE A ROUND ROBIN STARTING AT X-51, FLYING SOUTH TO FLORIDA CITY, SWINGING EAST AND OVER HARB, SWINGING NORTH OVER MOUNT TRASHMORE THEN BACK TO X-51. AFTER THAT, SOME PRACTICE AT SUPPLY DROPS, WITH FOAM DARTS AND A TARGET. FUN FOR ALL.

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 18TH & 19TH - CECIL FIELD IN JACKSONVILLE IS HAVING AN AIRSHOW AND CARSHOW. LOTS OF TOP NAME ENTERTAINERS TO PERFORM. YOU CAN GO TO THIS EVENT PRIOR TO SUN-N-FUN. CHECK WEBSITE TO SEE WHAT IS YOUR FANCY (CAR, PLANES OR BOTH).. <http://www.cecilfield.aero/>

APR 21-26 - SUN-N-FUN IS CLOSER THAN YOU THINK. MAKE SURE THAT YOU HAVE MADE ARRANGEMENTS FOR LODGING. WE ARE THINKING ABOUT A FLY-OUT TO SUN'N-FUN. THINK ABOUT IT!!

FOR INFORMATION, CALL CAP'N BOB AT (786) 473-9461 (CELL)

Don't forget the monthly
Lafa meeting!!!

2ND SATURDAY OF THE MONTH
X-51
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G-1473

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Lafa 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.



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NEWSLETTER EDITOR: BARRY HAWKES
FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE

THE PRESIDENT'S PEN

NO PRESIDENT'S PEN DUE TO NO PRESIDENT. SORRY ALL.....

**ULTRALIGHT 103 SABRE TRIKE
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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.

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Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

** ACL = Aerodynamic Control Land

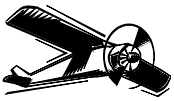
** ACS = Aerodynamic Control Sea

* 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



THE INSTRUCTOR'S CORNER

This month - "Happy Landings"

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

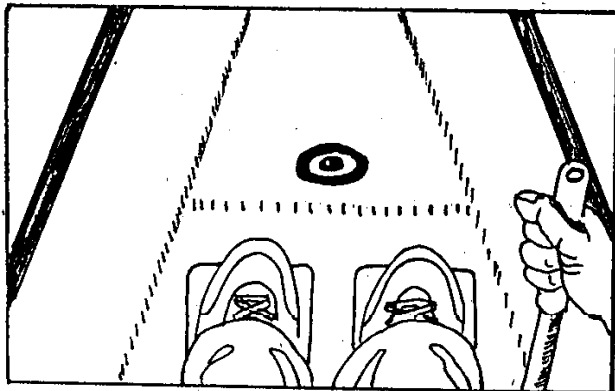
It has been said - flying is the second greatest experience known to man . . . landing is the first! If that is so, then the smoother the better!

The greatest difficulty to producing a smooth landing is determining my exact height above the runway. To make it easy, I can look at the horizon (or end of the runway if the horizon is not clear) before take-off and during acceleration to make a mental "picture" of what it will look like on the landing. The combination of the view of the horizon and my peripheral (side) vision sensing velocity and the ratio of "ground-to-sky" will give me a much better idea of my altitude (and rate of ascent or descent) than looking at a spot on the ground. And by-the-way, it also makes it easier for me to keep my wings level.

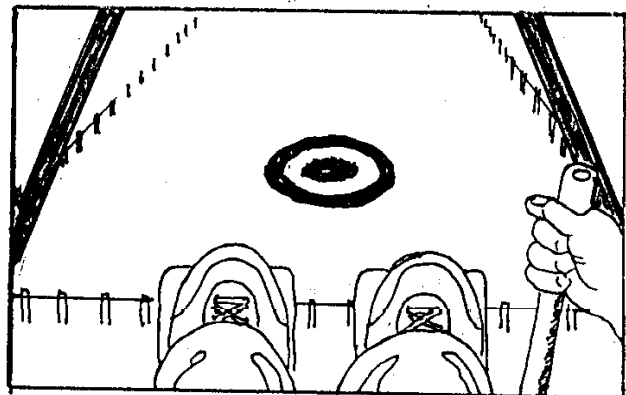
During the last phase of the landing approach, I begin glancing at the end of the runway to avoid "target fixation" on the landing spot I have been looking at for the entire approach. At about five feet above the runway, I shift to the horizon (remember the picture?) to allow my peripheral vision to give me position clues for "zeroing-in" on that last inch! It works!

Many Happier Landings!

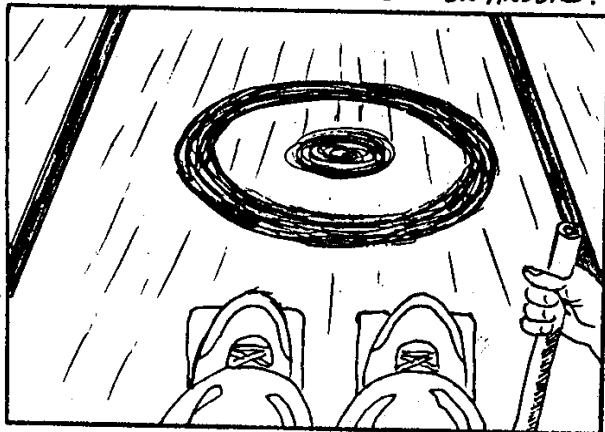
Cap'n Bob



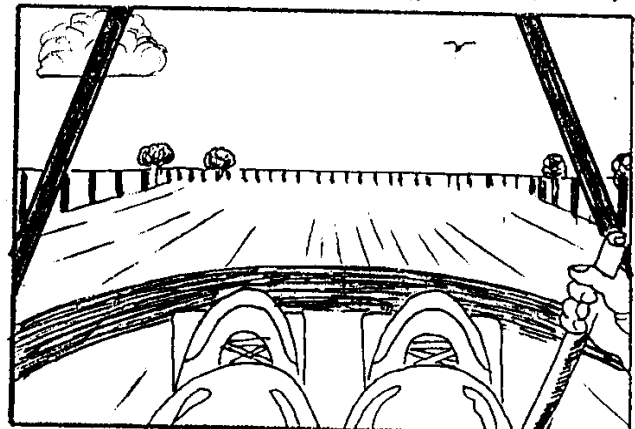
FINAL APPROACH - 100' LOOK AROUND!



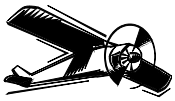
25' BEGIN GLANCING AT THE HORIZON



5' UP, 10' AHEAD, SHIFT EYES TO HORIZON



PERIPHERAL VISION WORKING... AAAH, GREASER!



Safety Pin,

Have you ever wondered what all those letters and numbers mean when buying bolts and nuts for your plane? Here is the secret in a nutshell.

The Army/Navy got together prior to WWII to set up a system of distinguishing aircraft hardware. Later on the Army had an aviation branch that split off into the Air Force. Hence "AN". The head of the bolt will normally have an "X" across it. An example of a bolt would be... AN4-8A

- "AN" means it is manufactured to Air Force/ Navy standards
- "4" denotes the diameter of the bolt in 1/16 increments .
- "8" denotes the length of the shaft in 1/8 increments (if it is 2 digits then the first digit is the length in inches and the second number is in 1/8th of an inch)
- "A" denotes that the end of the bolt is un-drilled. With no designator it indicates that the bolt is drilled.

This means that this is a 1/4 inch bolt with a total length of 1/2 inch. If the letter "C" follows the AN then it is Stainless Steel (ANC). If the letter "H" follows the AN then it has a drilled head (ANH).

Grip length is very important in that the grip length should allow no more than 1 thread inside the material or should be equal to the thickness of the material. A washer is used to take up the space. Maximum of 3 washers.

Do not over tighten the nuts. AC43-13 gives you spec's on torque values for hardware. So now you know. When in doubt check the book!!

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