



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 5

MAY 2008

UPCOMING EVENTS

MAY 10TH— 2ND SATURDAY - GENERAL MEMEBERSHIP MEETING WILL BE HELD LATER IN THE DAY, 1100 AM AND HOT DOGS AND HAMBURGERS WILL BE SERVED.WE WILL BE MEETING AT HOMESTEAD GENERAL ULTRALIGHT FLYING FIELD X-51UL . SEE YA THERE.

AS OF THIS TIME MIAMI FSDO OF FAA HAS NOT POSTED THE CURRENT MONTHLY SAFETY SEMINAR.

MAY 24TH - 4TH SATRUDAY - MONTHLY FLY-OUT TO BE ANNOUNCED. PLEASE CHECK THE WEBSITE AT <http://www.lafa.com> .

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 Lafa meeting!!!

2ND SATURDAY OF THE MONTH
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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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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....

Hello all. I am looking forward to our May 10th meeting since we have all not gotten together since March formally; although the Lafa attendance at Sun N' Fun in April was great. It was nice seeing those who went.

Sun N' Fun was somewhat the same. Quite a bit less ultra-lights and quite a bit more Light Sport aircraft. The Light Sport aircrafts were actually mixed in with the GA crowd which I found a bit disappointing and so did my wife Sandy who was shopping for a new LSA ride. It made for lots of walking which can be expected at such an event. It was hot as usual, but not as windy which was a nice reprieve.

DON'T FORGET that the May meeting will not start until 11:00 am on Saturday, May 10th. We are having a mid day Bar B Que. Bring your family and friends for hot dogs and hamburgers at the X51UL field.

Blue skies up...
Dick Bronnenberg

ULTRALIGHT "JAVELIN", FROM CAPELLA"

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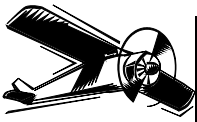
CALL BARRY HAWKES @ (305)235-8687
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Skyraider 1 For Sale

Skyraider 1 (Kitfox) single seat, Rotax 447 - TT airframe and engine is 126 hrs, N numbered, air worthy, VG's, tundra tire Taildragger, Bungie gear, Powerfin prop, BRS chute, Strobe, airspeed, altimeter, turn bank, VSI, EGT CHT, compass radio...too much to list - see it fly on YOUTUBE - search: Skyraider 1 maiden flight.

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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

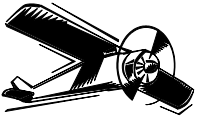
** ACL = Aerodynamic Control Land

** 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: Not held on April 12th, 2008

OFFICER PRESIDING: None

CALLED TO ORDER: Not

SILENT MEMBER ROLL CALL: None

MEMBERS PRESENT (*in no particular order*): Everyone at Sun N Fun

INTRODUCTIONS: Sun N Fun

TREASURER REPORT: Sun N Fun

SAFETY OFFICER REPORT: Sun N Fun

CHEF's REPORT: Sun N Fun

ANY OTHER REPORTS: Sun N Fun

OLD BUSINESS: Sun N Fun

NEW BUSINESS: Sun N Fun

ANNOUNCEMENTS: Sun N Fun

EAA SAFETY SEMINAR: Sun N Fun

MEETING ADJOURNED: Sun N Fun

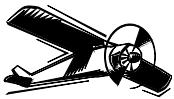
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THE INSTRUCTOR'S CORNER

by "Cap'n Bob" Musgrove

This month - FLY THE VEHICLE!

These articles are intended to give some (but not the only) options for pilotage in the situations presented. Remember, YOU THE PILOT have the final responsibility for flight safety, as only YOU know your situation and conditions at any particular moment.

What a great day! I'm going flying!

Preflight - I'm in great shape and the ultralight withstood my close preflight scrutiny.

All set... engine running flawlessly and warmed-up... the 'before take-off' checklist is now complete... last scan for traffic... all clear, onto the runway... FULL POWER!!

Nice take-off! Wonderful view climbing through 100 feet... uh oh, the engine's surging... it's gasping... SILENCE. Oh, \$#@%! What do I do? Maybe I can turn back to land downwind? Perhaps I can just make it to that clearing way off to the side? Or an in-flight engine restart? What should I do?

The answer is: Fly the vehicle. FLY THE VEHICLE!

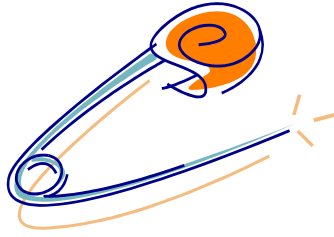
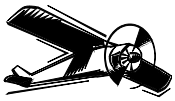
My primary goal in life has suddenly become clear. Remain airborne in controlled flight. To do this, I must clear my mind, hold off on the other options and first FLY THE VEHICLE.

From my take-off nose-high attitude, now with no power, I'm looking at a stall. Get the nose down and glide - FLY THE VEHICLE. At this low altitude, I glide it straight ahead (with LIMITED maneuvering to avoid obstacles) and flare like normal just before landing, even if it may be into trees or the broad side of a barn!

Let's assume my normal touch-down speed is 30 mph. If the headwind is 10 mph, then my speed over the ground (ground speed) is only 20 mph. That's bicycle speed! Turning sideways (crosswind) negates the headwind and now I'm doing 30! A full 180 degree turn back to the runway gives my 30 mph vehicle a 10 mph tailwind for a ground speed of 40 mph! Nevermind turning means stick back and rudder - ripe conditions for a spin (see Light Flyer, Jan. '94). Besides, I might not be able to complete the turn and dig in a wing making 40 mph cartwheels... another way to really ruin a day.

As you can see, landing straight ahead into the wind really increases my survivability while not overloading my brain. So, while I'm taking-off and still relatively low, it's simple. I aim straight ahead and FLY THE VEHICLE!





Safety Pen,

BATTERIES...They supply our aircraft with electrical power to start and run some of the electrics. There are many different types of batteries but what I want to talk about are the lead-acid type. Almost all of the G.A. aircraft use some form of the

lead-acid battery to power the aircraft. Whether it is to power the GPS/Radio or turn the starter a battery is involved. It stores electric energy. Most of the storage batteries today are low antimony type. They will not charge at a high rate which is good (boils out the water), but means they need to be charged longer. Don't rely on the charging system to recharge a very low battery as it puts a great strain on the charging system. A low current charger is the best idea to keep your battery in tip-top shape. If your ultralight has an inexpensive regulator rectifier you need to make sure that you have the proper amount of load on the charging system. If not I have seen the output to the battery at over 16Volts DC. Make sure that the battery that you have selected to power your machine is of sufficient current and that your charging system can keep up with the power used. Connections for power and charging are also very important. Make sure they are secure and clean. Most of the ultralights and aircraft flying today are running on Magneto power. They do not need a battery to run. There are a few engines that require a battery. No power, no run!!! Know what you have!!!

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