



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 5

May 2010

UPCOMING EVENTS

MAY 8TH - 2ND SATURDAY - - GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOT'S LOUNGE AT ROBERT'S AIR AND LAF A FLY-IN AT X-51. THE LAF A MEMBERSHIP MEETING WILL COMMENCE IN THE MORNING ABOUT 1100 . COME ONE, COME ALL AND BRING SOME STORIES TO DO SOME HANGER FLYING. THERE IS LOTS TO TALK ABOUT, SO BE THERE. WE WILL BE LEAVING FOR LUNCH AFTER THE MEETING.

MAY - FAA SAFETY SEMINARS - THERE ARE SEVERAL WORKSHOPS THAT WILL BE HELD IN FLORIDA THIS MONTH. THEY RANGE FROM OPA LOCKA TO ORLANDO. CHECK ON THE WEBSITE FOR A SEMINAR THAT YOU JUST MIGHT LIKE.

<https://www.faasafety.gov/SPANS/events/EventList.aspx>

MAY 22ND - FLYOUT TO BE ANNOUNCED AT THE MEETING WITH OUR NEW FLYOUT CHAIRMAN, IF HE IS BACK IN TOWN FROM HIS FLYOUT.

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.

Don't forget the monthly LAF A meeting!!!

2ND SATURDAY OF THE MONTH
X-51
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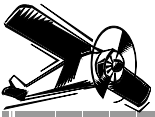
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LAF A NEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.



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THE PRESIDENT’S PEN

Sun-n-Fun has come and gone already and another Mango season is on us in South Florida with the rain and heat cycling in. I went to Lakeland Thursday through Sunday and as always since 1978 had a great time. It was kind of sad to see the 103 airplanes evaporate and the new boys on the block (six figure sport pilot planes) taking center stage. One thing for sure is that the hard core experimental home builders are still the predominate force behind the EAA and they are responsible for the coolest planes out there.

Just like every year I go and drool over the homebuilt STUFF. I come back with enough brochures and handouts to fill the back of my SUV. It will probably take until next Sun-n-Fun to read all the STUFF, and I have to guard it very closely so my wife (the warden) doesn't throw it out. She still doesn't understand that this STUFF is VERY VERY VALUABLE and cannot be replaced at ANY cost. There's an old Harley Davidson biker saying "If I have to explain, you won't understand", enough said about my STUFF.

In the past Lafa years we used to fly up together and hang out during the show. Things have changed and most members because of life's events travel separately. Maybe next year we should plan to meet on prearranged days and times to hang out and take in the show together. We can discuss it at our next meeting and start planning well ahead of time to make it work for next year.

Let me know what you think,

Rich Bragassa

**ULTRALIGHT 103 SABRE TRIKE
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Luscombe '46 8A, 65HP, all metal, LSA, TTAF 2900, 990 SMOH, fresh annual Feb '10, annual in '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, flown regularly, make any offer...I just want it gone. • Contact [Sandra Bronnenberg](#), Owner - located Margate, FL USA • Telephone: 954-553-0494 • Posted January 27, 2010



Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

** ACL = Aerodynamic Control Land

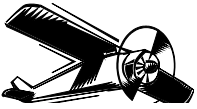
** ACS = Aerodynamic Control Sea

* 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, 04/10/2010

OFFICER PRESIDING: Richard Bragassa, President

CALLED TO ORDER: 11:10 am

SILENT MEMBER ROLL CALL: 9 members, 1 guest

MEMBERS PRESENT (in no particular order): Rich Bragassa, Barry Hawkes, Ron, Claire and Ida Andersen, Rafael Lima, Tom Bigelow, Paul Davies and Peter Volum.

INTRODUCTIONS: Rick Sante (guest speaker)

TREASURER REPORT: It was reported that we have \$4,437.81 in the bank. Last month we spent \$227.00 for EAA Chapter fees and \$81.00 for food for the Lafa crew who worked on the new runway.

SAFETY OFFICER REPORT: When the new runway opens, we'll have to exercise more caution in the pattern. The new runway will introduce different types of aircraft into the pattern. There will be GA, Gliders and Ultralights using the same runway so be sure to constantly look everywhere for other aircraft. The proposed runway designations will be 9 and 9 Grass. The proposed pattern altitude will be 1,000'. FAA will verify the new designations and pattern. We need to discuss the new pattern in relation to Ultralights, Powered Parachutes and Powered Paragliders. Rich passed around aircraft parts that were worn to the point of failure and a part that was incorrectly built backwards.

CHEF's REPORT: None at this time.

ANY OTHER REPORTS: Rafael Lima took pictures of the Lafa crew working on the new runway and is writing an article for publication after Sun-n-Fun. Rafael will send Barry a CD with the pictures so Barry can upload them to the Lafa website. Rafael will also send Barry a short movie about Richard's Field called Field of Dreams that Rafael produced, to upload to the Lafa website.

OLD BUSINESS:

Rich is still working on changing the chapter status from EAA Ultralight to standard EAA. Rich will contact the State of Florida to change Lafa's Corporation status from the old EAA Chapter 103UL to the new EAA Chapter.

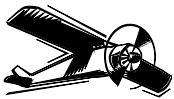
NEW BUSINESS:

- (1) Rick Sante attended our meeting to inform us about the EAA Young Eagles program. Rich Bragassa will contact EAA to inquire about qualifications to fly Young Eagles. Rick Sante invited Lafa to participate in Rick's Chapter's Young Eagles event to be held at Wings Over Miami at Tamiami Airport on May 15th.
- (2) Peter brought up the upcoming Red Bull Flugtag event and suggested Lafa participate. Rich suggested that since Lafa has multiple upcoming events, that we just attend this year's event as spectators and possibly enter as contestants in the future.
- (3) Peter invited Rick Sante and his EAA chapter to join the Lafa Newsgroup

EAA SAFETY SEMINAR: None

ADJURNED: 12:20 pm

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



THE INSTRUCTOR'S CORNER

This month - "Minimum Controllable Airspeed"

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

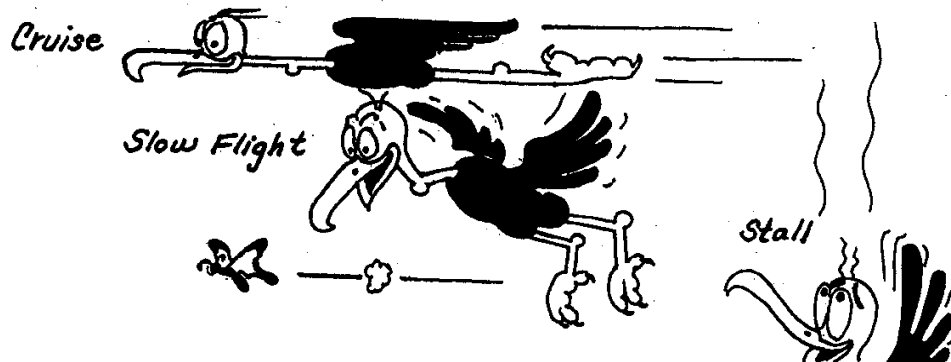
This article serves to explain why MCA is an important part of flight training. Do not attempt to perform MCA or any other standard flight training maneuver without proper preparatory training to ensure safety and success.

A part of becoming a Registered Ultralight Pilot is to demonstrate Minimum Controllable Airspeed (MCA) in straight and level flight and in shallow turns as part of the Flight Test. MCA for ultralights (U/L's) is approximately five knots (okay, six MPH) above the stall speed.

To accomplish this task requires 1) a good understanding of aerodynamics, 2) a feel for the aircraft's speed trends and 3) timely flight control inputs to maintain this controllability - all while close to stall speed.

Why MCA? I feel it is to prepare for: maximum performance takeoffs with maximum climb rates over obstacles, minimum sink rate descents, slower approaches to landings, short field landings, awareness of approaching stall speed for safer normal flight maneuvers and the ability to fly with my slower buddies!

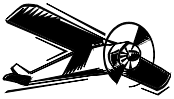
All this depends on knowing my U/L's actual stall speed at low cruise power and simply flying about five knots faster than that. It's really not that difficult. Yes, it does take practice, but practice makes perfect and the rewards are so gratifying.



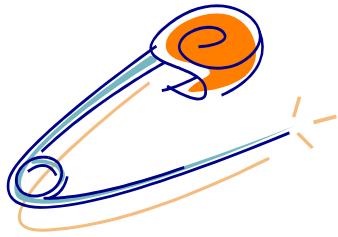
Now if I want to expand the envelope, I'll go to the next step beyond. I'll slow her down some more. From an MCA of stall plus five knots I'll reduce a tweak more power, while maintaining altitude, until I feel some burbling from the wing. A pusher propeller's sound might "wow-wow" a bit while the flight controls get sloppier. I'm now at my limit. Now I know what real slow flight is for this U/L. One, two, maybe three knots above stall? It doesn't matter. What matters is what it "feels" like. This is my point. Without even looking at the airspeed indicator, I know that this U/L is near a stall condition. Whether I'm turning on final landing approach or hedgehopping out in the boonies or circling overhead while straining to identify a lost child, my ultralight is burbling - no - SHOUTING to me to decrease the wing's angle of attack and add power.

This is feeling my ultralight. This is "flying by the seat of my pants".

Cap'n Bob



Safety Pen,



Sun-N'Fun has come and gone but the safety aspect is still there. Whether you drive or fly, it is still a problem. Driving is less of a problem but you have to expect the long waits in traffic, to get into the grounds. Flying is another story. Each year there are incidents and accidents either on the way, during or returning from Sun-N'Fun. With all the aircraft in the air the chances are great. It is so hectic that the FAA puts out a Notam on the Lakeland Linder Airport.

The website is very informative and give a lot of great information. Without this information you could be lost in the area. Check out the website at: <http://sun-n-fun.org/getdoc/601f56cb-c7e0-4d45-842c-26c331290151/2010Notam.aspx>

The General Aviation aircraft are in a different pattern than the Ultralight aircraft and land in different areas. This is very helpful since the Ultralight aircraft are usually much slower and have no radios.

Having said all this, it is important that you are familiar with the directions that you are directed to follow. If you get behind, you could be in real trouble. I have included a video to show how you can spin and crash with little effort.

<http://www.safepilots.org/2009/12/21/anatomy-of-a-fatal-stallspin/>

Be safe and plan your flight prior to putting yourself in a bad situation.....

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