



# EAA CHAPTER 103

# LAFANA NEWS

www.lafa.com

VOLUME 11 NOVEMBER 2007

## UPCOMING EVENTS

NOV 10TH - 2ND SATURDAY - GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOTS LOUNGE AT ROBERTS AIR AND LAFANA FLY-IN AT X-51U. THE LAFANA 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.

NOV 14TH - 2ND WEDNESDAY - FAA SAFETY SEMINAR ON "WHAT DO YOU KNOW ABOUT TFR'S". THEY WILL OUTLINE ALL THE DIFFERENT TFR'S, EXAMPLE, WHAT THE DIFFERENT TFR'S ARE AND WHAT THEY COVER, WHERE THE INFORMATION CAN BE FOUND WHEN THEY ARE ACTIVATED, ETC. WILL ALSO COVER THE ADIZ, BOTH COASTAL AND CAPITAL REGION. GET MORE INFO AT <http://www.faasafety.gov>. MIAMI FSDO, 8600 N.W. 36ST. MIAMI, FL. STARTS AT 7 PM.

NOV 24TH - 4TH SATURDAY - LAFANA FLYOUT WILL BE ANNOUNCED AT THE MEMBERSHIP MEETING AND ON-LINE ON OUR WEBSITE

### 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)



Established 1972

Cust. Number **15040**

**OWN YOUR OWN BUSINESS**  
• The leader in Premium Quality Motor Oils, Lubricants and Filters  
• No Capital Investment or Inventory Requirements

**BECOME A PREFERRED CUSTOMER**

- None of the responsibility of owning a business
- Purchase products at Dealer cost
- No Social Security Number or signature needed

Call For Your Free "Business Preview Packet"  
1-800-956-5695

For Immediate Assistance Call:

**VIRGIL N. SALISBURY**

Name: \_\_\_\_\_

**305-271-3608**

Phone: \_\_\_\_\_

**FACILITATOR1@JUNO.COM**

E-Mail: \_\_\_\_\_

**LUBEDEALER.COM/SALISBURY**

Website: \_\_\_\_\_

G-1473



**New Home • Refinance  
Investment • Repairs  
Debt Consolidation  
Home Improvement**

**Lower Your Payments**

**Call Sandra Today!!**

Licensed Mortgage Broker

**954-553-0494**

**Bad Credit / Bankruptcy OK**

## INSIDE THIS ISSUE

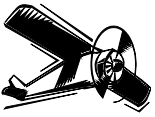
### PAGE #

LETTER FROM THE PRESIDENT .....	2
LAFANA INSTRUCTORS .....	3
LAFANA MEETING MINUTES .....	4
THE INSTRUCTOR'S CORNER.....	5
SAFETY PEN.....	6

**Don't forget the monthly  
LAFANA meeting!!!**

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

**LAFANA 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 2007**

**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**

The Hog Roast at Richards Field was an enormous success. We can't thank Rich enough for organizing this great event yet **again**. Alex outdid himself with all the food he brought and more importantly, with the toys that he donated to be auctioned off. Randy Homyk also must be thanked for the GPS (YES, A GPS) he donated to be auctioned off. Thank you everyone for bidding up!! Graham never stopped giving introductory flights, as he has done with every Hog Roast, in Rich's Champ. Thank you to Peter, Paul, & Mary...oops...Jim and everyone else who gave intro flights. Captain Charles of the PBY-5A Catalina and his amazing flybys will not soon be forgotten either. We certainly won't forget the helicopters thanks to Angel Lliso and Bill Crowley. Plus the gliders, thanks to Steve Deihl of Unusual Attitudes at Homestead General. And the "jump" from Nelson at Sky Dive Miami based at Homestead General also. To everyone who volunteered for the "jobs" which helped make this event a major success, you deserve a round of applause. Thank you...to everyone who donated the delicious food. This event wouldn't be what it is without the food. Last, but certainly not least, the biggest THANK YOU to Nanette Neubaur for the use of her fabulous airport.

See you at X51 on Saturday, November 10<sup>th</sup>, for our monthly fly-in, club meeting, safety seminar and breakfast. This is a family event. **BRING YOUR APPETITE**. Everyone is welcome, with or without their aircraft, regardless of the weather. Come enjoy some great hangar talk and keep up with all the current aviation events in our area. We will be meeting at the Pilot's Lounge at Roberts Air with the comfort of air conditioning and bathrooms. Look for the yellow chuck wagon.

No excuses... be there,  
Dick Bronnenberg

**ULTRALIGHT "JAVELIN", FROM CAPELLA"**

Single seat, all metal, stits covering, 5 gallon alum. tank, EGT, CHT, airspeed, altimeter, Tach. hour meter, No engine, needs a Rotax 447 25 hours total time.

**\$2,000.00 or best offer.**

**CALL ADOLFO - (305) 226-7254**

\*\*\*\*\*  
\*

**1985 Benson-style Gyro Copter**

500cc, water-cooled Kawasaki, free axis rotor with 1hp motor for rotation, engine overhauled 4 years ago but never run. Modified with Joystick control, fair condition.

**\$5,000.00**

**or trade for 1930's or 1940's Street Rod**

**CALL DICK - (305) 310-3101**

\*\*\*\*\*

**SABRE TRIKE**

340 Kawasaki with pod, French Synairgie "16" SS Wing, 2 blade adjustable prop, instruments like new, less than 20 hours, stored indoors. Includes 4X20 Lt Wt Flat bed trailer.

**\$7,500.00**

**CALL MIKE - (305) 596-1626**

\*\*\*\*\*

**KING COBRA**

Ready to fly, complete with trailer. Powered by a Cayuna 430 engine with CDI ignition system. Asking only

**\$1,500.00**

**CALL JIM OR DONNA - (754) 235-1671**

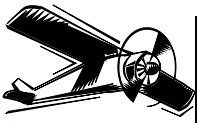
+++++  
\*\*\*\*\*

**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!**

**SELLING OUT!! TWO PLACE CHALLENGER**

Never completed, nose wheel and wing struts missing.  
 Fuselage has been painted with zinc chromite primer - topcoat is yellow  
 Wings and tail feathers have been covered with Stits fabric and painted cub yellow.  
 Everything professionally done.

**ALSO: SINGLE SEAT ULTRALIGHT ON FLOATS**

Rocket deployed parachute mounted over the wing.  
 503 Rotax Engine - dual carbs.  
 28-foot wing span covered with Stits fabric.  
 Wings have droop tips - struts instead of wires.  
 All controls are push-pull cables, doubled in the tail section.  
 Flies good, must be seen to be appreciated.

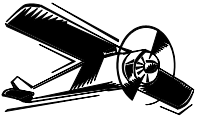
Also have experimental floats and miscellaneous airplane parts.  
 Call Whitey at 305-852-8320

**Lafa CLUB INSTRUCTORS WITH TRAINERS**

* TYPE	NAME	** CLASS	TRAINER	PHONE #
CFI	Dick Bronnenberg	WSL	Trike	(954) 328-7468
BFI	Sandy Bronnenberg	WSL	Trike	(954) 971-3836
BFI	Andy Corsetti	ACL	Drifter	(954) 435-3736
BFI	Jim Lindberg	WSL	Trike	(954)384-7629
BFI	Ricardo Martinez	WSL/ACL	Trike / TBA	(305) 255-6462
CFII	Graham Harward	SEL/MES	GA Type	(305)283-0400

\* CFII = Certified Flight Instructor Inst.  
 \* BFI = Basic Flight Instructor  
 \* AFI = Advanced Flight Instructor  
 \* CFI = Certified Flight Instructor (GA)

\*\*SEL/MES=SingleEngineLand/MultiEngineSea  
 \*\* ACL = Aerodynamic Control Land  
 \*\* ACS = Aerodynamic Control Sea  
 \*\* WSL = Weight Shift Land



### LAFa MEETING MINUTES & Secretary's Notes

**DATE:** Saturday, October 13<sup>th</sup>, 2007

**OFFICER PRESIDING:** Dick Bronnenberg, President

**CALLED TO ORDER:** 9:25 a.m.

**SILENT MEMBER ROLL CALL:** 12 total.

**MEMBERS PRESENT** (*in no particular order*): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Jim & Janet Lindberg, Randy Homyk, Ron, Claire & Ida Andersen, Tom Bigelow, Jeff Obermeier & Bob Rubio.

**INTRODUCTIONS:** Welcome back to old member Bob Rubio.

**TREASURER REPORT:** Read and approved in Treasure's absence.

**SAFETY OFFICER REPORT:** Our safety officer, Barry Hawkes, discussed fasteners. Namely AN (Army Navy) certified. They have built in "bendability" that prevents breaking and cracking in most cases. Pretty stainless fasteners will break and crack under most stress conditions. Grade 8 is still not up to the standards of AN. You should always use AN in your aircraft. A good selection can be found at AVICO on NW 36<sup>th</sup> St in Miami.

**CHEF's REPORT:** Master chef, Jim Lindberg, had nothing to report. Although he does promise biscuits & gravy will be on the menu soon. (Jim, don't forget forks for the next meeting!)

**ANY OTHER REPORTS:** None at this time.

**OLD BUSINESS:** We discussed buying more adult T-shirts. Captain Bob is going to check on prices at a local shop in Homestead. Next we discussed the Hog Roast on October 27<sup>th</sup> at Richards Field. The discussion was lengthy on preparations, volunteers, auction items, introductory flights, set up & tear down, food service, etc.

**NEW BUSINESS:** None at this time.

**ANNOUNCEMENTS:** None at this time.

**EAA SAFETY SEMINAR:** Captain Bob's safety seminar was on avoiding mid air collisions. The flyer he passed out was extremely informative...objects that don't move are a **big** problem...Cockpit Myopia, sector scanning, natural blind spots...these are all things, we as pilots must be aware of.

**MEETING ADJOURNED:** 10:05 a.m.

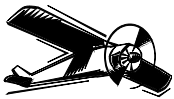
PLEASE SEND YOUR MEMBERSHIP  
APPLICATIONS OR RENEWALS (\$35)

TO:

LAFa

P.O. BOX # 924266

PRINCETON, FL 33092-4266

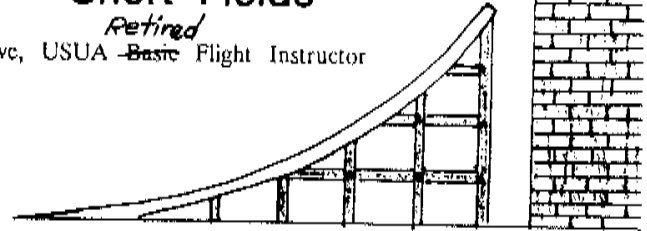
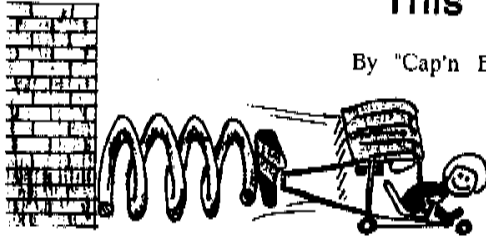


## THE INSTRUCTOR'S CORNER

This month - "Short Fields"

*Retired*

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

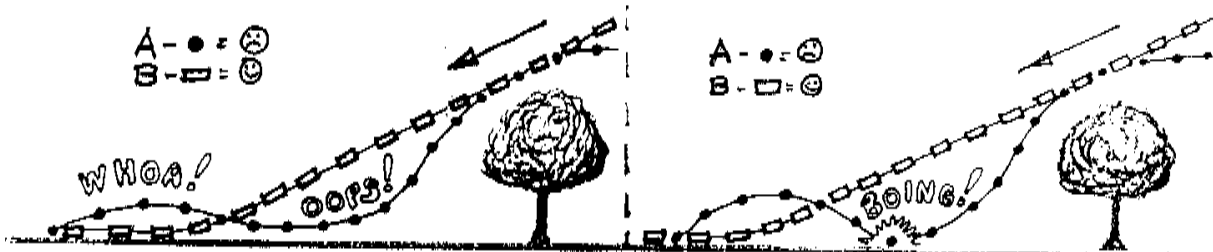


A thunderstorm, hunger pangs, nature calls or other unexpected needs may have me using a shorter than desired landing site. Murphy assures me that it will have trees and power lines. Whenever possible, I'll make some low passes to spot cables, fences, rocks and things.

**THE LANDING - TASK:** To clear the obstacles, to land and stop as short as possible. **METHOD:** I'll descend over the obstacles on glide path, on my target (safe) airspeed and put it on the ground without delay so I can begin stopping!

My technique: 1) I'll give myself plenty of room from altitude to align with the "runway". 2) Establish my glide angle and speed and "lock 'em in". If my desired path or speed cannot be maintained I am always ready for a go-around. 3) I add enough extra approach speed to compensate for steady wind and gusts that may quit! I hold the extra speed for as long as possible before touchdown while keeping an eye out for obstacles that could create mechanical turbulence. 4) I'm going to "put it on" because trying for a real smooth landing may have me "floating" and eating up too much valuable runway.

Approaching at or near stall speed and then diving once over an obstacle (A) is thought to be a technique to land short while allowing a little more room to make a real smooth landing. Problems: 1) When do I pull out of this dive? 2) What's the wind like 50 feet down? Is there any? 3) Am I going to get a wind vortex as I pass over the obstacle or just as I'm trying to pull out? 4) How much runway will it take to bleed-off the extra speed from the dive?

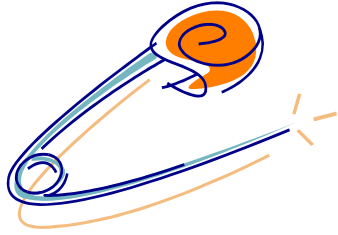
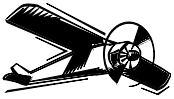


Due to these and other problems, a stabilized approach (B) will be about as short as is possible and is also much safer.

**THE TAKE OFF - TASK:** To climb over the obstacles at the end of the "runway". **METHOD:** Accelerate as rapidly as possible, lift off and climb at Best Climb Angle (stall + about 5 knots) to clear the obstacle. My technique is 1) full power with brakes on to ensure I have maximum power. 2) Brake release with elevator neutral (accelerates faster). 3) Approaching my known stall speed - stick back to lift off and 4) climb out at Best Climb Angle (plus any gust factor) until clear of the obstacles. Always remember "if in doubt, trailer it out".

Although this is just a rough overview, a little practice at the local field will amaze you at how short you can be! Aint flyin' great!

*Keep your shorts up! Cap'n Bob*  
*Keep up on your shorts!*



*Safety Pen,*

Ground handling of aircraft is dangerous. Just being around parked aircraft is a hazard. I spent many a year working around F4-D Phantom's and can assure you that they are dangerous to be around. Whether it is the sharp aluminum corners or protruding objects they will hurt you, I have the scars to prove it.

We are lucky that our ultralights are very light in that aircraft weight can hurt. By running over your feet while moving the aircraft or having it fall off a jack while changing a tire. Remember to have a backup when lifting an aircraft. The jacks used on F4's were hydraulic and had a screw jack backup.

Take a look at your ultralight. Have any things protruding to stick you? Pitot tube, strut brace, throttle handle, safety wire, cotter keys..etc. All of these things seem innocent but will get you.

Probably the worst danger in ground handling is ground operation of the engine. Here there are many dangers that can jump up and bite you. I can not stress enough to have your ultralight tied down when running engines at high power settings. The brakes will not hold or the chocks are not big enough. I know someone who was running the engine on his Gyrocopter and it got away from him and now he has only one arm, but he lived. Safety around aircraft is a full time job.

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***