



# EAA CHAPTER 103

# LAFANEWS

www.lafa.com

VOLUME 11

November 2009

## UPCOMING EVENTS

NOV 14TH - 2ND SATURDAY - - GENERAL MEMBERSHIP MEETING TO BE HELD AT ROBERTS AIR IN THE PILOTS LOUNGE WITH THE FLY-IN AT X-51U. 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.

- FAA SAFETY SEMINAR S - THERE IS A CFI WORKSHOP ON 24 NOVEMBER FEATURING SAFETY TRENDS FOR GA AIRCRAFT. IT WILL BE HELD AT ADF AIRWAYS. CHECK THE WEBSITE FOR OTHER LISTING IN THE LOCAL AREA. <https://www.faasafety.gov/SPANS/events/EventList.aspx>

NOV 28TH - 4TH SATURDAY - FLY OUT THE "NEAR" ONE 35 STATUTE MILES NORTH OVER HWY 27 TO AN E-W CANAL AND SERVICE ROAD. THIS IS THE THUNDERBIRD TRUCK STOP WITH CAFÉ 27 ADJOINING. WE WILL MEET AT ROBERTS AIR AT 0700 FOR A SMALL BRIEFING AND TAKEOFF PLANNED FOR 0730.

### 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  
X-51U  
HOMESTEAD GENERAL AIRPORT



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For Immediate Assistance Call:

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Phone:

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E-Mail:

LUBEDEALER.COM/SALISBURY

Website:

G-1473

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LAFANEWS 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**

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**VICE-PRESIDENT: RON ANDERSEN(954)303-1421**  
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**SAFETY OFFICER: BARRY HAWKES (305)235-8687**  
**NEWSLETTER EDITOR: BARRY HAWKES**  
**FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE**

**THE PRESIDENT'S PEN**

I'm proud of our flyouts. The last was to Marco Island, a "far" flyout and the next will be a "near" flyout planned on the fourth Saturday of each month.

5 of us flew while Barry Hawkes provided ground support. Great weather for ultralights and Light Sports with beautiful sights to see.

Our magnificent host, Paul Davies, offered us his home in Goodland, just south of Marco Island, for overnight accommodations.

Water out the front yard and water out the back yard- what a pleasant overnight stay.

Come Fly with Me, Capt 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**

**REDUCED TO ONLY \$5000.00**

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

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

**\$45.00**

**CALL BARRY HAWKES @ (305)235-8687  
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\*\*\*\*\*

**LUSCOMBE • \$25,000 • MAKE OFFER •**

Luscombe '46 8A, 65HP, all metal, LSA, TTAF 2900, 990 SMOH, last annual Feb '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, extra wood prop also included, flown regularly • Contact [Sandra Bronnenberg](mailto:Sandra.Bronnenberg), Owner • Telephone: 954-553-0494, email [sanbron@aol.com](mailto:sanbron@aol.com)

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Lafa CLUB INSTRUCTORS WITH TRAINERS

\* CFII = Certified Flight Instructor Inst.

\*\*SEL/MES=SingleEngineLand/MultiEngineSea

\*\* ACL = Aerodynamic Control Land

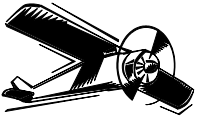
\*\* ACS = Aerodynamic Control Sea

\* 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



**Lafa MEETING MINUTES & Secretary's Notes**

**DATE:** Saturday, 10-10-2009  
**CALLED TO ORDER:** 9:20 a.m.

**OFFICER PRESIDING:** Bob Musgrove, President  
**SILENT MEMBER ROLL CALL:** 7 total.

**MEMBERS PRESENT** (in no particular order): Captain Bob Musgrove, John Sauvigne, Bob Rubbi, Graham Howard, Dick Bronnenberg, Patrick Joyce, Jeff Obermeier

**INTRODUCTIONS:** None

**TREASURER REPORT:** The Treasurer not present, but reported \$4500 in the bank and 30 members.

**SAFETY OFFICER REPORT:** Our safety officer, was not available but Cap. Bob spoke about the importance of emergency procedures, pilots in case of a power failure keeping altitude an air speed is a must! In general a power failure may be caused by either engine or drive system failure. Engine failure may be indicated by a change in noise level, low oil pressure light, and a decrease in engine rpm. Drive failure is also indicated by unusual noise and or vibration. An emergency procedure is to be established at once! Nose down an a steady glide, select a landing spot, and ONLY if conditions such as altitude and glide speed permits, maneuver so landing is into the wind...a restart may be attempted at pilots discretion. According to very experienced trike pilots, it is recommend to practice emergency procedures at a min. of 500ft AGL and never less than 200ft AGL, it may save your life one day so practice –practice!!!! Fly your machine, fly your machine...

**CHEF's REPORT:** Our Master Chef was available; and we have a delicious hot breakfast toast, scrabble eggs, OJ, hot coffee. Thanks Jeff

**ANY OTHER REPORTS:** Weather 1866-347 0316 X51CTAF 122.8

**NEW BUSINESS:** This months fly out is to Marco Island, Briefing at 0700 at X51, remember communication air to air is 122.7.5 FAA OK!

The flight to Marco Island is aprox. 2 hours flying time, take off from X-51 heading to tamiami trail then West to TNT uni-com123. Then off to Marco Island. Runway 17/35-Length 5k ft.Wth.100ft. CTAF122.8 APP CON 119.75—134.75-ATIX 120.075

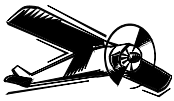
Pilots bring radios to keep in communication. Once on the ground we will visit Paul Davis's home. Later on in the day will fly out to some different locations in the area. If landing near the water is desired, keep in mind to stay close to the water where sand is firm! Let's keep incidents to a zero.

**ANNOUNCEMENTS:** The Lafa BBQ Christmas celebration for members and family will be at Richards Field on December 12 from 11:00 to 4 pm. Also everyone is invited to the AIR SHOW at HAFB on September 6-7 which is free. Members requested a repeat fly out to Tavernire private club if possible.

**EAA SAFETY SEMINAR:** None

**MEETING ADJOURNED:** 10:07 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 - "Speeds"

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

*Note: Always adhere to the manufacturer's recommendations and limitations.*

There are all kinds of speeds in flying, such as: power-off stall speed ( $V_{s1}$ ); best climb angle ( $V_x$ ); maximum structural cruise ( $V_{no}$ ); maximum never exceed ( $V_{ne}$ ); best climb rate ( $V_y$ ); maneuvering speed ( $V_a$ ) and so on. There are more and I should be knowledgeable with them since I am a responsible safety-minded pilot.

The pilot's proverb "Keep thy airspeed lest the ground come up to smite thee" makes proper importance of my aircraft's stall speeds. By knowing the power-off stall speed, I can roughly calculate all kinds of speeds for different phases of flight.

For example, if my power-off stall speed is 30 knots ((aero)nautical miles-per-hour), I multiply that times 1.3 to obtain an airspeed buffer for comfortable climb after takeoff AND approach-to-land speeds.

$\begin{array}{r} 30 \text{ KTS.} \\ \times 1.3 \\ \hline 9.0 \text{ KTS.} \\ + 30 \text{ KTS.} \\ \hline 39 \text{ KTS.} \end{array}$	<p>In this case 39 knots is the target airspeed. What about landing with a headwind of 12 knots and gusts to 17 knots? Easy! I'll use my approach speed (39 knots), add ONE-HALF of the steady wind (<math>12/2 = 6</math> knots), plus the FULL gust difference (5 knots). So my target approach speed is 50 knots (<math>39+6+5 = 50</math>).</p>	<table border="0"> <tr><td>APPROACH SPEED</td><td>39 KTS.</td></tr> <tr><td>1/2 STEADY WIND +</td><td>6 KTS.</td></tr> <tr><td>FULL GUST FACTOR +</td><td>5 KTS.</td></tr> <tr><td>TARGET SPEED</td><td>50 KTS.</td></tr> </table>	APPROACH SPEED	39 KTS.	1/2 STEADY WIND +	6 KTS.	FULL GUST FACTOR +	5 KTS.	TARGET SPEED	50 KTS.
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FULL GUST FACTOR +	5 KTS.									
TARGET SPEED	50 KTS.									

As I come in over the end of the runway I will bleed off the 1/2 steady wind (6 knots) and the approach speed buffer (9 knots) so my speed at touchdown will be 35 knots. Notice I keep the gust factor (5 knots) all the way to landing, because if I encounter a gust and then it poops-out while I'm still in the air, I'll still have my flyable airspeed... remember "smite thee".

Another calculation is my stall speed when maintaining altitude in a banked turn. As the big table shows, my normal stall speed of (in this case) 30 knots would increase to 31 knots while maintaining altitude in a 20 degree bank. At a bank of 40 degrees I will stall at about 35 knots and 60 degrees will push it to 43! Wow it goes up fast!

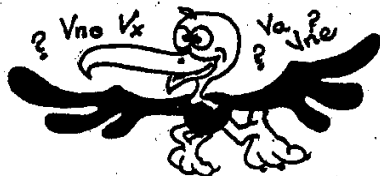
MINIMUM SPEED FOR CONSTANT ALTITUDE BANKS		
ANGLE OF WING TO HORIZONTAL DEGREES	PERCENT (%) INCREASE IN NORMAL STALLING SPEED	SPEED BASED ON 30 KTS. STALL SPEED KNOTS PER HOUR
0	0	30
10	.5%	31
20	3%	31
30	7%	33
40	14%	35
50	25%	38
60	41.4%	43
70	71.0%	52
80	240.0%	102
90	INFINITY	INFINITY

NOTE: SPEEDS ROUNDED OFF TO NEXT HIGHER

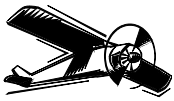
If I'm caught in bad turbulence, a multiple of 1.6 of stall is generally held as a good speed for rough air, in my case  $30 \times 1.6 = 48$  knots. This "rough air speed" I want to fly gives me a good speed margin from being too slow

towards stall or too fast at  $V_{ne}$  or Velocity Never Exceed. In turbulence, I'll "go with the flow" and try to maintain this "rough air speed" and NOT my altitude. Maintaining altitude in an updraft would build up too much speed and in a downdraft I'd loose my airspeed.

It's easy to see the stall speed is vital knowledge and is the basis for many other important speeds. The benefits of confidence and safety are substantial. Now, if I could only find that manual...



Cap'n Bob



*Safety Pen,*



For those that didn't know, we just had an Air Show at Homestead Air Reserve Base that was a great success. Many different static displays ranging from small (F-16's) to large (C5A) Galaxy. Several of the cargo planes were open for the participants to walk through. Plenty of food and drink was available. The Air Force personnel were patrolling the walkway to the Air Show passing out free water.

The flying was spectacular to say the least. The USAF Thunderbirds were the feature act but there were so many other great acts that preceded them. If you have never seen a house fly then you should see the C-17 fly. They had a demonstration of a short field takeoff and landing that was amazing.

There was a section for Civilian aircraft and they looked very sharp. In order for them to land at Homestead Air Reserve Base then had to fill out the appropriate paper work and show proof of insurance, to get a landing pass.

The point of the matter is, this could not have taken place without lot's of planning. I personally know the Flight Chief and his main issue was SAFETY. This was a year in the planning so that for 2 days the public could enjoy. When everything goes as planned (with variations) safety stays in check. When things get behind the evils of safety start to peak out.

There was one incident after the air show. A small plane went down departing from Tamiami on Sunday and the pilot was killed. This was a Lt. Col. From the base that was returning home after working the Air Show. High time pilot with lots of experience. Details have not been published  
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**