



EAA CHAPTER 103

LAFANA NEWS

www.lafa.com

VOLUME 9 SEPTEMBER 2007

UPCOMING EVENTS

SEPT 8TH - 2ND SATURDAY - GENERAL MEMBERSHIP MEETING 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.

SEPT 12TH - 3RD WEDNESDAY - FAA SAFETY SEMINAR ON "LESSONS FROM AVIATION ACCIDENTS". IT IS A SHAME THAT WE HAVE ACCIDENTS BUT WE MUST LEARN FROM THEM. FOR MORE INFO GO TO <http://www.faasafety.gov>.

SEPT 22ND - 4TH SATURDAY - LAFANA FLYOUT FROM X-51U WILL BE ANNOUNCED AT THE SEPT GENERAL MEMEBERSHIP MEETING. FOR MORE INFORMATION CALL CAP'N BOB OR BE AT THE GENERAL MEMBERSHIP MEETING ON 8 SEPTEMBER.

OVER THE HORIZON

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



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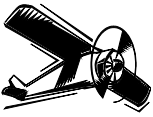
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LAFANA NEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.



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

From the President....

We received a letter from Keith Price, the President of the Airboat Association of Florida thanking us for our support of their 2007 Annual B B Q. Included in the letter was an invite to participate next year. Keep it in mind as 2008 rolls around. It was a great event, made even greater watching the kids' faces during the candy drop.

Also, don't forget the Hog Roast being planned for October. And remember that we need some volunteers to help with some of the chores (see the meeting notes for details). This event is so well attended that help is needed beyond the few who always end up doing all the work. The previous hog roasts have been a major success. Dozens of introductory flights have been given to still smiling folks. You remember your first flight! **Help us help others have that indescribable experience.**

See you at X51 on Saturday, September 8th 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 Roberts Air with the comfort of air conditioning and no insects. Look for the yellow chuck wagon.

No excuses, I want to see you 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.

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*

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.

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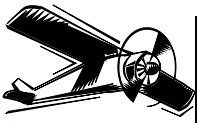
Batteries For Sale

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

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Call Barry Hawkes (305)235-8687

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

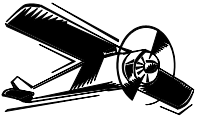
Also have experimental floats and miscellaneous airplane parts.
 Call Whitey at 305-852-8320

Lafa CLUB INSTRUCTORS WITH TRAINERS

* TYPE	NAME	** CLASS	TRAINER	PHONE #
AFI	Tony Anderson	ACL/ACS	Drifter / Quicksilver / Kolb Mk III	(305) 361-3909
AFI	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, August 11th, 2007

OFFICER PRESIDING: Dick Bronnenberg, President

CALLED TO ORDER: 9:25 a.m.

SILENT MEMBER ROLL CALL: 15 total

MEMBERS PRESENT (in no particular order): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Paul Davies, Graham Harward, Rich Bragassa, Jim & Janet Lindberg & daughter Bree, Ron, Claire & Ida Andersen, Jeff Obermeier, Randy Homyk & Tom Bigelow.

INTRODUCTIONS: Zabryna, a friend of Bree's, who once again helped tremendously with breakfast preparation & cleanup. Thanks for all your help.

TREASURER REPORT: Read and approved. Treasure was late because it was such a beautiful morning and he chose to fly all over the place, instead of arriving on time. Can you blame him?

SAFETY OFFICER REPORT: Our safety officer, Barry Hawkes, stressed the importance of keeping your head out of the cockpit. You should constantly be paying attention to what is happening outside of your aircraft...continuously scanning the area. The deadly accident at Oshkosh this year underscores the importance of this. Captain Bob added that it is especially important near or around any airport because the amount of traffic is concentrated in that area. You should also check your charts before flying so that you are aware of the location of each and every airport/airstrip in your flight path, both for collision avoidance and emergency landing opportunities.

CHEF'S REPORT: Master chef, Jim Lindberg, commented that he prepared the perfect amount of food. Although he was almost upset at first, because members were just slowly trickling in the Pilot's Lounge and he thought perhaps he had way too much food. Fabulous breakfast and most went back for 2nds.

ANY OTHER REPORTS: Mike Handrahan is our new airport manager. He is also the long time manager of Tamiami. Captain Bob invited him to our monthly meetings and perhaps he will visit us soon.

The next time you see John & Gloria Roberts, you need to thank them for the use of the Pilot's Lounge for our monthly meetings. Everyone who was present at this meeting will attest to the fact that it was wonderful to have air-conditioning and especially, bathrooms.

OLD BUSINESS: Barry made changes to the website and newsletter so that "EAA" is more prominent. The new date for the next hog roast will be in October. It will be much cooler and we will have more time to organize. We need volunteers. The more people who volunteer for each item, the less work to do for all and more time for fun and socializing for everyone. Motion was made for LAFa to pay for the hog; motion was seconded, voted on and passed. Rich will purchase the hog and cook it. Dick will call John Hovan for a large EAA banner to display. Now, we need your help! Volunteer today! Email Rich at rich@bragassa.com We need member volunteers for the following:

1. Set up & tear down of tables & chairs
2. Food service (setting out food, plates, utensils, etc. on tables)
3. Food clean up after the roast
4. Garbage detail during and after the roast
5. Safety officers. Contact Barry at b_hawkes@yahoo.com

Remember that you must bring a covered dish and your own personal beverages. We've had lots of fantastic food at the previous hog roasts. Keep it up.

NEW BUSINESS: Captain Bob was trying to organize the poker run for the fly out on the last Saturday of this month. There didn't seem to be much interest...why he asked? Still there was not much feedback. Some mentioned previous plans, others family obligations and still others the summer weather. Rich suggested a buddy plan. Choose someone you don't normally speak to on a regular basis and buddy up with them, for contacting each other before all club functions, to support attendance of each other. The idea seemed to be well received. I will prepare member information for the next meeting so all those interested can choose a buddy and/or help make a few calls. We must promote aviation. This is your chance to maintain one of our freedoms.

ANNOUNCEMENTS: Captain Bob wants ideas for the September fly out. Big Cypress? Everglades City? Local flight? Make a suggestion, call him today at 786-473-9461.

EAA SAFETY SEMINAR: We got a two for one! Captain Bob provided us all with two 1 page flyers. One regarding fuel, the different grades, different qualities and how to test it for moisture. The other flyer was on avoiding midair collisions and the proper scanning technique. Captain Bob outdid himself once again, and we all really appreciate it. It is fantastic that he takes his time out to plan these seminars, to remind us all, of the things that even very long time pilots subconsciously become complacent about. Thank him again the next time you see him.

MEETING ADJOURNED: 10:40 a.m.

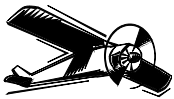
PLEASE SEND YOUR MEMBERSHIP
APPLICATIONS OR RENEWALS (\$35)

TO:

LAFa

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The Instructor's Corner

This Month - "Time It"

by "Cap'n Bob" Musgrove

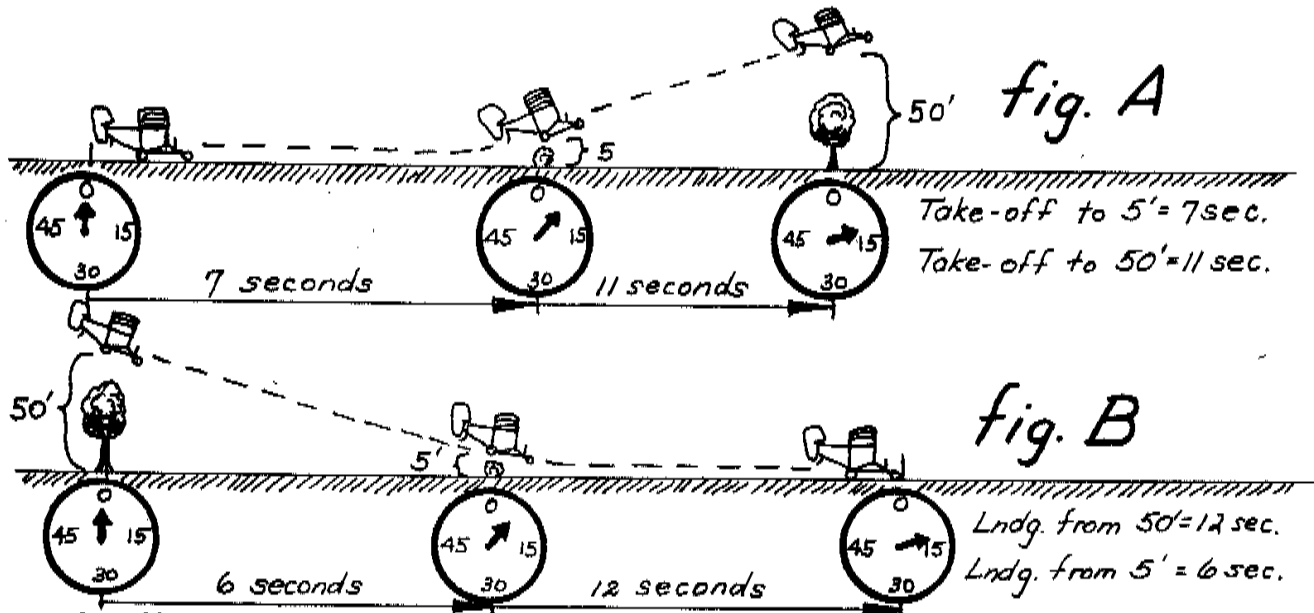
I see a place to land, but it's short. Can I land there? And if I do, can I take off again? With more experience, I'll be able to "eyeball" it; but until then, how do I know?

One way is to time it. Yes, with a watch! I'll ask someone else to do the test timing for me so I will know exactly how long it takes me to get off the ground and also how long to clear an obstacle, exactly! To do this, I'll need a near-calm day and my fully loaded plane at the end of a big grass field "test runway". I'll be ready to fly when my timekeeper gives me the signal to take off. I'll do a normal takeoff (fig. A) with best angle of climb (for obstacles) and my timekeeper will record my time to 5 feet altitude after liftoff and again at 50 feet (a somewhat standardized obstacle clearance altitude).

I now want to do the same for landing. During my approach (fig. B), I'll need my time at 50 feet and again at the 5 foot "fence height", and then a final time as I come to a complete stop. **The most time on either takeoff or landing will be my "Index Time"**. One Index Time for "fence height" and the other for "high obstacle".

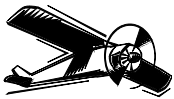
Now I'll fly out and locate a potential "boonies runway". Can I land in the available length and take off again? I can tell by simply flying over the remote runway at normal speed and noting the time it takes to travel from one end to the other. If the flyover took less time than my Index Time, then I cannot use this field with a reasonable safety margin. If, however it takes the same or more time than Index, then I can make it! Why? Cruising over the runway will cover more ground than my starting from a dead stop on the takeoff or slowing to a stop on landing, therefore the Index Time has a built-in safety margin of "extra runway".

Index 1 is for bushes and low fences and Index 2 is for trees and other high obstacles. I must consider some variables from the test conditions that would hurt my performance, such as: taller grass, less wind at the surface than at fly-by altitude, a hotter day, a higher runway, or gusty wind conditions, etc. I'll add some extra seconds (more runway) for each of these variables to make an adjusted Index. It won't be long before I'll be able to "eyeball it"!



The 5' greater time is - the Take-off at 7 sec... So **Index 1** is 7 seconds.
 The 50' greater time is - the Lndg. at 12 sec... So **Index 2** is 12 seconds.

It's always a great time to fly! Cap'n Bob



Safety Pen,

“COOL OFF!” The words that you hope not to say when flying. Our ultralight engines use one of three systems for cooling.

- (1) Forced air cooling- Probably the simplest system with almost no failures to occur. With a scoop on the front of the engine the prop or the forced air from flying flows around the cylinders to keep them cool. The drawback is that in a pusher aircraft the airflow is almost nonexistent during taxing.
- (2) Fan air cooling- With a few moving parts it does an excellent job of cooling the engine. The fan belt is a very important part of the system. It must be tight enough to turn the fan but not too tight so that it wears out the belt. I usually coat the fan belt with a silicone-based grease to cut down the side wear of the belt. The belt must have the correct tension when installed new. If it is too tight the belt will wear excessively and shorten its life. To do a quick check I try and turn over the engine by turning the fan.
- (3) Liquid cooling- The best for long engine life because it keeps the engine at a steady temperature during your flight. Proper maintenance is extremely important due to the complexity of the system. Distilled water and anti-freeze/coolant are the major ingredients to keeping everything cool. One of the drawbacks again is that no air flows through the radiator during taxi on a pusher engine.

Each one of the above mentioned cooling systems has its advantages and drawbacks.

The important thing is to keep on top of whichever system you have and.....

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:
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Don't forget the monthly LAFA meeting!!!

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

***LIGHT AIRCRAFT FLYERS
ASSOCIATION***