



EAA CHAPTER 103

LAFANA NEWS

www.lafa.com

VOLUME 8

Aug 2010

UPCOMING EVENTS

AUG 14TH - 2ND SATURDAY -- GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOT'S LOUNGE AT ROBERT'S AIR AND LAFANA FLY-IN AT X-51. THE LAFANA 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.

AUG THRU SEPT - FAA SAFETY SEMINARS - LAKELAND IS HOSTING SEMINARS IN AUG-SEPTEMBER. LOOK IT UP TO SEE WHICH SEMINAR YOU WOULD BE INTERESTED IN ATTENDING.

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

AUG 28TH - 4TH SATURDAY - FLYOUT TO BE ANNOUNCED AT THE MEETING WITH OUR NEW FLYOUT CHAIRMAN. COME AND MAKE A RECOMMENDATION AS TO WHERE YOU WOULD LIKE TO 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 LAFANA meeting!!!

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



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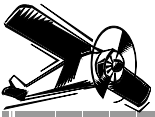
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LAFANA NEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.



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(305)283-0400

THE PRESIDENT'S PEN
By: RICHARD BRAGASSA

WWW SITE

A BIG THANK YOU Rene for stepping up and arranging to fix our web site. Lafa is one of the few EAA Chapters that has a web site of this caliber thanks to Peter Volum who spent hundreds of hours developing the site and Barry Hawkes for maintaining it throughout the years. If you read the 2010 Report to Homebuilders Report I posted on the e-mail group you will realize how important our EAA online community has become. More info to come...

GOT A CAMERA?

Take your camera (or video camera) with you when you go to the airport. Submit your cool pictures to our e-mail group. Maybe we can start a contest, etc. to see who has some talent. Several members have even posted videos on YouTube...hey; you know who you are, show us what you've got.

FLY OUTS

Let's hear some discussion about how to improve our fly out planning. I propose to open the fly out location (on the e-mail group) a month in advance. Members post a location of interest and we will discuss the pro's and con's of the different locations, etc. Once a location has been voted on. The Fly Out Coordinator (Graham) will administer the details, etc. Once the site has been decided on, then we should have a Roll Call to see who is actually going.

Another aspect to the fly out that we have never considered is the fact that MANY of our members do not own planes or have planes in different stages of construction or annuals and are not flying. Obviously the fly out does not hold as much attraction to these members. WHY? Because they are NOT GOING FLYING! This limits the amount of face time we have with our Lafa members. Why not have a default meeting place and time (a dive that serves hamburgers and beer) after the fly out and meet to tell lies and tall stories? That way folks that are not going to attend the fly out (or couldn't make the monthly meeting) may want to connect for a burger and beer.

Rich Bragassa

ULTRALIGHT 103 SABRE TRIKE
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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.

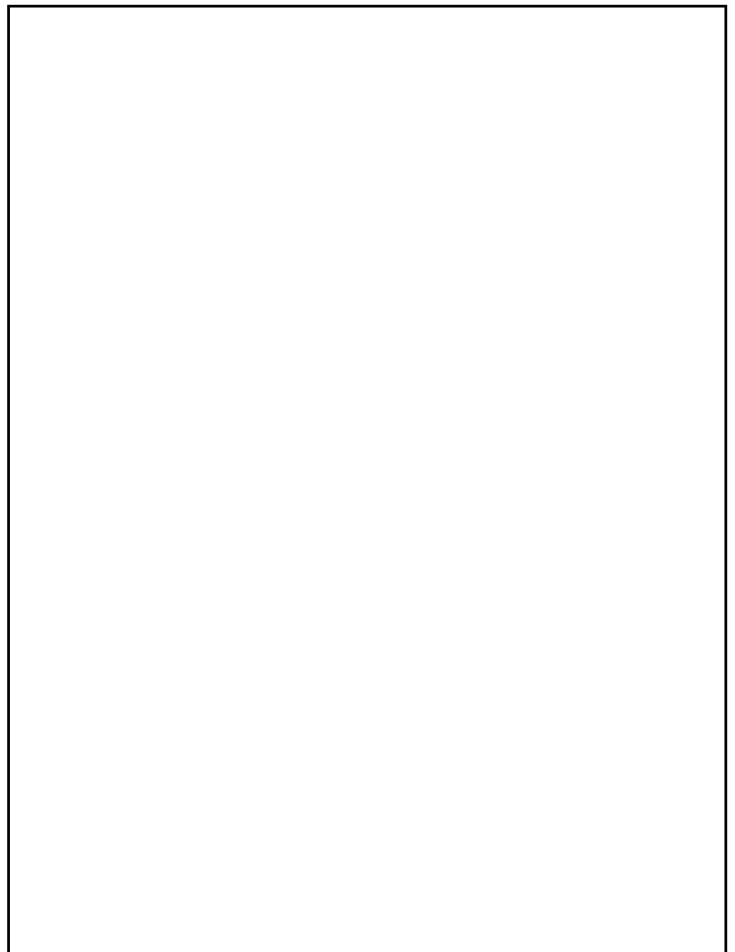
WAS \$7500.00
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BATTERIES FOR SALE

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Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

** ACL = Aerodynamic Control Land

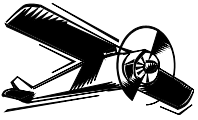
** ACS = Aerodynamic Control Sea

* 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, 07/10/2010

OFFICER PRESIDING: Richard Bragassa, President

CALLED TO ORDER: 11:05 am

SILENT MEMBER ROLL CALL: 16 members

MEMBERS PRESENT: (in no particular order): Rich Bragassa, Barry Hawkes, Ron Andersen, Peter Volum, Dick Bronnenberg, Sandra Bronnenberg, Bob Musgrove, John Savingna, Jan Savingna, Jesus Ortiz, Mike Tilley, Arlene Clark, German Valderrama, Paul Davies, Patrick Joyce and Randy Homyk.

INTRODUCTIONS: Mike Tilley - Mike was in a motorcycle accident and hasn't been able to attend any LAFa functions for years. Mike is one of the founding members of LAFa and it was great to see him back.

TREASURER REPORT: Paul Davies reported that we have \$4,612.81 in the bank.

SAFETY OFFICER REPORT: Saving Your Aircraft – The sun is hard on your aircraft. Try to cover your windows and wings if they are fabric. The sun is hard on plastic, instruments and seats.

ANY OTHER REPORTS: Mike Tilley gave a talk about the early days of LAFa.

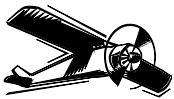
OLD BUSINESS: We had a discussion about the tent that we are proposing for the Ultralight Field. A vote was made to inquire about setting up a tent at the field, all present voted "yes". We discussed the possibility of dropping non-LAFa members from the Newsgroup. A motion was proposed to limit the Newsgroup to current LAFa members, past LAFa members who moved away, and anyone associated with any EAA chapter. We also will allow non-members a three month trial period before joining. Everyone present voted "yes".

NEW BUSINESS: None.

EAA SAFETY SEMINAR: None.

ADJURNED: 12:10 pm.

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



Have you hugged your ULTRALIGHT today?

THE INSTRUCTOR'S CORNER

This month - "Vortex"

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

I wish I could see vortex, but usually I cannot see air, only the effects of it, like leaves moving, flags waving or the waves on the water. But I certainly can feel it! Vortex is the whirling of air or whirlwind, so says Mr. Webster's dictionary. Usually air flows in a smooth mass, but when disturbed, such as by a mountain or a tree or a butterfly's wing, the air changes directions. How much change depends on the speed of the air mass and the size and shape of the object disturbing that air, like a wing providing lift.

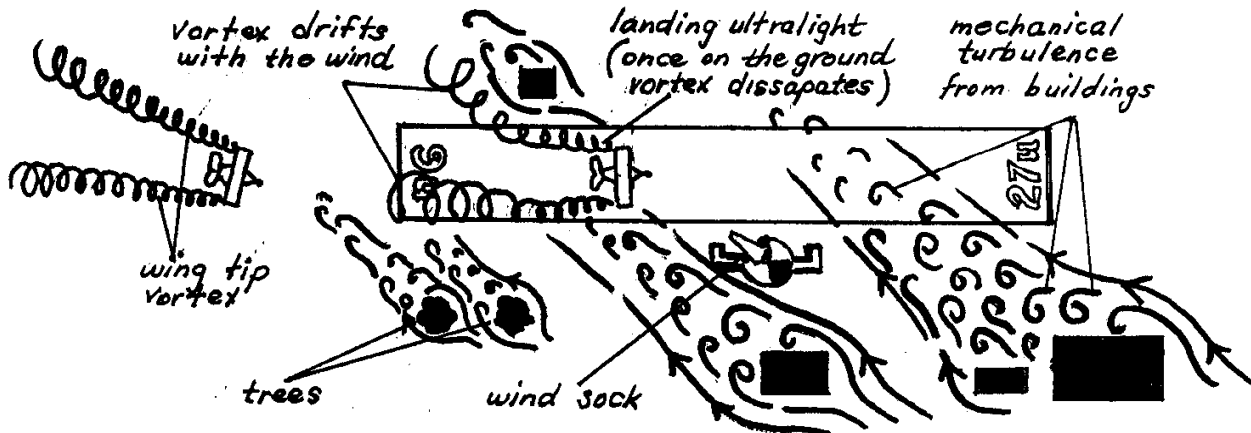
To provide lift, a wing must change the location of the air molecules from their normal stable (static) state to an abnormal moving (dynamic) state in a downward motion that is equal to the weight of the aircraft. Hmm, let me try that another way. How about for an aircraft to fly it must be supported by air. That's a lot of air molecules, even for an ultralight!



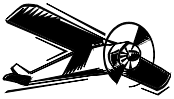
Okay, so while the wing is deflecting the air down some of it spills off the tips creating a vortex from each wing tip. These are horizontal whirlwinds. Commercial jets require up to five miles behind another jet on approach, so give adequate spacing even behind an ultralight!

But I want to "visualize" other vortexes that would affect my flight, like the wind moving across the runway and how it is redirected by the buildings or trees or hills and what this disturbed air or vortex will do to my flying machine as I try to land or take off.

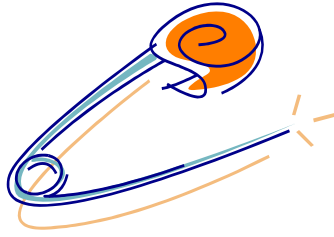
I have to mentally recall seeing these effects, like how snow or sand develops strange shaped drifts, or how the strings of green water moss waving in the water eddys around the rocks of a stream bed. If I can visualize these effects that the wind will take, then maybe I can anticipate the physical turbulence or vortex by making a higher adjustment to my approach speed and being alert to make the proper aircraft control inputs for these vortexes.



Be alert.... we need more lerts! Cap'n Bob



Safety Pen,



I have sad news. My next door neighbor in Okeechobee has just died in a plane crash Aug 2, 2010.

He was flying his new amphibious aircraft (Searay) when it seemed to lose control and crashed into Lake Jessie in Winter Haven. As far as I know there hasn't been any other releases as to the reason for the accident. The pilot was 67 years old with lots of experience flying fixed wing aircraft.

I got a phone call from the pilot that assisted in getting the airplane to Winter Haven and was told that this plane had something wrong with it and needed to be checked out. It seemed to fly fairly well with one person but was very unstable with 2 people.

The pilot that purchased the aircraft had little to no experience in amphibious aircraft and as far as I know didn't get any additional training. These aircraft are very tricky when trying to take off and land. If the craft starts to "porpoise" it spells unrecoverable crash.

There seems to be lots of things going wrong in this situation and normally one thing wrong won't kill you, but it leads to others that compounded will.

TRAINING, TRAINING, TRAINING the three things that are important to safe flying. Don't try and push your flying skills by yourself. If someone experienced says that something isn't correct get it fixed!

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**