



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 2 FEBRUARY 2008

UPCOMING EVENTS

FEB 9TH - 2ND SATURDAY - GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOTS LOUNGE AT ROBERTS AIR AND LAFA 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.

FEB 21ST - 4TH THURSDAY - FAA SAFETY SEMINAR ON "THE CHART MAKER AND THE PILOT". THIS SEMINAR SHOWS THE RELATIONSHIP BETWEEN THE CHART MAKER AND THE PILOT SHOWING SYMBOLS AND THEIR RELATIONSHIP. GET MORE INFO AT <http://www.faasafety.gov>. MIAMI FSDO, 8600 N.W. 36ST. MIAMI, FL. STARTS AT 7 PM.

FEB 23RD - 4TH SATURDAY - MONTHLY FLY-OUT TO LABELLE FOR THE SWAMP CABBAGE FESTIVAL. THIS IS A 2 DAY AFFAIR. WE MAY HAVE A MOTORCYCLE VENTURE THERE ALSO, SO CHECK ON THE WEBSITE FOR THE FINAL DETAILS.

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.

8-13 APRIL - SUN 'N FUN FLY-IN IS VERY CLOSE AT HAND. MAKE SURE THAT IF YOU PLAN TO SPEND OVERNIGHT THAT YOU MAKE ARRANGEMENTS NOW. DON'T WAIT. THE SPLASH-IN WILL NOT BE HELD AT LAKE PARKER THIS YEAR. FANTASY OF FLIGHT (KERMIT WEEKS) IS SPONSORING THE 2 DAY EVENT. FLY-IN ITSELF WILL STILL BE AT LAKELAND LINDER REGIONAL AIRPORT.

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

Don't forget the monthly
LAFANEWS meeting!!!

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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 2008

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- NEWSLETTER EDITOR: BARRY HAWKES**
- FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE**

THE PRESIDENT'S PEN

There was a great turn out for Fruit & Spice Park the weekend of January 12th. Static displays were supplied by Barry Hawkes with his Trike and Ricardo Martinez with his Trike demonstrating the convenience of trailering and assembly. Ron, Claire & Ida Andersen were there for support (Claire's Mom too) and speaking aviation to all the visitors who dared to approach. Several other club members showed their support by stopping by and hanging out. Fly-overs were provided by Captain Bob, Donny Amador and myself.

Donny Amador was the ultimate host at his home in Placid Lakes for the Sebring Light Sport Expo the weekend of January 17th. Can't say much here. What happens at the lake, stays at the lake! All I can say is there were several moons and the lake was cold. Those who joined in on the fun were.... Donny Amador, his friend Ken, Captain Bob, several other guys who I didn't get their names, Graham Harward and Elle, who just passed her GA Checkride that day, Sandy & myself... You all really missed out on excellent food and poker night.

We had a great turn out for the January 26th Fly-out to TNT. Attendees were myself in an Airborne Trike, Eddie Fernandez in his RV6A, Captain Bob in his Kolb, Jeff Obermeier in his Airborne Trike with Barry Hawkes as a passenger, Danny Galletti in his Aquilla Trike, Rich Bragassa in his Aeronica Champ, and Elle in her Luscombe with Sandy Bronnenberg as her passenger. Ron Andersen and his mother Ida, graciously provided ground support which included fuel for those who needed it, drinks and snacks. Rich, Elle and Sandy continued on to Everglades City for the free pancake breakfast with sausage patties, O.J. and great hot coffee. I heard they had a great turn out in Everglades City. A wonderful day was had by all.

Don't forget to pay your dues if they are due in January. Several members have an expiration date of January 31st. Check your membership cards. If you do not have a card, contact Paul Davies for a new one at p.davies1@comcast.net

Let's all take Alex up on his suggestion that each of us try to bring a new member into our fold this year. The more the merrier.

See you at X51U, for our monthly fly-in, club meeting, breakfast and safety seminar. Bring your appetite. Bring your friends. Introduce them to a great group of pilots. Maybe they can even hop a ride. As always, we will be meeting at the Pilot's Lounge at Robert's Air with the comfort of air conditioning and bathrooms.

Blue skies...
Dick Bronnenberg

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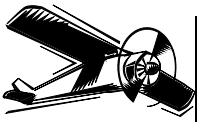
Engine turns over slow. Tired of hand starting because of a weak battery. Battery dead after every weekend of flying. Then maybe it's time for a new battery. Fresh supply of 12VDC 18AH Sealed Lead Acid batteries, charged and ready to go. These are the same style batteries that others sell for \$69.95. At the low price of only
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**Contact Dick Bronnenberg
Homestead, FL USA Telephone: 954-328-7468**



Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

* 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

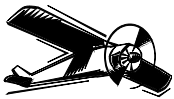
** ACL = Aerodynamic Control Land

** ACS = Aerodynamic Control Sea

** WSL = Weight Shift Land

* CFI = Certified Flight Instructor (GA)

BFI AND AFI INSTRUCTORS TO END 31 JAN 2008



THE INSTRUCTOR'S CORNER

This month - "Break the Chain"

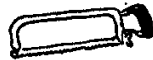
By "Cap'n Bob" Musgrove, USUA Basic Flight Instructor

Referring to safety, I want to break the chain of events that lead to a mishap. This chain could be called a mistake chain, error chain, event or accident chain.

Surprisingly, most accidents require at least four unbroken "links" and many include even more. The amazing thing is, I can prevent a mishap by breaking only one of these links!

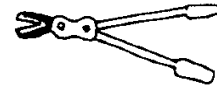
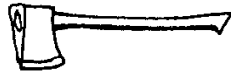
What are these links? They can be described as identifiers or clues, such as these two category examples:

HUMAN



1. Ambiguity - the feeling that something is wrong, but not righting it (like the throttle position doesn't agree with the power output, or, is the fuel cap on securely?).
2. Distraction - interruption - I'm not paying attention to current duties (preflight, maintenance, flying, etc.).
3. Confusion - the plane is getting ahead of me, or the lack of knowledge or experience.
4. Change of conditions - say, the weather deteriorates and you take-off anyway. Or the wind picks-up. How's the tie-down?
5. Traffic watch - what you don't know (or see) CAN hurt you.
6. Rationalization - modifying your actions to suit your desires, as in "nah, I don't need to preflight - it flew in, it'll fly out . . ." or "I don't need to add fuel because, uh, because the headwind slacked off. . . yeah, that's it."

OPERATIONAL



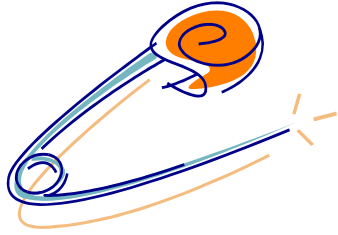
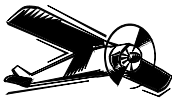
7. Failure to meet a target - such as proper altitudes (avoiding Class B airspace, etc.).
8. Not flying the airplane - not navigating and getting lost, flying into 2000 foot long antenna support cables, etc. In other words, do what you should be doing when you should be doing it.
9. Exceeding the limits of the airplane - bank angles, airspeed too high or low, etc.
10. Not following an emergency plan - engine-out procedure, etc.

Let me give you a hypothetical chain of events (based on actual events), and see how many links you can find to break.

A light aircraft had a mishap after takeoff. The aircraft's fuel tank was located behind the pilot, with the fuel line running loosely down from the engine, through the fuel cap and to the tank's bottom. After fueling, the fuel cap had not been securely fastened. Shortly after takeoff, the breeze on the long, flexible fuel line pulled the line, with cap, completely out of the fuel tank. No fuel - no run. The pilot attempted to restart the engine, went into a turn and landed in some trees instead of the clearing straight ahead. Fortunately, the pilot was okay, but the airplane really suffered.

20/20 hindsight is easy - had any one of the links been broken the flight's outcome would have been much, much better. We are human and all make mistakes. The errors of design, construction, testing, maintenance, flight planning, preflight and operation all have the accident chain potential. The ability to identify the link or links that will break the chain will mean a safe flight and many happy landings!

Cap'n Bob



Safety Pin,

You have been looking at all the different aircraft for sale and have settled on the one that you have to have. You go and see it , fly it and then pay for it and fly it home.

Maybe you should rethink this. There are a few things that you have got to consider prior to taking your new pride and joy back home. What type of terrain will you be flying through. How much fuel does your new aircraft burn. How many miles will you fly per day. Where will your route take you (MOA, Class airspace... etc). Where do you plan to refuel and what type of fuel can be purchased there, or do you need a ground crew for support. What happens if you have an emergency during your trip, do you have checkpoints? If you plan to have someone fly alongside you (good idea) do they match your speed and range? Is it possible to trailer the plane safely? Are the logs up to date so that you know that the aircraft has been checked recently.

These are just some of the things that should be considered. All aspects should considered and even though things might not happen, they could. Better to safe than sorry. You would hate to bring home your new baby in pieces.

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
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LIGHT AIRCRAFT FLYERS
ASSOCIATION