



EAA CHAPTER 103

LAFANA NEWS

www.lafa.com

VOLUME 7

July 2010

UPCOMING EVENTS

JULY 10TH - 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.

JULY THRU SEPT - FAA SAFETY SEMINARS - LAKELAND IS HOSTING SEMINARS IN JULY-AUG-SEPTEMBER. LOOK IT UP TO SEE WHICH SEMINAR YOU WOULD BE INTERESTED IN ATTENDING.
<https://www.faasafety.gov/SPANS/events/EventList.aspx>

JULY 24TH - 4TH SATURDAY - FLYOUT TO BE ANNOUNCED AT THE MEETING WITH OUR NEW FLYOUT CHAIRMAN,

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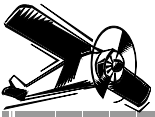
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LAFANA NEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.



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(305)283-0400

THE PRESIDENT'S PEN
By: RICHARD BRAGASSA

Thank you all for the e-mail majority vote response for the new Chickee Hut. We will finalize the vote at the meeting.

Dick brought up a good point with the high grass situation at X51. While Dick was the President he and Sandy made all the calls and fought to have the grass cut. At the meeting I am going to propose to have a small committee, maybe two volunteers (preferably members who have not served on a committee or held a position in Lafa) to be a liaison to Dade County Aviation via Mike Handrahan to monitor the grass cutting.

Now would be a great time to show your support to all the hard working members past and present who have "stepped up" and contributed to our members, our community and the EAA.

I recognize that our EAA Lafa CHAPTER has some amazingly talented people as members. Some of our members that don't really attend meetings like to "contribute" in the e-mail talk group. This trend does not bring value to our chapter and defeats the purpose of getting together and developing comradeship. Please evaluate your position as a member and consider stepping up and helping out.

Rich Bragassa

ULTRALIGHT 103 SABRE TRIKE
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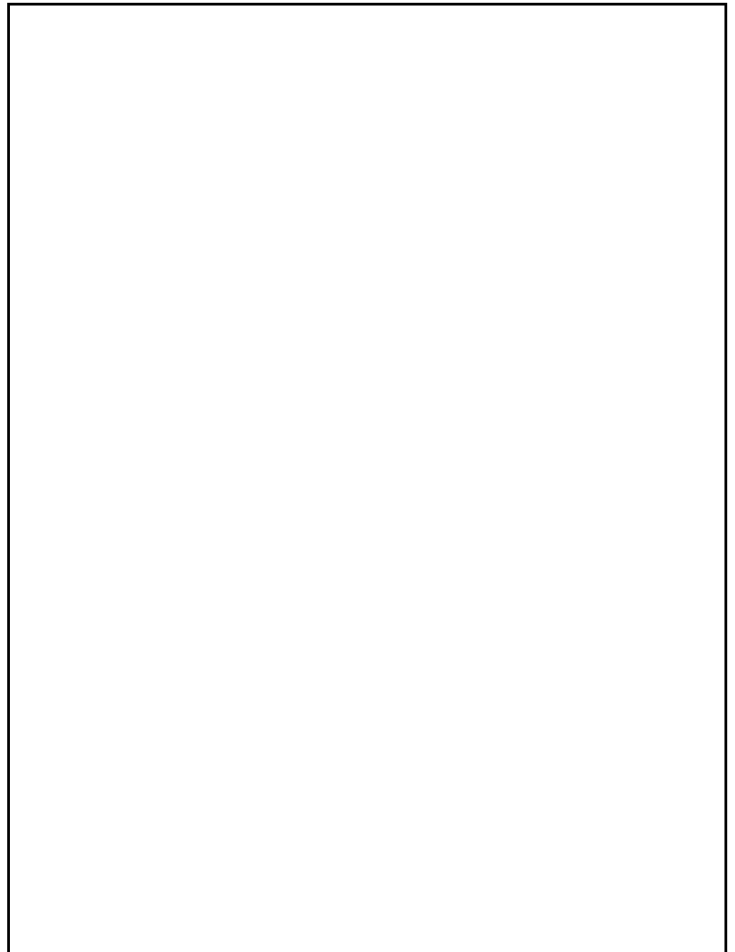
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Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

** ACL = Aerodynamic Control Land

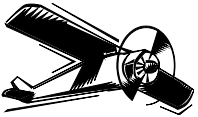
** ACS = Aerodynamic Control Sea

* 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, 06/12/2010
CALLED TO ORDER: 11:00 am

OFFICER PRESIDING: Richard Bragassa, President
SILENT MEMBER ROLL CALL: 17 members, 1 guest

MEMBERS PRESENT: (in no particular order): Rich Bragassa, Barry Hawkes, Ron, Claire and Ida Andersen, Peter Volum, Graham Harward, Randy Homyk, Dick Bronnenberg, Sandie Bronnenberg, Bob Musgrove, John Sauvigne, Jim Lindberg, Amy Lindberg, Robert Moses, Celso Pizano, and Bob Rubbio.

INTRODUCTIONS: Reny Garcia (guest).

TREASURER REPORT: It was reported that we have \$4,000 in the bank.

SAFETY OFFICER REPORT: Barry played a video on collision avoidance.

ANY OTHER REPORTS: Peter has a CD on the Sport Pilot course, which is available to all LAFa members. If you remove the batteries in some handheld GPS units, you could loose the data. Backup your data on your computer before removing the batteries.

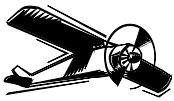
OLD BUSINESS: The fly-out to Tavernaero had a good turnout. Bob had the only problem. His engine overheated on the return trip and had to land his plane on the water. He then had to taxi about five miles to a boat ramp where he left his plane overnight. The Memorial Day fly-in/trailer-in to River Acres was a success. Everyone trailered their aircraft except Jim Lindberg. He flew up along the West Side of the lake and returned along the East Side. Sandie and Jim both wrote great articles about the trip in last month's newsletter.

NEW BUSINESS: The new grass runway at X51 is open. Watch for gliders. They take a lot of time on the runway to set up for a flight. They also practice towrope failures on take off. This usually involves releasing the towrope at 150 to 200 feet above the ground and turning 180 degrees to land downwind on the same runway. Remember that gliders have the right-of-way over all other aircraft except balloons. Only true Ultralight aircraft can now use the old Ultralight runway. Rafael Lima will do a press release on the new grass runway. The decision was made to only allow non-members access to the LAFa Newsgroup e-mail for a maximum of three months unless they join LAFa. Rafael will compose a letter informing them of this.

EAA SAFETY SEMINAR: None.

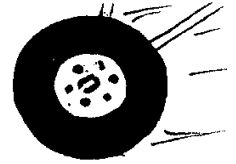
ADJURNED: 12:20 pm

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



THE INSTRUCTOR'S CORNER

This month - "Spot Landings"

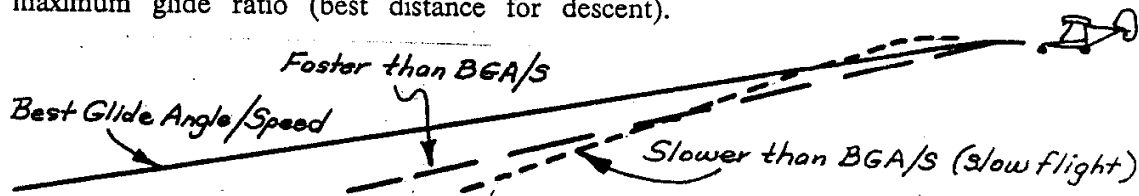


By "Cap'n Bob" Musgrove, USUA Basic Flight Instructor

A spot-landing is the ability to accurately and repeatedly land my aircraft on the same location or "spot" without the use of engine power to correct for misjudgements. Why? Because it's FUN! It's the gratification of being able to "hit the bullseye" time after time. It's the ability to land in those little pea-patches. But it's also the key to identifying my potential emergency landing sites and the increased ability to make an emergency landing without mishap if power was lost.

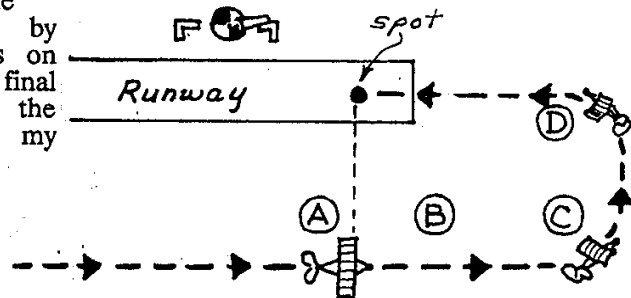
To make accurate "spots", I must know the best glide ratio of my aircraft. This glide ratio will take me forward a set distance while gravity pulls me down another distance. As an example, I might glide 5 feet forward as I sink 1 foot down. This is a 5:1 glide ratio. I want to know my aircraft's maximum glide ratio, also known as Best Glide Angle/Speed. If this information is not available through factory documentation, it can be determined with the following exercise:

- 1) Starting at the same altitude, speed and location over the ground, I reduce engine power to minimum while lowering the nose to maintain a constant glide angle and speed.
- 2) While maintaining this angle and speed, I will observe the ground in front of me, noting the spot that does not appear to go up or down as I descend toward it. That spot is where I would touch-down at this angle/speed.
- 3) Each glide exercise will use a different glide angle/speed to determine which one will give the maximum glide ratio (best distance for descent).

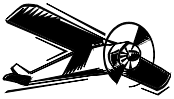


I must remember this Best Glide Angle/Speed (BGA/S) to maintain the accuracy required for spot landings. Gliding faster than BGA/S creates more parasitic drag and shortens the glide distance. On the other hand, gliding slower than BGA/S reduces the parasitic drag but then greatly increases the induced drag required for producing lift which also shortens the glide distance.

Now for the spot landing - the key is to be consistent: A) I'll fly downwind parallel to the runway, and when next or opposite to the "spot", throttle back to idle. B) Remember the best glide angle and mentally visualize that angle extending from the spot on the runway backwards (like a ramp) up the final approach, the base leg and to the downwind leg. C) Where that glideslope meets the downwind leg is where I'll turn to the base leg. **MAINTAIN SUFFICIENT AIRSPEED TO SAFELY COMPLETE YOUR TURNS!** D) Turn onto final (runway line-up) the same way. The wind usually presents the biggest problem by pushing me on downwind, blowing me sideways on base and impeding forward progress on the final approach upwind. The stronger the wind, the more I'll have to compensate by shortening my distances.

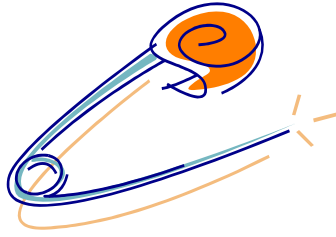


*Happy Landings,
Cap'n Bob*



Safety Pen,

KEEP IT LIGHT !



When you are building your Super Duper craft keeping the plane as light as possible is the ticket. When you add weight, it makes you fly faster to stay in the air, while increasing your stall speed and uses more fuel to do so. Try and plan ahead as to where you want to put things. Tie down ropes and stakes are not necessary when flying locally so why carry them. Extra oil and spark plugs are great to take on a long trip but not necessary in local flying.

All those seams look rather ugly so let's load up on the Poly Spray to fill all that in. If you do that to the whole plane you can add 30 lbs to the weight. You want a finish that is slick and smooth, just a few extra coats of paint can't weigh much. Each layer of paint on an F-16 weighs over 500 lbs which is why they get stripped down to bare metal periodically.

32ah battery or 18ah battery, which one to buy. Check with the engine manufacturer to see what they recommend. Sure, 32ah will give you more cranking time but it is 13lbs vs. 23lbs. You saw that really neat looking Maule tail wheel but it weighs in at 27 lbs and the factory wheel is 8 lbs, which one to buy?

Remember that once you finish your pride and joy, the weight and balance of it will tell the story. Try and not add anymore weight to balance the craft, use what you have. The best ballast to move is the battery. Next is the engine if possible. These are fairly heavy and will make a difference in the balance. If in doubt, consult someone that can help and advise you.

Have a safe flying year and "Keep 'em Turnin"

Barry Hawkes



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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**