



# EAA CHAPTER 103

# LAFANEWS

www.lafa.com

VOLUME 6

JUNE 2008

## UPCOMING EVENTS

JUN 7TH - WE WILL BE HAVING A SHORT FLIGHT TO HONOR ADLER CONSTANTS PASSING. THE FLIGHT WILL LEAVE HOMESTEAD GENERAL APPROXIMATLY 0800. BE THERE TO HONOR HIS MEMORY.

JUN 14TH— 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.

AS OF THIS TIME MIAMI FSDO OF FAA HAS NOT POSTED THE CURRENT MONTHLY SAFETY SEMINAR.

JUN 28TH - 4TH SATURDAY - MONTHLY FLY-OUT TO BILLY SWAMP SAFARI. THE FINAL DETAILS WILL BE SENT OUT THROUGH LAFAMIAMI YAHOO GROUPS EMAIL.

### 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 LAFANEWS meeting!!!

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



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Website:

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

**THE PRESIDENT'S PEN**

From the President...

May's meeting/Bar-B-Q turned out great. We will probably be doing it again sometime. Everyone seemed to really enjoy the change.

Flying this month has been abbreviated due to the TFR's, caused by the Everglades being on fire. There has been extensive fire fighting activities at X51 by the forest service using Ayres Thrush Firebombers and large helicopters hauling water in buckets.

The fly-out for May 24<sup>th</sup> was cancelled due to scheduling conflicts and the fires. The plan is to go to Big Cypress on Saturday, June 28<sup>th</sup>, so start making plans now.

Our next membership meeting will be on Saturday, June 14<sup>th</sup>. We will be having breakfast in the pilots lounge at Roberts Air at approximately 0900 hours. Bring your family and friends and more importantly, bring your appetite.

Be there, no excuses...  
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.**

**CALL ADOLFO - (305) 226-7254**

\*\*\*\*\*

**SABRE TRIKE**

340 Kawasaki with pod, French Synairgie "16" SS Wing, 2 blade adjustable prop, instruments like new, less than 20 hours, stored indoors. Includes 4X20 Lt Wt Flat bed trailer.  
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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

**\$45.00**

**CALL BARRY HAWKES @ (305)235-8687  
RESERVE YOURS NOW!**

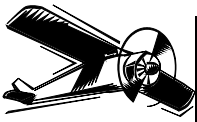
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**Skyraider 1 For Sale**

Skyraider 1 (Kitfox) single seat, Rotax 447 - TT airframe and engine is 126 hrs, N numbered, air worthy, VG's, tundra tire Taildragger, Bungie gear, Powerfin prop, BRS chute, Strobe, airspeed, altimeter, turn bank, VSI, EGT CHT, compass radio...too much to list - see it fly on YOUTUBE - search: Skyraider 1 maiden flight.

**\$9500 firm**

**Rafael Lima @ 305 401 3506**



## 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

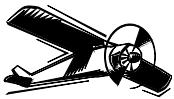
\*\* ACS = Aerodynamic Control Sea

\*\* WSL = Weight Shift Land

\* CFI = Certified Flight Instructor (GA)

**BFI AND AFI INSTRUCTORS TO END 31 JAN 2008**





# THE INSTRUCTOR'S CORNER

This month - "The Possibles Bag"



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

"Possibles Bag" was the term used by frontiersmen and mountaineers. The bag contained everything they could 'possibly' need to allow them to function and survive in harsh and sometimes hostile environments. Although our lifestyles are generally much softer today, similar kits are used in one form or another by almost everyone in some application. Included are many vehicles - most notably our cars - for use in "emergencies" (more likely inconveniences) when tools, parts or supplies become highly desirable to keep an otherwise good day from turning sour.

For an aircraft or ultralight, we can call it a Flight Kit. Our Flight Kit should contain the bare essentials to allow us to complete a planned flight, or provide maximum relief if the flight cannot continue. One of the more common interruptions to a flight is weather. Even close to home, weather can change rapidly enough to block any path to your intended destination. Time and a dwindling fuel supply may force you to land at an alternate site to wait-out the weather before continuing. Often the weather overtakes your position and instills the urge to keep your craft from being destroyed. Item desired - tiedowns! But keep thinking about the necessities of using an item. If your emergency tiedowns are screw-in doggie stakes, you'll need a bar or rod to twist them into the ground. Tent stakes? You'll need a hammer. Don't forget suitable precut lengths of rope! When you need them, you need them NOW!

So, you see, your Flight Kit requires some thought to properly equip. Depending on your plane and the intended flight, your kit's contents may change from flight to flight. Define your parameters. Consider the terrain; the weather and forecast; your engine, fuel and airframe requirements. Are you flying alone? What if you must stay in a farmer's field for a few hours? Or overnight? Other than a major malfunction requiring shop service, what little things could go wrong that would interrupt your day?

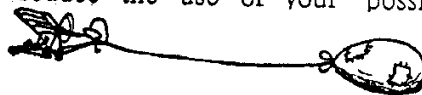
Once you have something to put everything in and a place on your plane to put it (I use a weather resistant backpack clipped to my seat), categorize your stuff into handy plastic bags and start packing. Don't go overboard! Weight is often critical and requires a judgment call on the value of each item compared to the cost in weight. Although a tire repair kit is light, it does no good without air and even a lightweight tire pump from a racing bicycle weighs SOMETHING. It all adds up!

The following list is by no means complete and in no particular order, and probably contains many items you may not need, but is a place to start.

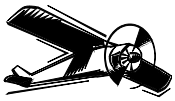
tiedown stakes	fuel line	matches/lighter
hammer or bar	engine oil	first aid kit
ropes	HUGE (55 gal.) trashbags	drive belts
small pliers	light jacket	small adjustable wrench
screwdrivers	water	signaling device(s)
combination tool	notepad & pen	paper towels or rag
sparkplug(s)	penlight	safety wire
plug wrench	"space" blanket	misc. nuts & bolts

Add to and delete from the list, keeping your parameters in mind. Get the items you need, pack them and TAKE THEM WITH YOU! The perfect Flight Kit is useless at home in your garage.

Good maintenance and sound judgment will reduce the use of your 'possibles' bag and make your excursions safer and more satisfying.



Cap'n Bob



*Safety Pen,*

Aircraft cable is one of the things that make our airplanes fly. They are connected to the rudder, tailwheel, ailerons and even elevator. Your particular aircraft may have some or all of these controls, controlled by cable. The cable is either Stainless Steel or Galvanized. Don't be misled that Stainless Steel is stronger. It is not! It is primarily used because it resists rusting more than Galvanized cable. Both cables can be woven in 3 different types. 1x19 non-flexible used for bracing, 7x7 where abrasion is a factor and flex is not, and lastly 7x19 which is very flexible but where abrasion is not a factor.

If you fly a Quicksilver or a Trike then you probably know about Flying Wires and Taxi Wires. Each manufacturer has a life expectancy for the wires and a recommended replacement cycle. Careful attention needs to be paid to the area where the Nicopress swage is. If you have a plastic shroud around the Nicopress the shroud should be slid back to reveal the wire and the Nicopress. Water can sit in this area and cause corrosion which will make the cable fail. Even more than that, some of the cables are covered in plastic, for abrasion. These need to be inspected by running your fingers over the plastic cover to see if you can feel any bumps. These bumps are areas of corrosion and the cable should be immediately replaced.

If you are making your own control cables remember that Stainless Steel cable uses the zinc coated copper sleeves and the Galvanized cable uses the plain copper sleeves. Remember that you *must* use a Nicopress pressing tool to swage the sleeves. Anything else will not hold.

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  
HOMESTEAD GENERAL AIRPORT  
HOMESTEAD, FLORIDA**

***LIGHT AIRCRAFT FLYERS***  
***ASSOCIATION***