



# LAFANA NEWS

www.lafa.com

VOLUME 3 MARCH 2006

## UPCOMING EVENTS

**MARCH 1ST - 1ST WEDNESDAY- LAFANA MEMBERSHIP MEETING @ LA PERLA @ 7:00 PM - 13742 SW 152ND STREET, MIAMI**

**MARCH 8TH - 2ND WEDNESDAY - FAA SAFETY SEMINAR - @ 7:00 PM TO 9:00 PM AT F.S.D.O. 19, 8600 NW 36TH STREET, 3RD FLOOR, MIAMI. DOOR PRIZES.**

**MARCH 11TH - 2ND SATURDAY - LAFANA MONTHLY FLY-IN - AT HOMESTEAD GENERAL AIRPORTA GREAT BREAKFAST AT 0830 HRS. FOLLOWED BY LAFANA'S SAFETY SEMINAR "What if ..... happens?" BY CAP'N BOB.**

**MARCH 25TH - 4TH SATURDAY - LAFANA'S MONTHLY FLY-OUT WE'LL TRY AGAIN FOR TAVERNAERO PARK ON TAVERNIER KEY, 41 MILES FROM X-51. MEET AT THE X-51 MANAGER'S OFFICE TO LOAD UP FUEL CANS. BRIEFING AT 0730 HRS., TAKE OFF AT 0800 HRS.**

### OVER THE HORIZON

**APRIL 4TH THRU 10TH - 32ND ANNUAL SUN N' FUN EAA FLY-IN, LAKELAND, FL.**

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

### INSIDE THIS ISSUE

### PAGE #

LETTER FROM THE PRESIDENT.....	2
SPORT PILOT RULES & LAFANA INSTRUCTORS.....	3
FLYING FIRSTS.....	4
LAFANA MEETING MINUTES.....	5
"PATTER" FOR STANDARDIZATION (PART I) .....	6 & 7



Established 1972

Cust. Number **15040**

**OWN YOUR OWN BUSINESS**  
• The leader in Premium Quality Motor Oils, Lubricants and Filters  
• No Capital Investment or Inventory Requirements

**OR**  
**BECOME A PREFERRED CUSTOMER**

• None of the responsibility of owning a business

• Purchase products at Dealer cost

• No Social Security Number or signature needed

Call For Your Free "Business Preview Packet"  
1-800-956-5695

For Immediate Assistance Call:

**VIRGIL N. SALISBURY**

Name: \_\_\_\_\_

**305-271-3608**

Phone: \_\_\_\_\_

**FACILITATOR1@JUNO.COM**

E-Mail: \_\_\_\_\_

**LUBEDEALER.COM/SALISBURY**

Website: \_\_\_\_\_

G-1473



100 Years of  
Quality and  
Guaranty



RALEIGH

**TAMIAMI CYCLERY**

**Repair • Service • Accessories**

6348 S.W. 8th Street  
Miami, Florida 33144

Germain Valder  
Tel: (305) 264-6563

AVAILABLE

**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.**

**THE PRESIDENT'S PEN  
BY: RON ANDERSEN**

Chapter 71's overnight Fly-in to Opa-Locka West was great again this year. Personally, I would have opted for a little less wind but other than that, Saturday was perfect. I heard there were about thirty aircraft that flew in for the event. As usual, there were grilled burgers and hotdogs for lunch, a catered Italian dinner and an excellent breakfast Sunday morning. One of the best treats of the weekend was meeting John and Patricia Hovan's three new children. The kids are a real treasure and they really seemed to enjoy spending time with the other kids at the event. If you'd like to see pictures of the event, go to Jim Scroggins' web site ([www.jimscroggins.com](http://www.jimscroggins.com)) and click on the link to "EAA Ultralight Chapter 71", then on the link to "Pictures of our February 11 & 12 2006 Fly-in at Opa-Locka West". Jim did a good job composing the photos, I'm sure you'll enjoy them.

The weather was a bit windy and wet last Saturday for the monthly fly-out to Tavernier Key, so the trip was postponed until March. You will notice that on the Upcoming Events (Page #1) of this newsletter, the trip to Tavenier has been re-scheduled for Saturday, March 25th. If you'd like to accompany us to Tavernaero Park for lunch, please notify Cap'n Bob before the 25th.

I'm sure everyone knows that Sun-n-Fun is coming in April. This is one of the greatest aviation events of the year. The only other place you can see this big of an assortment of aircraft is in Airventure. The big difference here is that you don't have to travel to Wisconsin to see it. It's only about a five hour drive for most of us and shorter if you plan to fly. This year it's going to run from Tuesday, April 4<sup>th</sup> thru Monday, April 10<sup>th</sup>. This show is so big, you can't see it in one day. If you're an aviation enthusiast, this is an event that you won't want to miss.

**Lafa OFFICERS FOR 2006**  
**PRESIDENT: RON ANDERSEN**  
**VICE-PRESIDENT: BOB MUSGROVE**  
**TREASURER: PAUL DAVIES**  
**SECRETARY: CLAIRE ANDERSEN**  
**SAFETY OFFICER: BARRY HAWKES**  
**AUDITOR: DORIS BUBEL**  
**MEMBER AT LARGE: MIKE CHIN**  
**PUBLICITY OFFICER: ADLER CONSTANT**  
**NEWSPAPER EDITOR: CLAIRE ANDERSEN**  
**FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE**

**FOR SALE**

**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.

**\$5,000.00 or best offer.**

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

\*\*\*\*\*

**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.

**\$5,000.00**

**or trade for 1930's or 1940's Street Rod**

**CALL DICK - (305) 310-3101**

\*\*\*\*\*

**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.

**\$7,500.00**

**CALL MIKE - (305) 596-1626**

\*\*\*\*\*

**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!**

### SPORT PILOT RULES

- A minimum of 20 hours flight time including 15 hours with a certified instructor and 5 hours solo (by yourself)
- Two hours of cross country flying (more than 75 nautical miles)
- Pass the FAA knowledge test (30 questions requiring a 70% or better score).
- Three hours of training in preparation for the practical test (called the check ride).
- Pass the FAA practical test.
- Present a valid automobile driver's license or a third class FAA medical certificate as proof of medical health.

With the certificate, the sport pilot can...

- Fly in non radio-controlled U.S. airspace and certain radio-controlled airspace (with training and endorsement).
- Fly up to 10,000 feet above mean sea level (MSL).
- Fly with visual reference to the surface under visual flight rules (VFR), daytime only.
- Fly an aircraft that meets the following LSA guidelines:
  - \* Single engine (non-turbine) aircraft with fixed (not retractable) landing gear.
  - \* Two occupants, including the pilot or the pilot solo.
  - \* 1,320 lbs. maximum gross weight (including the plane, passengers, luggage, fuel, etc).

### 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
AFI	John Bubel	ACL	Flitestar	(305) 322-2207
BFI	Andy Corsetti	ACL	Drifter	(954) 435-3736
BFI	Sandy Bronnenberg	WSL	Trike	(954) 971-3836
BFI	Alex Kinghorn	ACL		(305) 408-1003
BFI, CFI	Rob Mixon	ACL	Citabria	(305) 235-7969
BFI	Ricardo Martinez	WSL/ACL	Trike / TBA	(305) 255-6462
BFI	Ron Russell	ACL	Challenger II	(305) 823-2997
BFI	Jose Torrado	ACL	Challenger II	(305) 556-8702
BFI	Adler Constant	ACL		(305) 383-0976

\* BFI = Basic Flight Instructor  
 \* AFI = Advanced Flight Instructor  
 \* CFI = Certified Flight Instructor (GA)

\*\* ACL = Aerodynamic Control Land  
 \*\* ACS = Aerodynamic Control Sea  
 \*\* WSL = Weight Shift Land

FLYING FIRSTS  
FOR THE MONTH OF  
**MARCH**

By: Cap'n Bob

<u>DATE</u>	<u>YEAR</u>	<u>EVENT</u>
MARCH 1ST	1910	First nigh flight - Henry Farman, Chalons, France.
MARCH 2ND	1969	Concorde, Toulouse, France.
MARCH 6TH	1990	SR-71 sets transcontinental speed record - 2,404 miles in 1:07:53.69 averaging 2,124.51 m.p.h.
MARCH 8TH	1910	The first certificated woman pilot - Baroness de Larouche.
MARCH 23RD	1944	Flt. Sgt. Nicholas Aklemade jumps without a parachute from his burning RAF Lancaster bomber falling 18,000 feet without injury into a deep snow bank.
MARCH 28TH	1910	First seaplane flight - Henry Fabre.

“Never fly faster than your guardian angel”

Barbara Musgrove

Lafa MEETING MINUTES

*DATE:* 2/01/06

*OFFICER PRESIDING:* Ron Andersen

*CALLED TO ORDER:* 1925 hrs.

*SILENT ROLL CALL:* 6 total

Ron Andersen	Bob Musgrove
Barry Hawkes	Roal Lee
Manny Baquero	Paul Davies

*MEMBER INTRODUCTIONS:* None present

*TREASURER'S REPORT:* Passed Around

*SAFETY OFFICER REPORT:* Remember to test the fabric on your aircraft occasionally. When uncoated Dacron fabric fades, it's a sign that it's starting to weather and deteriorate. Dacron fabric that is coated doesn't always look bad but can still be deteriorating to a point where the aircraft is no longer airworthy.

*OTHER REPORTS:* None

*COMMITTEE REPORTS:* None

*SPECIAL ORDERS:* None

*OLD BUSINESS:* Several members are planning to attend the Chapter 71 overnight Fly-in to Opa-Locka West. Barry Hawkes volunteered to drive ground support for anyone planning to fly to the event.

*NEW BUSINESS:* We discussed the upcoming flight to Tavernaero Park on Feb. 25th. Several members are planning to fly.

*MEETING ADJOURNED:* 2115hrs.

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

TO:

Lafa  
P.O. BOX # 924266

## "Patter" For Standardization (Part I)

By Rob Mixon

In the 1940's the Civil Aeronautics Administration (the old FAA) was concerned about the Patter, or jargon, flight instructors were using with their students. Such expressions as "gun" for "throttle" and "flippers" for elevators only tended to confuse the elementary trainee and made the instructor's task more difficult. Imagine telling your student, "Gun her up, and use your flippers properly, to raise the tail!"

Standardization was the purpose of the U.S. Department of Commerce, Civil Aeronautics Administration, through their publishing "Patter For Elementary Flight Maneuvers," February 1943.

Even more important to us today, than the standardization of "Patter" in the 1930's and 1940's, are the techniques learned during these times for aircraft now meeting the criteria for Light Sport Aircraft. Many of these techniques were lost with tricycle gear, starters, and electrical systems.

A note book is suggested, to be written by the student, because, "1) The written word is much easier for the average trainee to retain than oral instruction. 2) It affords the instructor an opportunity to observe the reaction and interest of his trainee which aids his psychological analysis of the trainee during preliminary instruction.

After the preflight we begin with the manual's way to start an engine. Remember the LSA Luscombe, Taylorcraft, J 3 Cub, 7AC Champ, and other aircraft, fit into the use of these procedures. In fact some of these procedures are not out of date for that tricycle gear 200 kt machine!

### **STARTING THE ENGINE**

"Let's go through the procedure that must always be followed when starting the engine. See that the plane is not near other planes and that there is a clear path ahead, so that it may be taxied onto the field.

It should be headed so that the dust raised by the blast of the propeller will not blow into the hangar or on spectators, or endanger other airplanes.

Next, see that the wheels of the airplane are properly blocked with approved type blocks. They are the ones which have about a forty-five degree slant and are connected together with a rope so that they may both be pulled from one side of the airplane.

You should then run a line inspection on the airplane. Even though one has already been completed, go around the plane and make sure, for your own satisfaction, that it is airworthy. Make sure of your gas and oil supply. Don't rely on the gas gage, but look in the tanks yourself. (Stress the importance of replacing gas and oil tank caps securely.)

(Continued on Page #7)

Continued from Page #6:

After you have done all this correctly, get into the plane, fasten the safety belt, and adjust it to the proper tension. Always make this the first thing you do upon entering the cockpit, even though you are planning on warming up the motor without going up immediately.

Civil Air Regulations require that a competent operator must be in the plane at all times while the engine is running. Have one of the mechanics or some other capable person "prop" the engine for you. NEVER "prop" it yourself while attempting to handle the throttle. You can't be in two places at the same time.

Next see that the gas shut-off valve is in the full ON position, and the switches are in the full OFF position, and the throttle fully CLOSED.

Wait until the person swinging the propeller tells you to turn the switch to ON position by calling CONTACT. You will answer CONTACT and then turn the switches on. In this way he will be sure that you understood his orders. When he wants the switches off he will call OFF. You will turn them off and answer OFF.

After answering CONTACT and turning the switches on, leave the throttle in the fully closed position, or only very slightly open. The stick should be held all the way back. After the engine starts, adjust the throttle until the engine is turning over approximately 1,000 R.P.M., or the required R.P.M., for the particular engine on the plane.

AFTER THE ENGINE IS STARTED, CHECK YOUR INSTRUMENTS to see if the oil pressure has risen to the proper operating range. When you are sure your engine has warmed up to the proper temperature, a complete check should be made of all instruments and equipment before the airplane is moved from the line, at which time you will run up the engine, checking the engine R.P.M. and both magnetos. *Note carefully the Engine Idle R.P.M.*

REMEMBER THIS: Check the oil pressure immediately after the engine has started, and if it does not indicate the correct pressure within a few seconds after the engine has started, STOP THE ENGINE and have a mechanic locate the trouble."

Wow! Simple but yet so profound! Many safety features that we often don't think of with today's LSA and more advanced planes...and we didn't even blow dust in the hanger and all over the onlookers standing nearby!

*Rob Mixon is an Adjunct Professor at Miami-Dade College where he teaches Psychology of Personal Effectiveness. He has also taught in their Aviation Department. He may be reached on his aviation web site [www.betterpilot.com](http://www.betterpilot.com)*