



# EAA CHAPTER 103

# LAFANEWS

www.lafa.com

VOLUME 9

SEPT 2008

## UPCOMING EVENTS

SEP 13TH— 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.

BE SURE TO LOOK UP THE FAA SAFETY SEMINAR FOR THE NEXT SAFETY SEMINAR. THE LAKELAND AND ORLANDO AREA HAS A LOT OF SEMINARS THIS MONTH. CHECK ON THE SEMINAR THAT INTERESTS YOU.

SEP 27TH - 4TH SATURDAY - FLYOUT TO EVERGLADES CITY FOR THE WEEKEND. THE FLIGHT WAS CANCELLED LAST MONTH SO BE THERE FOR THIS ONE. BRIEFING AT 7:30 AND TAKEOFF AT 08:00. FOR MORE INFORMATION CHECK YOUR 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  
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## INSIDE THIS ISSUE

### PAGE #

LETTER FROM THE PRESIDENT .....	2
LAFANEWS INSTRUCTORS .....	3
LAFANEWS MEETING MINUTES .....	4
THE INSTRUCTOR'S CORNER.....	5
SAFETY PEN.....	6

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

**THE PRESIDENT'S PEN**

From the President...

**It is that time of year for major thunderstorms and hurricanes.** With that being said, do you have a plan in place for your aircraft? From what I have witnessed, the answer is a definitive "NO". You **MUST** have a plan in place, not only for the safety of your aircraft, but also for the aircraft/things in the vicinity of your aircraft. This is **YOUR** responsibility and no one else's. Nor should you expect the help of your fellow pilot without explicate knowledge of that shared responsibility. Do this today! Do not wait for the last minute, the storms are lining up.

We are all here as club members to help one another. Please do not burden a member who may have family obligations because you were a procrastinator. Act now. Call your fellow member for assistance today!

Our next membership meeting will be on Saturday, September 13th. We will be having breakfast in the pilots lounge at Roberts Air at approximately 0900 hours. Please bring your family and friends and definitely, bring your appetites.

Blue Skies Up...

Dick Bronnenberg

**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.

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\*\*\*\*\*

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Engine turns over slow. Tired of hand starting because of a weak battery. Battery dead after every weekend of flying.

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**\$45.00**  
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\*\*\*\*\*

**For Sale Rans S-6 Coyote II**

Tundra tires, reinforced nose and main gear for off airport landings, 582 Rotax with 130 hours – engine just returned from Lockwood for top overhaul with new gearbox, Ground adjustable Ivo 66 inch prop, New Skins, full VFR panel, folding wing kit included, 1200 FPM rate of climb with one pilot, 900 FPM with passenger – stalls at 30 MPH, plane is registered ELSA with current Air Worthy Cert. always hangared – To see it fly go to Youtube <http://www.youtube.com/papipilot>

**asking \$17,000**  
**Rafael Lima @ 305 401 3506**

**SOLD**

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Lafa CLUB INSTRUCTORS WITH TRAINERS

\* CFII = Certified Flight Instructor Inst.

\*\*SEL/MES=SingleEngineLand/MultiEngineSea

\*\* ACL = Aerodynamic Control Land

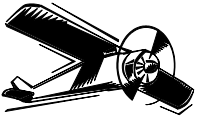
\*\* ACS = Aerodynamic Control Sea

\* 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, August 9<sup>th</sup>, 2008

**OFFICER PRESIDING:** Dick Bronnenberg, President

**CALLED TO ORDER:** 9:25 a.m.

**SILENT MEMBER ROLL CALL:** 13 total

**MEMBERS PRESENT** (*in no particular order*): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Jim Lindberg, Paul Davies, Ron & Claire Andersen, Ida Andersen, Mike Preihs, Graham Harward, Robert Lamons & Bob Rubio.

**INTRODUCTIONS:** We re-introduced new member Robert Lamons.

**TREASURER REPORT:** Read and approved.

**SAFETY OFFICER REPORT:** Barry Hawkes gave us all a lesson on torque wrenches. Bend bar, click wrench, inch pounds & foot pounds, calibrating, adjusting, etc. He also brought many examples of torque wrenches for us all to examine. Very informative discussion.

**CHEF's REPORT:** Amy Lindberg, Jim's daughter, was serving up quiche. It was delicious. If you were not there to indulge, you really missed out.

**ANY OTHER REPORTS:** None at this time.

**OLD BUSINESS:** Our caps are in. They are really nice. Cost is \$10.00. Come to the next meeting and purchase yours.

**NEW BUSINESS:** None at this time.

**ANNOUNCEMENTS:** The fly-out to Everglades City on August 23<sup>rd</sup>, 2008 will be via TNT. Ron Andersen accompanied by Barry Hawkes will be providing ground support. Captain Bob passed out a cross country flight plan and it was reviewed at length. BE THERE!

**EAA SAFETY SEMINAR:** Captain Bob's safety seminar was about Emergency Procedures, complete with a very informative handout (engine failure, water ditching, engine fire, flight controls, airspeed indicator, stalls, lost navigation, spins, turbulence, vortex gusts, TSM avoidance, radio failure, wrong place/interception, flying into IFR, and outfield landings). It was mainly geared toward aerodynamic control (fixed wing) aircraft. We welcome a discussion on weight shift Emergency Procedures... any takers??

**MEETING ADJOURNED:** 10:45 a.m.

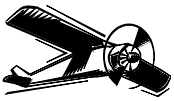
PLEASE SEND YOUR MEMBERSHIP  
APPLICATIONS OR RENEWALS (\$35)

TO:

Lafa

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## The Instructor's Corner

### This Month - "Pitch 'N Power"

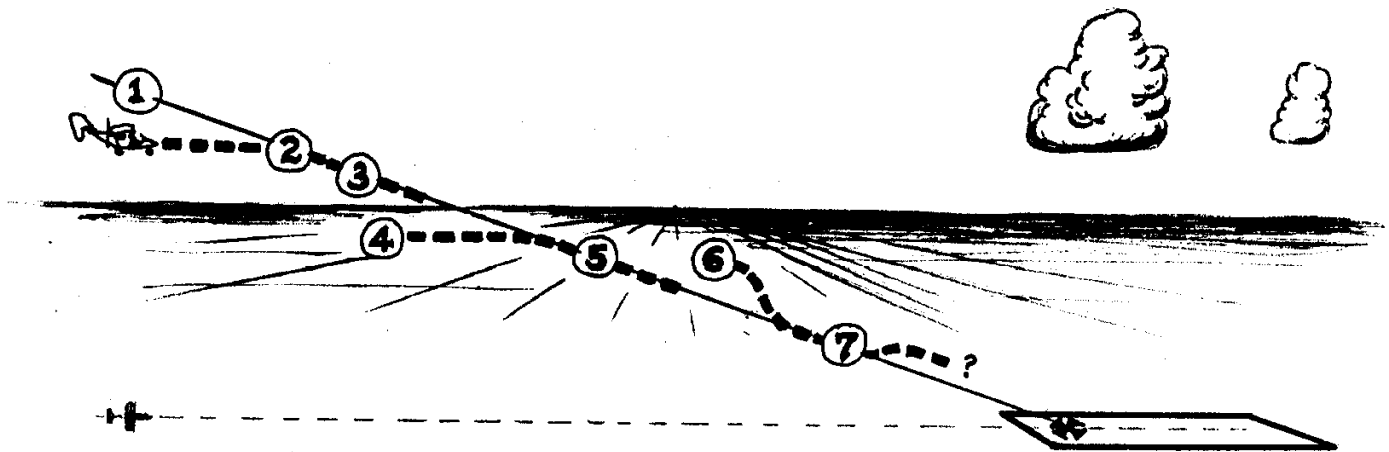
by "Cap'n Bob" Musgrove

There is still confusion among pilots regarding the relationship between pitch and power. Now, everybody's driven cars and know going faster usually means more power. However, in a glider, going faster requires a glide down into a dive. In a car, to slow-down, I take my foot off the pedal, but in a glider, I slow-down by going into a climb. So, a *car* uses power for speed and a *glider* uses pitch (or nose-up/nose-down) for speed control.

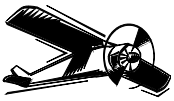
If I add an engine to that glider, I now have a powered airplane. The engine gives me the power to take off and go up in a climb, but without the power, I come down in a glide. So, power in an airplane is primarily for altitude, and pitch controls the speed (as illustrated with the glider).

The confusion can be how the two can overlap, especially with some inertia tossed in. Example - I want to land my airplane. [1]I decide on an imaginary glide path (not a power-dive) that looks comfortable. As I intercept that glide path, [2]I reduce power to go down the path. The stick position remains about the same to maintain my speed. If I am on glide path and on speed, [3]I don't move a thing! If I go below the glide path, [4]I add power to maintain my altitude until reintercepting the glide path, then [5]reduce most of what I just added to stay there. Too high? [6]Do just the opposite. If I find myself going too fast, I lightly pull the stick back to slow. [7]This will cause a slight climb unless I reduce power juuuust enough to stay on the glide path to the landing. Of course, too slow is the opposite of too fast. Too low AND too slow is NOT good. I don't want a stall nor a spin this close to the ground, so FULL POWER and ease the stick forward for a go-around!

With practice, the smooth combination of control inputs will eliminate the roller coaster effect. Power and pitch can be a can of worms until they work together, then what FUN! *Cap'n Bob*



Learning to fly is much like learning a musical instrument. The process requires persistence, but the rewards are limitless.



*Safety Pin,*

Know your cockpit. When you look at the instrument panel of a 747 there are a plethora of instruments to look at. Knowing what each one of them does will help you in deciding if things are OK or not. For ultralights there are not so many instruments required to understand what is happening, but knowing what they indicate is very important.

There are several analog instruments that tell us the CHT, EGT, RPM, ALT, ASI just to name a few. There are several more but these are usually individually marked as to what they are for. It is important to indicate the maximum allowable limits so that you will be able to tell at a moments notice if things are not doing well.

To save space on the panel there are a few combined digital instruments or an entire panel (EIS). The EIS panel is very good in that it combines many instruments into one place to see everything. You must learn to know what it is telling you. EGT, CHT, Water Temp, or even Oil Temp can be displayed but you must know which one you are looking at. The beauty of this system is that you can set the limits and if something exceeds the limits a warning light flashes indicating an out of tolerance condition. I know that some of the new Trikes are coming in with a glass cockpit with almost all instruments in one panel. **KNOW YOUR INSTRUMENTS.** It will make the difference in having a fun trip or one of disaster.

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**