



EAA CHAPTER 103

LAFANEWS

www.lafa.com

VOLUME 9

September 2009

UPCOMING EVENTS

SEP 12TH - 2ND SATURDAY -- GENERAL MEMBERSHIP MEETING TO BE HELD AT ROBERTS AIR IN THE PILOTS LOUNGE WITH THE FLY-IN AT X-51U. THE LAFANEWS 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.

- FAA SAFETY SEMINARS - THERE WILL BE SEVERAL SAFETY SEMINARS IN FLORIDA THIS MONTH, SEVERAL IN LAKELAND SO IT IS NOT TOO FAR. WHEN LOGGING ONTO THE WEBSITE SELECT "FLORIDA" FOR THE STATE TO SEE ALL SEMINARS IN THE STATE. SELECT A REGION TO SCOPE DOWN THE AREA. CHECK IT OUT FOR YOURSELF AND SEE WHAT MIGHT INTEREST YOU.

<https://www.faasafety.gov/SPANS/events/EventList.aspx>

SEP 26TH - 4TH SATURDAY - FLY OUT TO BE ANNOUNCED

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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For Immediate Assistance Call:

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Name: _____

305-271-3608

Phone: _____

FACILITATOR1@JUNO.COM

E-Mail: _____

LUBEDEALER.COM/SALISBURY

Website: _____

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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 2009

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SECRETARY: BOB RUBBIO (786)251-8270
SAFETY OFFICER: BARRY HAWKES (305)235-8687
NEWSLETTER EDITOR: BARRY HAWKES
FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE

THE PRESIDENT'S PEN

We've got it together now! Our last FLYOUT to Tavernier was terrific!

A few days before did not look good with a tropical storm and hurricane in the Atlantic, but wouldn't you know, they both turned to the North freeing up our flight plan. Seven aircraft, ten aviators had excellent weather.

We got together at Robert's Air, on X-51, to load up our gas cans into Ron Andersen's van at 0700.

Next. I gave the pilot briefing, then out to our aircraft for an 0800 take-off. Two miles East we gathered up, then headed South along the canal which has a nice service road for a possible emergency landing, then South along US1 staying on the East side to avoid the Everglades National Park, then Southwest over the beautiful waters where at times on could see schools of sting rays and fish.

1:15 is all it took to touch down on the grass runway of Tavernaero. It's a private airport, however we were invited to land there and be graciously received by Bob and Shirley Vaughn.

We had breakfast/lunch at Craig's Restaurant nearby, then returned to the airstrip for the flight home.

Our next FLY-OUT, the fourth Saturday of each month will be shorter. Either a fly over the Homestead Air Reserve Base or out the Tamiami Trail to Coopertown where they serve the normal dishes, then offer frog legs and 'gator tail prepared to order.

Come Fly with Me, Capt Bob

**ULTRALIGHT 103 SABRE TRIKE
REDUCED FOR QUICK SALE**

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.

WAS \$7500.00

REDUCED TO ONLY \$5000.00

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This won't last long!!!

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

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Luscombe '46 8A, 65HP, all metal, LSA, TTAF 2900, 990 SMOH, last annual Feb '09 included Corr X although there was no corrosion, Slick Mags Mar '07, new Marvel-Schebler carb Sept '08, new McCauley prop Feb '09, Terra radio, Flightcom, 12 gal/ea wing tanks, hangared, covers, extra wood prop also included, flown regularly • Contact [Sandra Bronnenberg](mailto:Sandra.Bronnenberg), Owner • Telephone: 954-553-0494, email sanbron@aol.com



Lafa CLUB INSTRUCTORS WITH TRAINERS

* CFII = Certified Flight Instructor Inst.

**SEL/MES=SingleEngineLand/MultiEngineSea

** ACL = Aerodynamic Control Land

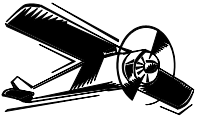
** ACS = Aerodynamic Control Sea

* 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, 08-08-2009
CALLED TO ORDER: 9:00 a.m.

OFFICER PRESIDING: Bob Musgrove, President
SILENT MEMBER ROLL CALL: 9 total.

MEMBERS PRESENT (in no particular order): Captain Bob Musgrove, Barry Hawkes, John Sauvigne, Bob Rubbi, Ron, Ida and Claire Andersen, Jim Lindberg, Paul Davies.

INTRODUCTIONS: Chris Valencia. .

TREASURER REPORT: The Treasurer reported \$3850 in the bank and \$587 to pay on the Chapter, internet, tax, mailbox etc.

SAFETY OFFICER REPORT: Our safety officer, Barry Hawkes, talked about cables. Whether we are flying a trike, fix wing, or if you sail, all these cables are very much the same. Quicksilver flying/taxi cables are coated with plastic and can corrode so is very good idea to carefully inspect them by running your fingers up and down the cable to see if you can feel a little bump, which means corrosion is present and they must be replaced. A visual inspection is a must, especially around the nico press. Each aircraft manufacturer has their own specs for replacement. Either by years of use or by hours. Remember that whether accelerates the corrosion process. Cables on trikes are under constant load all the time unlike fixed wing control cables. When replacing cables , USA made are different than European and the quality could be a bit different.

CHEF's REPORT: Our Master Chef was not available; but thanks to the Andersen family, and Mr. Hawkes we always have hot coffee OJ, donuts and fresh bagels.

ANY OTHER REPORTS: None

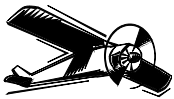
OLD BUSINESS: Trying to contact proper authorities to have a landing strip cut from fence to fence for safe operations.

NEW BUSINESS: This month fly out the fourth Saturday (22nd) is to Tavernaero Air Park , lat 25-00-31,4670N/080-31-59-2200W. Runway is 2175/95 ft. and multicom 122.9. Briefing start at 0700 at X51. Remember communication air to air is 122.7.5 as per FAA.

ANNOUNCEMENTS: No announcements

EAA SAFETY SEMINAR: None

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

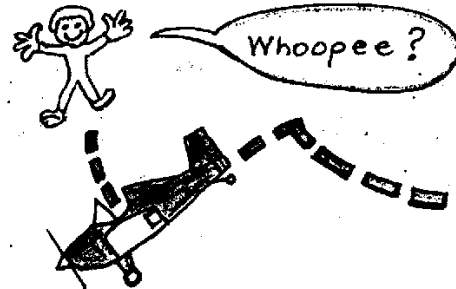


THE INSTRUCTOR'S CORNER

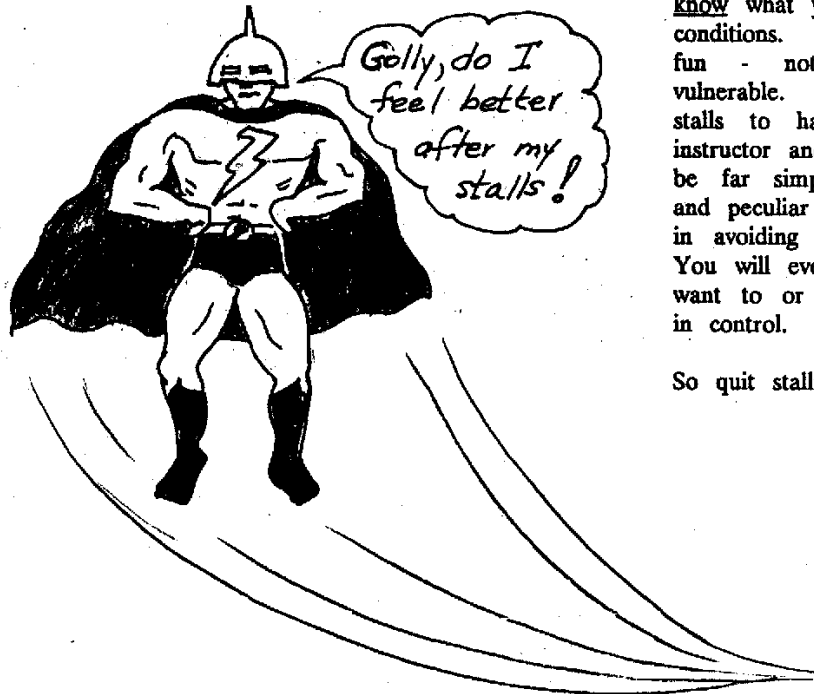
This month - "Quit Stalling & Stall!"

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

I'm amazed at how many pilots are reluctant to do stalls in conventional ultralights and light aircraft. Mastering the stall is one of the basics of pilot proficiency and safety. Duane Cole, aerobatic champion, describes a stall in his book Roll Around A Point. He wrote "At the break of the stall and as the nose is going down, you will experience the rather pleasant sensation of weightlessness. You will be convinced there is room for your stomach in your chest cavity because it was just there. I demonstrated this stall to my son Rolly when he was three years old. As we pushed over, he cried out "Whoopee!". From that day on, my kids have begged me to do whoopee stalls!"



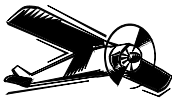
Mr. Cole continues to describe a full oscillation stall as "... the best of all rudder exercise maneuvers. Like the whoopee stalls, this is done with and without power. With level wings, once again bring the nose up to 60 degrees above the horizon. When the aircraft stalls, bring the stick back to its most rearward position and hold it there. As the nose drops, the airplane will tend to fall off first in one direction, then the other. This will be prevented by keeping the nose straight with rudder only. In any stall maneuver, including a landing, a wing cannot go down [and enter a spin] if the nose is not allowed to turn." Notice he wrote any stall maneuver, including a landing. Yes, landing touchdowns are usually in stall conditions.



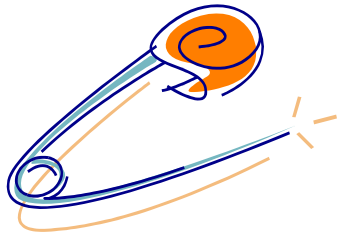
Practicing stalls increases awareness of the aircraft's abilities. Stalls are great confidence builders. You know what your plane can do under a given set of conditions. Controlled stalls should be educational fun - not avoided leaving you worried and vulnerable. If you are not comfortable enough with stalls to have fun learning from them, grab an instructor and get rid of those butterflies. It would be far simpler to learn stalls than some various and peculiar flying extremes coupled with the anxiety in avoiding the 'unknown stall'. Why fly uptight? You will eventually do a stall someday, whether you want to or not. Learn to do them so YOU are in control.

So quit stalling around and do some stalls!

Cap'n Bob



Safety Pen,



Whether you are taxiing around or just landed "Brakes" are your friend.

There are several types of brakes on the market today. Some stop you better than others but the price is also different. Let's start with the best and most expensive. Hydraulic Disc Brakes will give you the best braking available and cost the most. There are a few different types whether they are foot actuated or hand actuated. They all stop you very well.

Next on the list is the Mechanical Disc Brakes which are also good. There is the mechanical linkage that links the brakes to the pedal so it is a little more difficult to install and there is some slop in the system. All in all it works well.

Now we come to some of the least effective braking systems with consist of Brand Type Brakes or Drum Brakes. These are normally actuated by a flexible cable like your throttle cable. There is usually some flex in the system so that the cable system seems spongy. These systems are good for taxiing around but offer the least performance in high speed stopping. I can say that the drum brakes on Trikes work well in that the cable is very short and there is a minimum amount of flex in the cables.

No matter what system that you choose to install on your plane just remember that they all wear. Make sure that the company can supply parts for the future. Many times a great product hits the market for only a short time and then you are stuck with the white elephant.

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

Barry Hawkes



LAFANA
C/O Barry Hawkes
9870 Jamaica Dr.
Miami, FL 33189

LAFANA Hot Line:
954-721-2373



Don't forget the monthly LAFANA meeting!!!

**2ND SATURDAY OF THE MONTH
X-51
HOMESTEAD GENERAL AIRPORT
HOMESTEAD, FLORIDA**

**LIGHT AIRCRAFT FLYERS
ASSOCIATION**