



LAFANA NEWS

www.lafa.com

VOLUME 4

APRIL 2007

UPCOMING EVENTS

APRIL 14TH - 2ND SATURDAY - GENERAL MEMBERSHIP MEETING AND LAFANA FLY-IN AT X-51U. THE LAFANA FLY-IN WILL COMMENCE IN THE MORNING WITH BREAKFAST ABOUT 0900 AND THE FREE SAFETY SEMINAR ABOUT 0930 BROUGHT TO YOU BY CAP'N BOB.

APRIL 14TH & 15TH - SATURDAY AND SUNDAY - 24TH ANNUAL SUNRISE BALOON RACE TO BE HELD AT KENDALL TAMiami AIRPORT. IF YOU WANT TO SEE THE SPECTACLE OF YOUR LIFE BE THERE. FOR MORE INFORMATION ON TIMES <http://www.sunriseballoonrace.org/index.htm>.

APRIL 17TH THRU 23RD - SUN 'N FUN HAS FINALLY ARRIVED. WHETHER YOU FLY OR DRIVE BE ESPECIALLY CAREFUL AS THERE IS A LOT OF VEHICLES ON THE ROAD AND PLANES IN THE AIR. HAVE A GREAT TIME.

APRIL 26TH - 4TH THURSDAY - FAA SAFETY SEMINAR TO BE HELD AT 7 P.M. AT SOUTH FLORIDA FSDO, 8600 NW 36 STREET, MIAMI. "APPROACHES AND LANDINGS" WILL BE THE TOPIC OF DISCUSSION BY TIM SCHMELZER, MIAMI DADE COLLEGE'S FLIGHT TEAM COACH.

APRIL 28TH - 4TH SATURDAY - LAFANA'S FLY-OUT WILL BE TO THE MIAMI AIR BOAT ASSOCIATION ANNUAL BBQ. WE ARE GOING TO HAVE 2 PLANES ON STATIC DISPLAY AND WILL HAVE A FLY-OVER WITH AS MANY PLANES AS POSSIBLE. THE AIR BOAT ASSOCIATION WILL PICK-UP THE FLYERS THAT DECIDE TO LAND AT COOPERTOWN AT THE WALKOVER BRIDGE TO JOIN IN FESTIVITIES. LANDING IS NOT MANDATORY AT COOPERTOWN.

OVER THE HORIZON

MAY 5TH - 1ST SATURDAY— LAFANA IS INVITED TO ANOTHER HOG ROAST, HOSTED BY GRAHAM HARWARD. CHECK IN THE "PRESIDENTS PEN" FOR MORE DETAILS.

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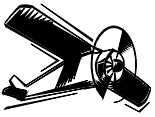
Call Sandra Today!!

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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.



Lafa OFFICERS FOR 2007

PRESIDENT: DICK BRONNENBERG
VICE-PRESIDENT: BOB MUSGROVE
TREASURER: PAUL DAVIES
SECRETARY: SANDY BRONNENBERG
SAFETY OFFICER: BARRY HAWKES
NEWSLETTER EDITOR: BARRY HAWKES
FLY-IN & FLY-OUT CHAIRMAN: BOB MUSGROVE

THE PRESIDENT'S PEN

From the President....

Sun 'n Fun is around the corner...from Tuesday, April 17th to Monday, April 23rd. I plan on going Thursday, April 19th. I have a room right at the "Splash In" (Lake Parker). I am really looking forward to this. All the years I have been going, I have always missed this event. If you are planning on attending Sun 'n Fun that weekend, call me and perhaps we can all link up.... 954-328-7468.

Rich Bragassa has planned for another pig roast on Saturday, May 5th at Richards Field from 12 noon till 4:00 pm. The rain date is the next day (Sunday). Put this on your calendar. Graham Harward is the sponsor & "hoist" for this roast. He is (hoisting) celebrating his two years of intensive flight training and earning all his ratings. This is a not to miss day. It is requested that all attendees bring a covered dish. Email Rich directly to let him know what covered dish you plan on bringing so that he can coordinate at rich@bragassa.com We don't want 20 different potato salads... The roasted hog will be provided & you can even arrive earlier if you'd like to witness the process. Please be advised that you must provide your own beverages. If you attended the previous pig roast, you know how much fun we all had. Bring your plane, motorcycle, car, kids and friends. Rich would like everyone to take pictures so that he can post them for everyone's enjoyment. Email any pictures directly to him at rich@bragassa.com that you would like him to post. He will be posting the last hog roast pictures shortly.

Several Lafa members have sent in their paperwork to get their airplanes N numbered in the next month. Remember, if you have a two place ultralight, you only have till January 31st, 2008 to get this done. It is only 9 months away and takes approximately 2 months. If you would like further information on this, contact me directly at sanbron@aol.com

If you still need to get your Sport Pilot License.... WHAT ARE YOU WAITING FOR? Graham Harward and I have been instrumental in helping several Lafa members get their license. We can help you make this process very uncomplicated. Contact us NOW. Time is of the essence.

con't page 7

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

KING COBRA

Ready to fly, complete with trailer. Powered by a Cayuna 430 engine with CDI ignition system. Asking only

\$1,500.00

CALL JIM OR DONNA - (754) 235-1671

1977 Citabria 7ECA

rebuilt approx. 5 yrs ago, (approx. 200 since TOH); needs paint and interior and TLC; two parachutes, David Clark headsets. Wheel covers, one Pitts Special S1C airframe on landing gear (uncovered); one RV 8 empennage (horizontal & vertical stabilizer completed by A&P mech; rudder and elevator not finished); spare 0-235 (115hp) engine less accessories.

Make Offer - Must Sell

Rob Mixon 305-235-7969

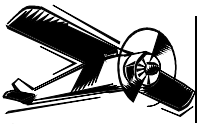
email: skatemix@aol.com

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

**SELLING OUT!! TWO PLACE CHALLENGER**

Never completed, nose wheel and wing struts missing.
 Fuselage has been painted with zinc chromite primer - topcoat is yellow
 Wings and tail feathers have been covered with Stits fabric and painted cub yellow.
 Everything professionally done.

ALSO: SINGLE SEAT ULTRALIGHT ON FLOATS

Rocket deployed parachute mounted over the wing.
 503 Rotax Engine - dual carbs.
 28-foot wing span covered with Stits fabric.
 Wings have droop tips - struts instead of wires.
 All controls are push-pull cables, doubled in the tail section.
 Flies good, must be seen to be appreciated.

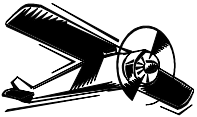
Also have experimental floats and miscellaneous airplane parts.
 Call Whitey at 305-852-8320

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
BFI	Sandy Bronnenberg	WSL	Trike	(954) 971-3836
BFI	Andy Corsetti	ACL	Drifter	(954) 435-3736
BFI	Jim Lindberg	WSL	Trike	(954)384-7629
BFI	Ricardo Martinez	WSL/ACL	Trike / TBA	(305) 255-6462
CFII	Graham Harward	SEL/MES	GA Type	(305)283-0400

* CFII = Certified Flight Instructor Inst.
 * BFI = Basic Flight Instructor
 * AFI = Advanced Flight Instructor
 * CFI = Certified Flight Instructor (GA)

**SEL/MES=SingleEngineLand/MultiEngineSea
 ** ACL = Aerodynamic Control Land
 ** ACS = Aerodynamic Control Sea
 ** WSL = Weight Shift Land



Lafa MEETING MINUTES

DATE: Saturday, March 10th, 2007

OFFICER PRESIDING: Dick Bronnenberg, President

CALLED TO ORDER: 9:25 a.m.

SILENT ROLL CALL: 9 total

MEMBERS PRESENT (in no particular order): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Jim & Janet Lindberg (with breakfast helpers, Bree & Amy), Ricardo Martinez, Ozzy Hilderson, Jeff Obermeier & Barry Hawkes. Additionally, we were honored to see Danny Galletti (trike pilot) and his wife Sylvia who will be joining the club soon.

TREASURER’S REPORT: Discussed and approved.

SAFETY OFFICER REPORT: Barry discussed the importance of sumping your fuel tanks. This is especially important this time of year with the air being hot then cool. Water falls out of suspension when the air cools but when it heats back up the water does not go back into suspension. You should sump your tank before every flight. If you have a four stroke and cannot sump your tank, you should use dry gas on a regular basis and even completely drain your tank occasionally.

OTHER REPORTS: Our Safety Seminar today was on the airspace in our immediate area. Captain Bob had visuals for us to enjoy, that included a chart displayed on a board and a wonderful 3D display of the airspace in our area.

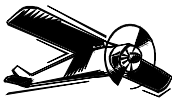
COMMITTEE REPORTS: Our Breakfast Chairman, Jim Lindberg and his wife Janet, had us table the meeting for 20 minutes because the exceptionally good food was ready and getting cold. Jim also requested that we get a new coffee pot....the coffee grinds are getting a bit much.

OLD BUSINESS: Dick and Barry are still checking out what the Lafa truck is worth as compared to others like it on the market. We will be advertising it “for sale” very soon. The monthly insurance is really draining the bank account. If any member is interested in the truck, please make an offer, you may be surprised.

NEW BUSINESS: We discussed the fly-in to Southwest Ranches (formerly MacIvor’s) on March 17th. Seems that there is only one member flying in...Captain Bob, weather permitting. We also discussed the Airboat Association fly-out on April 28th. Several members said that they will be flying over. Barry Hawkes and Ron Andersen will have static displays of their airplanes. This should be a great fly-out, be sure to attend.

MEETING ADJOURNED: 10:45 a.m.

<p>PLEASE SEND YOUR MEMBERSHIP APPLICATIONS OR RENEWALS (\$35) TO: Lafa P.O. BOX # 924266 PRINCETON, FL 33092-4266</p>
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THE INSTRUCTOR'S CORNER

This month - "Happy Landings"

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

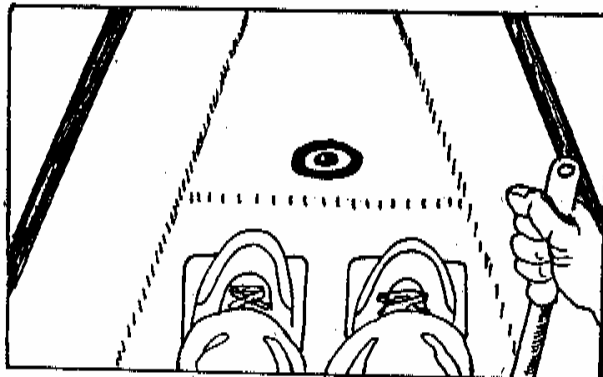
It has been said - flying is the second greatest experience known to man . . . landing is the first! If that is so, then the smoother the better!

The greatest difficulty to producing a smooth landing is determining my exact height above the runway. To make it easy, I can look at the horizon (or end of the runway if the horizon is not clear) before take-off and during acceleration to make a mental "picture" of what it will look like on the landing. The combination of the view of the horizon and my peripheral (side) vision sensing velocity and the ratio of "ground-to-sky" will give me a much better idea of my altitude (and rate of ascent or descent) than looking at a spot on the ground. And by-the-way, it also makes it easier for me to keep my wings level.

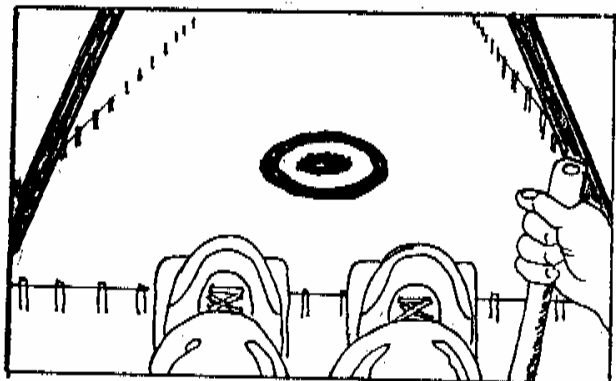
During the last phase of the landing approach, I begin glancing at the end of the runway to avoid "target fixation" on the landing spot I have been looking at for the entire approach. At about five feet above the runway, I shift to the horizon (remember the picture?) to allow my peripheral vision to give me position clues for "zeroing-in" on that last inch! It works!

Many Happier Landings!

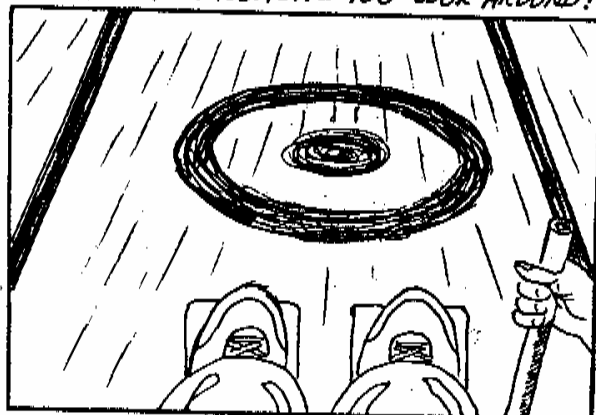
Cap'n Bob



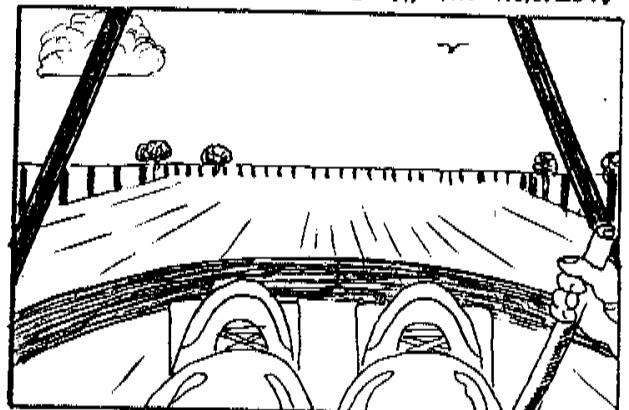
FINAL APPROACH - 100' LOOK AROUND!



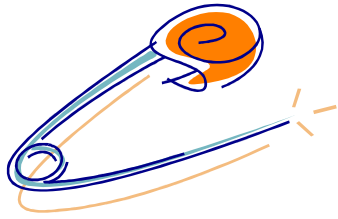
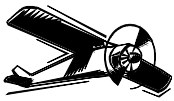
25' BEGIN GLANCING AT THE HORIZON



5' UP, 10' AHEAD, SHIFT EYES TO HORIZON



PERIPHERAL VISION WORKING.... AAAH, GREASER!



Safety Pen,

Aircraft cables are found on almost all aircraft. They are an inexpensive way to control certain functions of an aircraft. The cables are broken down in 4 basic categories.

The cables are made of either stainless steel or are galvanized and come in coated and non coated form. Coated stainless steel cables are very popular in the Quicksilver (Tube and Wire) type of aircraft. Being coated keeps them from the elements and protects them from some abrasion. One little nick in the cable can cause some problems. When water enters the nick it has no where to go and sits in the cable and eventually will rust. It is very important to check coated cables for **any** bulging by running your fingers up and down the cable.

Non coated cable comes in either galvanized or stainless steel. If you need the most strength then galvanized cable is the choice. Yes, stainless steel cable is weaker than galvanized. Before you use any cable check with the specifications of the cable required. Cables are wound differently depending on the required flexibility. A 7X7 cable is used where flexibility is not an issue. 7X19 cables are used when flexibility is required. Remember that all cables should have a thimble on the end to deter abrasion. To clamp the cable an oval Nicopress Swage is used which compresses onto the wire and actually into the groves of the wire. Nickel plated copper swages are used on stainless steel wire while regular copper swages are used on galvanized wire. Use an approved swaging tool to crimp the swages. Nothing else can be substituted to get a perfect swage.

Whether it is taxi wires, rudder pull pull wires, trim wires or whatever you will normally find cables in your aircraft. Take care of them and they will take care of you. 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**

Graham's email is junkyardaviation@yahoo.com and mine is sanbron@aol.com

If you need to update your membership or if you want to know if your membership has lapsed, please email Paul directly at p.davies1@comcast.net The club needs and wants your support both in dues, but especially in personal appearances, preferably with your airplane, although that is NOT required. Numerous members have renewed recently and that is great news!

Barry has requested that you please notify him if you see something that is not accurate on our website, or if you wish to add something, please email Barry directly today at b_hawkes@yahoo.com We know there must be corrections or additions to the website and we/he welcome them. Don't be shy. We want our website to be as accurate and up to date as possible.

See you at X51U on Saturday, April 14th for our monthly fly-in, meeting, safety seminar and breakfast. This is a family event. Everyone is welcome, with or without their aircraft, regardless of the weather...

See you there,
Dick Bronnenberg

Lafa's Monthly Fly Out by Cap'n Bob

7:30, 8:00, 8:30 – No one is showing up at the X-51 Managers office to fly with me to the Southwest Ranches Airport (formerly McIvors), just North of the Miami Dade/Broward County Line.

I was wearing my yellow Lafa "T" Shirt and since it was cool I put on my windbreaker jacket and off I went.

Yes, it was breezy, 15 to 20 kts from the Northwest on the surface and somewhat breezy, but such a gorgeous day!

It took a while to get up there as it is past Opa Locka West and I began to get a bit chilly.

The landing to the West was uneventful. I was expecting some vortex turbulence, but the homes on the North side blocked the wind almost completely causing my "crab" to the runway to abruptly change to normal alignment.

Chapter 71 had pastries and fruit to tide us over until lunch, so we had a nice time for hanger talk and raffle ticket purchases.

The Bar-b-que was fired up and lunch was great! The raffle had many nice things to choose from with John Hovan calling out the winning numbers and the kids handing out the selections.

The flight up took me 1:18 and the return to X-51 was 48 minutes. It was a beautiful flight and I was the only one to fly in. You should have been there!

Keep looking up, down, left, right. Cap'n Bob

Homestead Air force Base Fly-in By Paul J. Davies

On February 24, 2007, the Lafa group along with the general flying public was invited to fly in to Homestead Air force base for the first "fly in" in 15 years. The Air Force Base is a reserve base for the 482-Fighter wing. Major Joe "Hooter" Feheley, Safety Officer, was hosting a "safety seminar and tour" for the general aviation crowd as well as other interested parties.

The Light Flyer Aircraft Association (Lafa) was invited and Bob Musgrove in his Ultralight and I in my Airborne Weight Shift Control (WSC) Trike represented the Lafa group. Our flight originated at Homestead General and the flight to HAFB was about 30 minutes flying. The day started out beautiful with winds calm and the temperature in the high 70's. Bob at the ultralight field at Homestead General conducted a preflight briefing. Prior to departing, we called the tower at HAFB to advise them that we were on our way. However, once in the air, the winds picked up to 11kts out of the E-SE, making the flight a little more challenging.

In route, we contacted the tower and they vectored us to the active runway (05), which is the only runway at HAFB. With the winds in our face and my airspeed of 35kts, my Trike wasn't gaining much headway. I had been on "final approach" for 15 minutes when the tower vectored Bob and I to land on the parallel taxiway next to the runway. Since the arrival time window was narrow, aircraft traffic got heavy in a hurry, since I was the slowest aircraft in the sky, as opposed to the F-16's 480kts, I was directed to land on the "active taxiway" parallel to the "active runway. Bob and I changed course and landed safely on the "active taxiway."

Bob and I made history! The first Ultralights ever to land on the taxiway at HAFB. Moreover, I, Paul Davies, Private Pilot with a Weight Shift Control (WSC), class and category am the first Pilot ever to land a Trike at Homestead Air Force Base setting a World Record! "Get out of my way F-16's; you got nothing on me... except for maybe those missiles and cannons" (A World record for Lafa and HAFB).

As I'm landing my work load was intense...I'm taking pictures of the airport on final approach, talking to the tower on a hand held radio, and controlling my Trike in a 11kts cross wind...WOW, I did it! (Maybe a little like landing an F-16 on an aircraft carrier at night?) Tying down was another "story," but with the help of the Air Force ground crews we got it done! The photos of F-18, F-16 and Alfa jets next to my Trike will go down in the annals of Lafa as an historic first!

Bob and I departed Homestead Air force Base shortly after the briefings and lunch and headed back to Homestead General. Bob and I were granted special privileges to depart the "active taxi way," staying clear of the general aviation crowd. The day marked first for Lafa. This signaled the beginning of the Ultralight's acceptance into brotherhood of aviation in general. Congratulations Lafa, we'll see you next year.

Paul J. Davies

Homestead Air Reserve Base Fly-in



Short Final



Flight Line



Flight Line



Flight Line