



LAFANA NEWS

www.lafa.com

VOLUME 1 JANUARY 2005

UPCOMING EVENTS

JANUARY 5TH - 1ST WEDNESDAY - LAFANA MEMBERSHIP MEETING @ EL RINCON DEL MAR @ 7:00 PM - 13742 SW 152ND STREET, MIAMI (NEW LOCATION)

JANUARY 8TH & 9TH - FRUIT & SPICE PARK
LAFANA HAS A STATIC DISPLAY OF ULTRALIGHTS AND EXPERIMENTAL AIRCRAFT WITH OTHERS DOING "FLY AROUNDS".
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JANUARY 12TH - 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.

JANUARY 15TH - 3RD SATURDAY - LAFANA'S MONTHLY FLY-IN @ X-51U IS MOVED TO THE THIRD SATURDAY BECAUSE OF THE FRUIT AND SPICE PARK EARLIER, A REALLY SUPER BREAKFAST - STILL ONLY \$3.00 AT 0830 HRS FOLLOWING AT 0930 HRS. IS THE LAFANA SAFETY SEMINAR BY CAP'N BOB - DOOR PRIZES!

JANUARY 22ND - 4TH SATURDAY - LAFANA'S ONE HOUR TOUR.
BREIFING AT 0730, TAKE-OFF @ 0800 FROM X51.

OVER THE HORIZON

FEBRUARY 12 & 13 - CHAPTER 71 OPA-LOCKA WEST FLY-IN

MARCH - LAFANA COOKOUT

APRIL - SUN 'N FUN - LAKELAND, FLORIDA

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INSIDE THIS ISSUE

PAGE #

LETTER FROM THE PRESIDENT.....	2
QUICKEE QUIZ.....	3
FLYING FIRSTS & ANSWERS TO QUICKEE QUIZ.....	4
LAFANA MEETING MINUTES.....	5
LISTENING - THE MOST IMPORTANT...BY ROB MIXON....	6 & 7

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 2005

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

The holiday season is over. It seems like just last week I was running around putting up decorations and buying gifts. Our Lafa Christmas party was nice. Getting together with friends over a delicious meal is what the holidays are all about. We all owe thanks to Roal Lee for organizing the event. After an excellent dinner, the annual awards were given out. This year Rich Bragassa was awarded Lafa’s highest award, the Blue Max. Rich was always there anytime help was needed. He not only helped get the Lafa truck running again but also got the insurance and tag up to date so we could get it back on the road. Rich also played a big part in getting our annual Air Fair publicized and inviting the press out to do a story on it. Thanks for the support Rich.

Our annual Candy Drop at Dodge City started out with cool temperatures and gusty winds out of the North. The first run at 1:30 proved a little cold and bumpy. The temperature climbed a little and the wind subsided somewhat to make the second run at 3:15 very enjoyable. According to the report from the ground crew, both runs were right on target which pleased all the kids. We dumped around \$300.00 worth of candy between the two runs so there was plenty for everyone. We were told there were between 2,000 and 2,500 kids present this year at the event and that our candy drop is all that most of them get for Christmas each year. It makes all of us participating feel good to be able to brighten their Christmas this way.

Chapter 71’s overnight Fly-In to Opa-locka West was rescheduled to February 12th and 13th. Last year’s event proved to be more fun than expected. The food was excellent, there were flying events, raffle prizes and karaoke in the evening. I’m sure this year’s event will be just as enjoyable.

On a sad note, one of our members, Pete Schinella, lost his home recently due to a fire. Pete had converted an old 100-foot long ship into a yacht, which he lived on. Luckily his daughters, who were the only ones on board at the time, got off safely when the fire broke out. The ship burned to the waterline along with everything Pete owned. Among the items that Pete lost was an aircraft that he had been building for the last three years. It was a Flying Flea, which was almost ready to fly. Since the Flying Flea was on deck when the fire broke out, it too was lost. Pete seems to be recovering from the loss but especially misses his airplane. If anyone has a partially completed aircraft or even aircraft parts that could be donated or sold to Pete, he would appreciate it. He still hopes to be flying with us in the near future.

Long time Lafa member Vern Hanna passed away in December after a long fight with cancer. I’ve never met anyone who was as knowledgeable on the early days of aviation as Vern. He seemed to enjoy talking about the early pioneers and their aircraft almost as much as I enjoyed hearing about them. He could hold my interest for hours talking about the old airfields, the pilots and the biplanes they flew. Vern is truly going to be missed by everyone who knew him.

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QUICKEE QUIZ

BY: CAP'N BOB

- 1) The danger of wind gradient, the slowing of the wind nearing the ground, to Ultralight pilots is most pronounced.....
 - a) during takeoff, when a high angle of attack and low ground speed could lead to a "mush" or stall close to the ground.
 - b) during round out and flare, when the increased ground speed could cause the pilot to overshoot the desired landing spot.
 - c) during cruise flight, when sudden shifts in the wind direction and speed could add increased load on the wings.
 - d) during the approach to landing when a decrease in the relative wind could cause a "mush" or a stall close to the ground.

- 2) An Ultralight which is excessively heavy will.....
 - a) require higher takeoff and landing speeds, be less maneuverable, have a lower maximum altitude capability and have higher indicated stall speeds.
 - b) takeoff and land at the same speeds, be less maneuverable, have the same maximum altitude capability and have higher indicated stall speeds.
 - c) require higher takeoff and landing speeds, exhibit normal maneuverability, have the same maximum altitude capability and have normal indicated stall speeds.
 - d) takeoff and land at the same speeds, exhibit normal maneuverability, have the same maximum altitude capability and have higher indicated stall speeds.

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	Michael Harwood	ACL	Powered Parachute	(305) 613-9592
BFI	Alex Kinghorn	ACL		(305) 408-1003
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	Aventura II	(305) 383-0976

* BFI = Basic Flight Instructor
 * AFI = Advanced Flight Instructor
 * A&P = Airframe & Powerplant

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

**FLYING FIRSTS
FOR THE MONTH OF
JANUARY**

By: Cap'n Bob

<u>DATE</u>	<u>YEAR</u>	<u>EVENT</u>
JAN. 1ST	1914	World's first regular air passenger service - St. Petersburg to Tampa
JAN. 6TH	1911	750,000 people gather in Calcutta to watch India's first airplane flight.
JAN. 11TH	1935	First Trans-Pacific solo flight - Amelia Earhart.
JAN. 19TH	1937	Transcontinental speed record - Howard Hughes, 7:18:25 hours in Hughes H-1.
JAN. 25TH	1939	Boeing 314 flying boat certified.
JAN. 29TH	1924	Pescara's helicopter makes a ten-minute flight, Paris.

ANSWERS TO QUICKEE QUIZ ON PAGE 3

- 1) Wind gradient is most dangerous during the approach to landing...The answer is "D".
- 2) An excessively heavy Ultralight will perform poorly... the answer is "A".

"Never fly faster than your guardian angel"

Barbara Musgrove

Lafa MEETING MINUTES

DATE: 12/01/04

OFFICER PRESIDING: Ron Andersen

CALLED TO ORDER: 1930 hrs.

SILENT ROLL CALL: 10 total

MEMBER INTRODUCTIONS: None

<i>Ron Andersen</i>	<i>Rich Bragassa</i>
<i>Paul Davies</i>	<i>Roal Lee</i>
<i>John Bubel</i>	<i>Marty Havel</i>
<i>Doris Bubel</i>	<i>John A. Margolis</i>
<i>Alex Kinghorn</i>	<i>Steve Johnson</i>

TREASURER'S REPORT: Passed Around

SAFETY OFFICER REPORT: Not present

OTHER REPORTS: None

COMMITTEE REPORTS: None

OLD BUSINESS: None

NEW BUSINESS: Discussed having a Fly-In for non-flying members. Decided to combine it with the Pig Roast. Suggested having the Pig Roast on Saturday, February 19th. Rich Bragassa to see if we can hold the event at Richard's Field. Flights free for members, Lafa to pay for fuel. John Margolis volunteered to fly kids in his J-3 Cub for Young Eagles.

Miami Glider Club present to discuss extension of runway 90-270 for glider operations. Agreed to get involved with Miami Glider Club & Miami Gliders to expand the facility at X51

MEETING ADJOURNED: 2100 hrs.

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

TO:

Lafa
P.O. BOX # 924266

***Listening* The Most Important Part of Communication**

By Rob Mixon Ethnocentrism is a big word that means who we are, what we do and our ideas are better than who someone else is, what they do, and the ideas that the other person has.

If you don't believe that ethnocentrism affects you then I would suggest that you ask yourself about the make of car you drive, type of aircraft you fly, area you live in, school you attend, or graduated from, your favorite color, movies, and last but not least favorite sport team.

With the new Light Sport Aircraft and the Sport Pilot rating comes a host of possibilities for ethnocentrism. Powered parachute, weight shift trikes, airplane, glider, or lighter-than-air (balloon, airship). Just think of how Orville and Wilber Wright might have thought, and felt, about a weight shift trike! Why, you might as well think of the impossibility of walking on the moon!

General aviation has always had basically two types of pilots. One is the go-fast, A to B, type with all of the whistles and bells. The second type has been more like the new Sport Pilot who feels the aircraft when he flies, and takes joy in the pleasure of flight simply because he/she can fly.

Those who have flown ultralights have had the freedom to land in open fields and enjoy flight with the birds basically unrestricted.

There are others who want to become Sport Pilots who once were great pilots. They could no longer fly due to a lack of a medical. Those people are extremely excited about the new Sport Pilot.

Here is the interesting part and where ethnocentrism comes in. If I have always done something a certain way why should I change? I enjoy the type of flying that I do so why would another type (set) of aircraft even be considered? Twenty years ago, before I let my medical expire, I was a great pilot and don't need to be told how to fly an airplane! Airplanes and Trikes controls move backwards from each other...depending on your ethnocentric point of view.

This is where listening comes in. In fact, that was the most difficult skill to develop when I earned my graduate degree in Counseling from Barry University. I thought I was good at listening, but my bias, ethnocentric and prejudiced feelings and ideas continued to get in the way. After all a Counselor wants to fix things so why not get on with it! Later I learned about Coaching and guidelines to have the client "get on with it" but to remain silent, to listen, was most difficult.

So what does ethnocentrism and listening have to do with aviation?

(Continued on Page 8)

(Continued from Page #7)

The Weight Shift Trike might experience some difficulty at Miami International Airport where once General Aviation aircraft were allowed to make ILS Approaches.

It might be well to take into consideration a veteran pilot's experience (who hasn't flown in 20 years) who learned to fly in the early 1950s, before some of us were born, in a 7AC Champ tailwheel aircraft. He/she now has the opportunity to fly once again. The lack of his expired medical is no longer a problem.

We all may learn much about micro-meteorology from a powered parachute pilot. That pilot might learn from a point A to B (whistles and bells type) who has experienced violent frontal activity enroute to his destinations.

Ethnocentrism is a big word that means who we are, what we do, and our ideas, are better than others. With this in mind it might do us well to remember that ethnocentrism often blocks communication by leaving out the most important part...listening.