



EAA CHAPTER 103

LAFANA NEWS

www.lafa.com

VOLUME 7

JULY 2007

UPCOMING EVENTS

JULY 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 EAA SAFETY SEMINAR ABOUT 0930 BROUGHT TO YOU BY CAP'N BOB. COME ONE, COME ALL AND BRING YOUR APPETITE.

JULY 18TH - 3RD WEDNESDAY - FAA SAFETY SEMINAR TO BE HELD AT 7 P.M. AT SOUTH FLORIDA FSDO, 8600 NW 36 STREET, MIAMI. THE SEMINAR IS ON "THINGS THAT CAN CAUSE YOU TO FAIL YOUR CHECKRIDE". GO TO <http://www.faasafety.gov>.

JULY 28TH - 4TH SATURDAY - LAFANA FLYOUT FROM X-51U TO THE SOUTH IN A ROUND ROBIN VIA HARB AND MOUNT TRASHMORE. APPROXIMATELY 1 HOUR FLIGHT. TAKE-OFF AROUND 0745.

OVER THE HORIZON

JULY 23RD-29TH— EAA AIRVENTURE IN OSHKOSH WISCONSIN. IF YOU HAVEN'T MADE RESERVATIONS BY NOW IT IS PROBABLY TOO LATE. THE TOWN FILLS UP EVERY YEAR. IF YOU HAVE BEEN TO SUN N' FUN, THIS IS EVEN WORSE FOR ACCOMODATIONS. IF YOU DECIDE IT IS TOO LATE, THEN MARK YOUR CALENDAR FOR NEXT YEAR.

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

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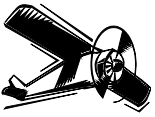
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LAFANA NEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.



Lafa OFFICERS FOR 2007

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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....

I have been questioned by several people about getting their Sport Pilot License and N numbering their transitioning ultralights lately. We've been talking about this for months. Time is getting very short. The deadline is January 31, 2008 for all two seater, heavy ultralights. This means you must start NOW !!! Otherwise you are grounded in that aircraft FOREVER! Did I mention FOREVER!

The process of N numbering your aircraft may seem daunting, but quite honestly it is not very difficult. It just takes baby steps. Go to the EAA website and purchase the Kit for transitioning your ultralight to E-LSA (Experimental Light Sport Aircraft). EAA has it all spelled out in an easy to follow format that anyone can follow with no troubles. Do this NOW!

While your paperwork is being processed for N numbering your aircraft, you need to start studying for the written knowledge test for your Sport Pilot License. This really is no big deal. Just some time with a book. You can purchase a Sport Pilot Test Prep book through the ASA at www.asa2fly.com You only need 70% to pass. This was accomplished by several of us so far with no problem.

Once you past the written test, then another small booklet later, you are ready for your oral and practical exam by a DPE (Designated Pilot Examiner). Once again, not a big deal because several of us have done it and we can give you some big time pointers. You can also purchase this book at the ASA website and it is called Sport Pilot Checkride.

All the while, your paperwork comes back from Oklahoma for N numbering your craft and then you set an appointment with a DAR (Designated Airworthiness Examiner). A few more forms to fill out for that, no major deal, and you are good to go.

See you all at X51U on Saturday, July 14th for our monthly fly-in, meeting, safety seminar and breakfast. This is a family event. BRING YOUR APPETITE. Everyone is welcome, with or without their aircraft, regardless of the weather. Come enjoy some great hangar talk and keep up with all the current aviation events in our area.

I want to see you there,
Dick Bronnenberg

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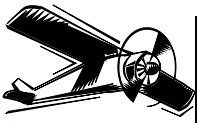
Batteries For Sale

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

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CALL BARRY HAWKES @ (305)235-8687
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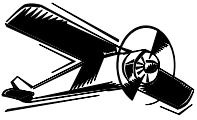
Also have experimental floats and miscellaneous airplane parts.
 Call Whitey at 305-852-8320

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



DATE: Saturday, June 9th, 2007

OFFICER PRESIDING: Dick Bronnenberg, President

CALLED TO ORDER: 9:07 a.m.

SILENT MEMBER ROLL CALL: 14 total

MEMBERS, etc. PRESENT (in no particular order): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Paul Davies, Ricardo Martinez, Jeff Obermeier, Graham Harward, Rich Bragassa, Jim Lindberg & daughter Bree, Ron, Claire & Ida Andersen, Tony & Angela Fernandez who joined today, Danny Galletti who promises to join soon, and guest Vivian Yeisley.

TREASURER'S REPORT: Discussed and approved.

SAFETY OFFICER REPORT: Barry's report was on propellers and the proper maintenance and upkeep. There are 3 types of propellers; metal, wood and composite. Metal is too heavy for ultralights and therefore, wood and composite are most often found on ultralights. Landings and take offs are where the damage can most likely occur, more frequently than in flight. Have all items in your craft properly secured so that nothing goes through your propeller. After several landings and take offs, you should check your blades. Definitely before and after every flight you should inspect them. A discussion also took place about the proper method of applying metal tape to your leading edge.

OTHER REPORTS: Our Safety Seminar, given by Capt. Bob, was "Be Prepared". He once again had a very informative hand out. "Be Prepared" means proper ultralight maintenance, flight planning, pilot proficiency, physical & mental well-being and mental preparedness. Emergency procedures should be thought out carefully, and mentally practiced, until they become second nature and instinctive reactions.

COMMITTEE REPORTS: Breakfast was fantastic again. Jim is the best. Fortunately more members showed up than usual and we were running a bit short on a few items. Jim promises to have more next month and we hope even more members show up and we are short again. If you don't find us at the ultralight field next month, because of the insects, you can find us at the first big hangar, by Robert's Air. Look for the yellow chuck wagon.

OLD BUSINESS: There have been 3 calls so far on the truck, but no takers. Discussed lowering the price \$500, put to a vote and approved. Sunday, June 17th, North Perry Chapter of FL Aero Club, changed their plans on this day from Billy Swamp Safari to Marathon Key. Captain Bob will be out of town for the next monthly fly out on June 23rd. Barry will put something out on the newsgroup to see if there are any ideas on where people would like to go. Perhaps wait until July 1st for the Billy Swamp Annual Aviation Day? Sunday, July 1st, there is a fly out to Billy Swamp Safari for their 1st Annual Aviation Day. Discussed who would attend and not many takers, but there was discussion of riding motorcycles there for the day.

NEW BUSINESS: Discussed putting up the tent soon. Haven't been able to because of the winds. Discussed our Annual Air Fair and perhaps having an informal pig roast or Bar-B-Q in its place sometime in November. Have people bring a covered dish. Too much red tape with Dade County to have an official Air Fair.

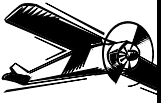
Rich discussed having another pig roast at Richard's Field before the kids head back to school, probably around the weekend of August 18th or so. Nan Neubauer is very happy with how the previous pig roast's have turned out and has invited another one.

Also dicussed was having an official EAA Chapter event at that same time so that we can participate in the EAA Young Eagles Program. We also need to market our club more as an EAA Chapter so as to get more participation. Motion made by Rich, to put EAA before our name in all marketing efforts, including newsletter, website, etc. Seconded by Graham Harward. Put to a vote and motion carried unanimously. Barry will start working on changing the website and newletter to reflect EAA more prominently.

There was also a special dedication and plaque given to Ron, Claire and Ida Andersen for their unwavering leadership of Lafa for the last 6+ years. Ron, as the president, and Claire as the secretary and chef; Ida for her amazing assistance in all that was necessary and above, to keep our club running. Without them, we would not be what we are today.

MEETING ADJOURNED: 10:30 a.m.

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



Women Flyers

My flying days started rather weird I thought, until I spoke with some other women pilots. That day was when my husband first started to fly ultralights, I was petrified. I hated to fly. I absolutely hated it. But one thing I hated more than that, was admitting to it. So, I flew with him..... always leaning away from the turn. Every thermal made my stomach churn and asking "What was that?". I was thankful for the days that were too bad to fly, but of course, I would act upset that we could not take to the air.

There are two types of women flyers in my humble opinion. Those who want to pilot the airplane and those who are content with being a passenger...while maybe perhaps learning some of the particulars. Those who want to be pilots are my heroes. There is a long list of accomplished women pilots and I sometimes wish that I could be on that list one day. That will not happen, but I am on another list. The list of women who switched from being content with being a passenger, to the list of those who are women pilots.

As time went on as a passenger, I realized that these guys were having fun. I also realized what an accomplishment it would be if I could confront one of my biggest fears and conquer it. As a result, I began my lessons to get my Private Pilot License. If I were to successfully conquer my fear, it would have to be legitimized. And, I would have to do something bigger and better than some of the ultralight guys, right?

A few months into my lessons, I realized that I really liked this defying gravity thing. I was also good at it. Soon I began competing with my flying buddy Graham Harward. We would go up together and attempt to prove to the other that we were better. 360's at a 30 degree bank with no loss of altitude and hit our wake coming round at the correct compass heading and then immediately turning in the opposite direction and duplicating the results. Then we would do 60 degree banks and still hit all our numbers. The best was flying at "0" airspeed. He is the best at that. I have a smile on my face as I write this and recall all our fun. Competition made the learning easier and much more fun.

Two cross country flights from preparing for my check ride for my Private Ticket, I came to two realizations. I had nothing to prove to anyone but myself and I was not having as much fun as the ultralight guys. So, I made the switch from my never to be forgotten, Skyhawk 172, N3266E, to an ultralight.

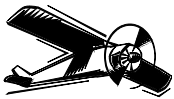
I went all out, broke the bank, and bought a brand new Airborne Outback trike and began my training. I flew for about twenty hours with my instructor husband, Dick Bronnenberg and finally soloed after unlearning some fixed wing instincts. 100 hours later I sold my Outback and upgraded to an Airborne 582XT with a Cruze Wing (much faster). Now 50 more hours later, I have a Sport Pilot License and my trike is N numbered...N262SB.

Amazing how things change in a matter of a few years.

I sure wish some more women/wives in the area would join me. Even though I am having a blast, I sure miss the female company. The guys don't seem to notice I am a girl anymore. I actually feel equal....but I am tired of the burps and farts....

Women out there, come fly with me!!!!

Sandra Bronnenberg



THE INSTRUCTOR'S CORNER

This month - "Turbulence"

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

So here I am cruising from A to B under those 'fair weather' cumulus clouds - just bumping along at the high side of cruise speed (referred to as V_c or Velocity cruise). That's when I encounter some really big bumps and my airspeed indicator registers really close to my ultralight's V_{ne} (Velocity never exceed).

It is normal to maintain altitude during cruise, after all, I'm expected to. And if I enter an updraft, it's only natural for me to try to maintain my original altitude by pushing forward on the stick - but of course that only increases my airspeed even more.

What I should be doing is to slow to the design maneuvering speed (V_a) for my ultralight, which is also the maximum speed at which I can make full aerodynamic control inputs. V_a also gives an additional airspeed margin from V_{ne} and likewise from stall speed (V_s) that makes it the best target airspeed for turbulence.

Many ultralights have cruise speeds that are very close to their design maximum, so when the bumps get bad, I'll try to maintain my "rough-air" speed (V_a) and not my altitude.

Some turbulence definitions:

Light: Momentary slight changes in altitude and/or attitude occur.



Moderate: Changes in altitude/attitude; airspeed fluctuates but the ultralight is in positive control.



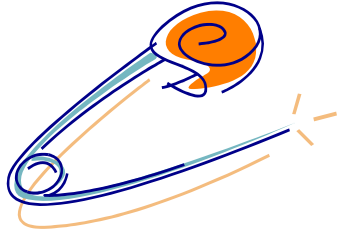
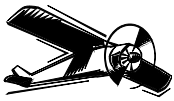
Severe: Large abrupt changes in altitude/attitude and airspeed. Ultralight may be momentarily out of control.



Extreme: Ultralight tossed about violently; almost out of control; possible structural damage.



Have a nice day - Cap'n Bob



Safety Pen,

Fuel Filters, what a great invention for keeping the unwanted things out of your fuel. Most fuel filters can trap both deposits and some water. Just the device to keep your carburetor clean and free of debris or so you would think. It seems that that may not always be true! When you

have a fuel filter stored in the plastic container that most of them are sold in, they seem to be sealed. Well, let me tell you that after a few months of rolling around in your tool box the seal may easily be broken and become contaminated with foreign material. Also in South Florida we have some bugs that just seem to love the glue or the paper that they are wrapped in and burrow, eat or just find a home inside the sealed container. The easiest way to make sure that the filter is not contaminated is to inspect it prior to installing. Most of the inexpensive fuel filters sold today are either transparent or translucent and a visual inspection can be performed.

One other problem that needs to be addressed is the quality control of the manufacturing of the fuel filter itself. It seems that just a couple of years ago I had an engine out landing due to just this problem. The fuel filter looked good and had no signs of foreign matter in it. After installing the new filter a short engine run showed no problems. "Line up on the runway, full throttle, slight back pressure on the stick and we are up", or so it seemed. After approximately 30 seconds the engine started to surge from 3,500 to 6,000 RPM. While still running I was able to turn back and on approach went to reduce power only to have the engine quit. An inspection after landing revealed no fuel in the carburetor with the fuel pump working perfectly. It seems that a small piece of plastic, from inside the filter during manufacture, had found its way to partially plug up the fuel inlet of the carburetor. After removing the debris, the engine ran perfectly.

My suggestion is- "When installing a new fuel filter, it is a good idea to visually inspect the filter and install only the input end of the filter. Pump the squeeze bulb into a container to flush out anything from the output end, then finish the installation."

The National Safety Council warns us of the "Dangerous 101 days of Summer" so- Have a safe flying year and "keep 'em Turnin"

Barry Hawkes



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

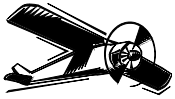
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Don't forget the monthly Lafa meeting!!!

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

**LIGHT AIRCRAFT FLYERS
ASSOCIATION**



Fly-out Motorcycle Ride to Big Cypress

By Ron Andersen

Because of the afternoon thunderstorms, flying up to the First Annual Aviation Day at the Big Cypress Airport in our Ultralights and Light Sport Aircraft didn't gather much interest. Because of this, someone suggested turning the Fly-out into a Motorcycle ride. This sparked a little interest and the plan to ride up was put into motion. Since there would be riders from both Broward and Miami-Dade counties, we decided to gather at Holiday Park on US 27 at 8:00 am Sunday morning. The sky was clear when I left home at 7:00 am wishing that Claire could have joined us on the ride. Since Claire works in the Billing department of an air conditioning company, she always works the last weekend of the month. I felt early that morning that Claire was going to miss a great ride. I was the first to arrive at Holiday Park but Dick and Sandy Bronnenberg were only five minutes behind me on their Harleys. Dick and Sandy's friends Cliff and Gail arrived shortly after on their Harley. The next to arrive was Barry and his wife Jean, riding Barry's Kawasaki Nomad. The next group to arrive was Donny, driving Graham's truck. Donny said that he met Graham and Ian, a friend of Donny and Graham, at Dade Corners and decided to let Graham ride his bike to Holiday Park. Graham arrived on Donny's Honda along with Ian on his Sportster.

We all pulled out of Holiday Park around 8:30 and headed north on US 27 towards Alligator Alley. Since Graham didn't have a bike, he rode on the back of Sandy's bike. Graham obviously wished he were flying because of the way he was riding with both arms extended like wings. Riding a bike is similar to flying an Ultralight. You have the wind in your face and an unobstructed view. The only difference is, your altitude very seldom gets above ground level. Come to think of it, that's very similar to the way CAP'n Bob and Rich Bragassa fly. Barry and I being the only ones with Sunpasses, lost the group temporarily at the toll booth on Alligator Alley but it didn't take long for the others to catch up. We all pulled into the gas station at the corner of Alligator Alley and Snake Road (County Road 833 or 49-mile bend), some for gas, others for a cold drink. Sandy, Graham and I were a little late leaving the gas station, which meant that we had to play "catch up" with the rest of the group. As I passed the sign stating that we were on an Indian reservation I noticed that we were slightly exceeding the speed limit. The road was winding through a somewhat deserted area but I still was uneasy because of the fact that we were in Indian Territory. Not knowing the consequences of a white man breaking the law here made me think that we should slow down a bit. We were only about 10 miles from the airport and we could always find the others when we arrived. Just about then I noticed a large white SUV approaching with blue lights flashing. It was the Seminole police. We were about to be captured by the Indians. As we drove by, the SUV pulled off the road and proceeded to do a U-turn, the chase was on. It only took about three or four flaming arrows whizzing by to convince us to pull over. We proceeded to circle the wagons and take refuge in the center. With the Indians circling and shouting war whoops, the arrows continued flying. I thought we were doomed. No, wait, that was a movie that I saw last night. We did pull over and were approached by a fairly attractive policewoman. She said that we were exceeding the speed limit and only gave us a warning. Turned out, she was also a biker. We had a nice conversation while her partner checked our licenses. She gave us directions to the airport and asked us to ride safe.

We arrived at the airport around 10:00, parked the bikes and checked out the aircraft on display. For Helicopters, they had a Bell Jetranger that was used for mosquito control, a Bell 407 that was used for fire fighting and a Bell 430 that was used for VIP transportation. The pilots were there explaining how each aircraft was used. There were also two fixed wing aircraft on display; a beautiful Gulfstream jet and I believe a Pilatus single engine Turboprop that was open for inspection. We all got a free T-shirt commemorating the event and several brochures relating to the numerous hazards associated with living in Florida. The food and drinks were free and included hot dogs, hamburgers, beans, macaroni salad and garden salad. They also had popcorn, snowcones and cotton candy for the kids over by the bounce house. While we were eating, approximately 12 to 15 private aircraft arrived for the event. Since we were sitting near the runway, we were judging each landing as they arrived.

The clouds were starting to build to the south so we decided to head back home after lunch. The group split at US 27, five bikes heading south as Cliff, Gail and I continued east. Dick and Sandy headed south to Holiday Park to drop Graham off while the others continued south towards home. According to the report from Barry, Donny's bike quit just south of I-75 and required a lift home. Barry ran into a gully washer but managed to arrive home safe. We all had a great time and wished more members could have joined us.