



LAFANA NEWS

www.lafa.com

VOLUME 6 JUNE 2006

UPCOMING EVENTS

JUNE 7TH - 1ST WEDNESDAY- LAFANA MEMBERSHIP MEETING @ LA PERLA @ 7:00 PM - 13742 SW 152ND STREET, MIAMI

JUNE 10TH - 2ND SATURDAY - LAFANA'S MONTHLY FLY-IN - AT HOMESTEAD GENERAL AIRPORT. A GREAT BREAKFAST AT 0830 HRS. FOLLOWED BY LAFANA'S SAFETY SEMINAR "WHAT'S YOUR PROBLEM?"

JUNE 14TH - 2ND WEDNESDAY - FAA SAFETY SEMINAR - "STALLS & SPINS" - BY LAFANA'S CAP'N BOB @ 7:00 PM TO 9:00 PM AT F.S.D.O. 19, 8600 NW 36TH STREET, 3RD FLOOR, MIAMI. DOOR PRIZES.

JUNE 24TH - 4TH SATURDAY - LAFANA'S MONTHLY FLY-OUT - OUR ONE HOUR TOUR AROUND HOMESTEAD, FLA. CITY, THE AIR BASE, BLACK POINT MARINA AND FINALLY GRANDMA'S GARDEN FOR A MILK SHAKE AND CORN ON THE COB.

OVER THE HORIZON

JULY 24TH - 30TH, 2006 - EAA AIRVENTURE OSHKOSH - OSHKOSH, WI.

JAN 11TH - 14TH, 2007, U.S. SPORT AVIATION EXPO - SEBRING REGIONAL AIRPORT, SEBRING, FL.

APRIL 17TH - 23RD, 2007 - SUN 'N FUN FLY-IN - LAKELAND, FL.

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

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

It's hurricane season again. Didn't we go through this just last year? Last year was an unusually active year in regards to storms which sent four of them our way. According to the predictions, this year might see almost as many storms as last year. As I've said in the past, have a hurricane plan before a storm becomes a problem. Last year several aircraft were damaged, some totaled, when hurricane Wilma went through Homestead General. A Cessna 172 was damaged when an Ultralight broke loose and flew into it. Remember, you are responsible for any damage caused by your plane during a storm. You might be willing to take a chance on losing a \$3,000.00 Ultralight in a storm but remember, you might be hit with a bill that could amount to hundreds of thousands of dollars if your \$3,000.00 Ultralight happens to hit another aircraft. If a storm threatens, plan to move your aircraft. If possible, disassemble it and store it in a garage or warehouse. If not, try to put it in a hanger or fly it to a location where it will be safe. Hanger space is in demand just before a hurricane so if you plan to hanger your plane, make arrangements well ahead of an approaching storm. It's always safer to secure your aircraft first, at least 48 hours before a storm can hit so you can devote the critical time, 24 hours before a storm to prepare your house and family. People usually like to wait until the last minute before doing any preparations in case the storm turns. I'd much rather prepare for the storm then have it miss than wait until it's too late and be hit with little or no preparation. Last year Wilma taught us to respect even the small storms with the damage she caused so make your plans early and carry them out before it's too late.

Lafa OFFICERS FOR 2006
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VICE-PRESIDENT: BOB MUSGROVE
TREASURER: PAUL DAVIES
SECRETARY: CLAIRE ANDERSEN
SAFETY OFFICER: BARRY HAWKES
AUDITOR: DORIS BUBEL
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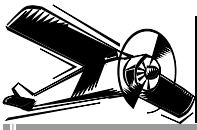
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**QUICKEE QUIZ** by Cap'n Bob

1. As altitude increases, the indicated airspeed at which a given airplane stalls in a particular configuration will.....
 - a) decrease as the true airspeed decreases.
 - b) decrease as the true airspeed increases.
 - c) remain the same, regardless of altitude.
2. In what flight condition must an aircraft be placed in order to spin?
 - a) Partially stalled, with one wing low.
 - b) In a steep, diving spiral.
 - c) stalled.
3. During a spin to the left, which wing(s) is/are stalled?
 - a) both wings are stalled.
 - b) neither wing is stalled.
 - c) only the left wing is stalled.
4. The angle of attack at which an airplane wing stalls will.....
 - a) increase if the center of gravity is moved forward.
 - b) change with an increase in gross weight.
 - c) remain the same, regardless of gross weight.
5. One of the main functions of flaps during approach and landing is to.....
 - a) decrease the angle of descent without increasing the airspeed.
 - b) permit a touchdown at a higher indicated airspeed.
 - c) increase the angle of descent without increasing the airspeed.

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	Sandy Bronnenberg	WSL	Trike	(954) 971-3836
BFI	Alex Kinghorn	ACL		(305) 408-1003
BFI, CFI	Rob Mixon	ACL	Citabria	(305) 235-7969
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		(305) 383-0976

*

* BFI = Basic Flight Instructor

** ACL = Aerodynamic Control Land

**FLYING FIRSTS
FOR THE MONTH OF
JUNE**

By: Cap'n Bob

<u>DATE</u>	<u>YEAR</u>	<u>EVENT</u>
JUNE 4TH	1783	Montgolfier Brothers - first public balloon ascension.
JUNE 6TH	1936	Socony-Vacuum Oil (Mobil) produces 100 Octane fuel.
JUNE 14-15TH	1919	First non-stop transatlantic flight - Alcock and Brown in a Vickers Vinny.
JUNE 20TH	1908	Glenn Curtiss is the first American to fly after the Wright Brothers.
JUNE 24TH	1947	First report of "flying saucers, Mt. Rainier, WA.
JUNE 27TH	1923	First in-flight refueling is demonstrated.

Answers to Quickee Quiz

1 = "C" (Ans. "A" is incorrect because true airspeed does not decrease with increased altitude, and indicated airspeed at which an airplane stalls does not change. Ans. "B" is incorrect because the indicated airspeed of the stall does not decrease with increased altitude).

2 = "C" (Ans. "A" is incorrect because the aircraft must be at a full stall in order to spin. Ans. "B" is incorrect because an airplane is not necessarily stalled when in a steep, diving spiral).

3 = "A" (Ans. "B" is incorrect because both wings must be stalled through the spin. Ans. "C" is incorrect because both wings are stalled; the right wing, however, is less fully stalled than the left).

4 = "C" (Ans. "A" & "B" are incorrect because an airplane will always stall at the same angle of attack, regardless of the CG position or gross weight).

5 = "C" (Ans. "A" is incorrect because extending the flaps increase drag, which enables the pilot to increase the angle of descent without increasing the airspeed. Ans. "B" is incorrect because flaps increase lift at slow airspeed,

"Never fly faster than your guardian angel"

Barbara Musgrove

FOR INFORMATION, CA @ OUR HOTLINE @ 954-721-73

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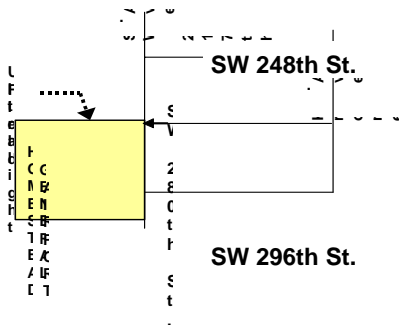
WEDNESDAY, JUNE 7TH
LA PERLA
13742 SW 152ND STREET
MIAMI, FLORIDA 33177

Don't forget the monthly LAFA meeting!!!



LAFA
c/o Claire Andersen
8132 NW 66th Terrace
Tamarac, FL 33321

LAFA Hot Line:
954-721-2373



Lafa MEETING MINUTES

DATE: 05/04/2006

OFFICER PRESIDING: Ron Andersen

CALLED TO ORDER: 1930 Hrs.

SILENT ROLL CALL: 6 total

MEMBER INTRODUCTIONS: None present

Ron Andersen	Roal Lee
Bob Musgrove	Paul Davies
Barry Hawkes	Andre Smith (Guest)

TREASURER'S REPORT: Discussed, approved.

SAFETY OFFICER REPORT: Check your tires; sun & weather rot tires if exposed.

OTHER REPORTS: None

COMMITTEE REPORTS: None

SPECIAL ORDERS: None

OLD BUSINESS: None

NEW BUSINESS: Discussed the closure of Opa-Locka West Airport. Discussed sending emails & letters to our congressman.

Discussed our Poke Run proposed for the Monthly Fly-Out on May 27th. Pick up locations have not been determined.

MEETING ADJOURNED: 2100hrs.

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

Lafa
P.O. BOX # 924266

Poker Run, Saturday, May 27th, 2006 by Sandra Bronnenberg

The Poker Run turned out GREAT. For those not in attendance, you really missed out. There were two trikes and two fixed wings. Mark High showed up to see us off. Good seeing you Mark. And unfortunately we did not wait 5 more minutes and missed taking Terry Brooks with us. Captain Bob Musgrove and Barry Hawkes were in their fixed wings. Jim Lindberg and his wife, Janet, were in their trike, and Dick Bronnenberg was passenger in my trike. He was going to fly his own trike but once I was left without ballast, I made him join me. After our very brief pilot briefing, we were off, by 7:30 am, which is a miracle, by Lafa standards. Captain Bob came prepared for us to practice navigation, but I had other things in mind. It was follow the leader.... ME. The two trikes took off from 09, on the hard stuff, while Bob and Barry used the ultralight field. We were headed to the south for our first 3 stops, after of course, going 2 miles out to the east, as required by airport rules, for anyone who does not know this information. We all landed one by one, on a very long road near the entrance to the National Park. The cards were selected from zip lock bag #1 that contained individually sealed envelopes that hopefully contained a good card. There was some small talk and then we were off again headed southeast to a canal that had numerous long and wide areas to land at. After landing Captain Bob started tossing small stones toward the two alligators that were wondering what in G-d's name we were. Several more of us took a turn and well, it's no wonder why none of us are/were professional ball players. We were not trying to hurt them, we just wanted them to swim a bit so we could see how long they were. We did our thing with zip lock bag #2 and off again to Curtis Pitts' place. There was a tractor trailer near the approach end, but proved to be no problem at all, for us professional ultralight pilots (he, he). Dick was so tired from all the excitement that he wouldn't even get out of the trike for this stop. We did bag #3 and then we were off, headed north to the practice field, north of our Homestead field. The original intention was to land in a small gully on the northwest corner, west of the pumping station. Unfortunately the fog had other things in mind. Jim went in to see if it was a possibility, but once he disappeared, well.... you know what happened then. We were all headed back to Homestead General. Once we landed we did the card thing again for the last two draws. Barry had a pair of kings, I had a pair of 8's, Bob had a pair of 7's, and Jim, well, he was the biggest loser. HA! It was \$5 bucks for each airplane that entered and the winner received the pot. Barry got pot. Little did he know that he would need it. The fog burned off rather quickly, so we all decided to go to Grandma's, off Krome, to have a milkshake. Off into the blue we flew again. When we arrived at our destination, Jim went in first (he likes being first), then Bob, then Barry. Unfortunately Barry had a brake issue and had a minor incident. After touching down and applying the brakes since Krome Avenue was fast approaching, the right brake froze and he veered into a very freshly plowed field. It was up and over for him. I landed last and Dick and I helped him flip her over. Minor damage to the nose of the airplane and major damage to the pride.... just kidding Barry. Taxiing over to Grandma's was a bit challenging because of a trailer with trees in it parked close to the road and we had to watch for traffic, so that we could get by without a vehicle clipping our wings. The milkshakes were delicious as usual (yes, we go there all the time) and then everyone headed back to the field except me (boo hoo) because Dick flew Barry back to get his truck and trailer. All in all, it was a fabulous Saturday, even with the minor exception of fiberglass work in Barry's immediate future. (Barry, did the \$20 bucks cover it?) I sure hope the next poker run brings out more flyers. We had a blast and you missed out. Sorry, but no pictures. You will have to come next time to see for yourselves. By the way.... who bent the cards??

**Chapter 71's Opa-Locka West Fly-in
02/11/06**

