



LAFANA NEWS

www.lafa.com

VOLUME 6

JUNE 2007

UPCOMING EVENTS

JUNE 9TH - 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. COME ONE, COME ALL AND BRING YOUR APPETITE.

JUNE 6TH - 1ST WEDNESDAY - FAA SAFETY SEMINAR TO BE HELD AT 7 P.M. AT SOUTH FLORIDA FSDO, 8600 NW 36 STREET, MIAMI. THE SEMINAR IS ON WATER SURVIVAL AND EQUIPMENT. IN SOUTH FLORIDA WE FLY OVER WATER WHETHER IT IS OCEAN OR LAKE. FOR MORE INFORMATION GO TO <http://www.faasafety.gov>.

JUNE 23RD - 4TH SATURDAY - LAFANA FLYOUT FROM X-51U TO BE ANNOUNCED. CHECK THE WEBSITE FOR MORE DETAILS..

OVER THE HORIZON

JUNE 17TH - 3RD SUNDAY - NORTH PERRY CHAPTER OF FLORIDA AERO CLUB IS SCHEDULING A FLYOUT TO MARATHON KEY. FOR INFORMATION CHECK <http://jimscroggins.com/fly-to.html>.

JULY 1ST- 1ST SUNDAY - NORTH PERRY CHAPTER OF FLORIDA AERO CLUB IS SCHEDULING A FLYOUT TO BILLY SWAMP SAFARI FOR THE 1ST ANNUAL AVIATION DAY AT THE BIG CYPRESS AIRPORT. IT IS A ONE DAY TRIP TO RETURN IN THE AFTERNOON. FOR MORE INFO CHECK <http://jimscroggins.com/fly-to.html>.

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

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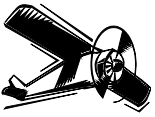
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LAFANA NEWS IS THE OFFICIAL PUBLICATION OF THE LIGHT AIRCRAFT FLYERS ASSOCIATION. ALL ARTICLES ARE THE VIEWPOINTS OF THE AUTHOR AND NOT NECESSARILY THE VIEWPOINT OF THE ORGANIZATION.



Lafa OFFICERS FOR 2007

**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 . . .

We can't thank Graham and Rich enough for another enjoyable Hog Roast on May 5th. This type of informal get together is the absolute greatest. For anyone who has not yet attended, you are missing out on a great event. It is amazing the people who are showing up. . .young and old, women and children, previous, current, new and want to be pilots.

I have been out of the loop for the last two weeks. I visited my second home in Rodeo, NM which is in the most south western portion of that state. The flying there was incredible. Sandy and I are definitely going to have to get some more education on flying in the mountains. Sandy did some amazing ridge flying/soaring in a trike with a CFI Weight Shift pilot out there. Too bad she forgot her camera. She was looking down on the tops of cliffs, less than 100 foot below her that just a handful of people have ever seen from that height in the history of the earth. She is still out of breath.

See you all at X51U on Saturday, June 9th 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 just come and bring your appetite. Come enjoy some great hangar talk and keep up with all the current aviation events in our area.

See ya,
Dick Bronnenberg

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.

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*

1985 Benson-style Gyro Copter

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\$5,000.00

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\$1,500.00

CALL JIM OR DONNA - (754) 235-1671

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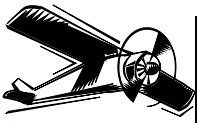
Batteries For Sale

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

\$45.00

Call Barry Hawkes (305)235-8687

**CALL BARRY HAWKES @ (305)235-8687
RESERVE YOURS NOW!**

**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.

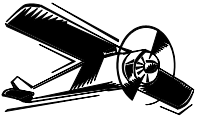
Also have experimental floats and miscellaneous airplane parts.
 Call Whitey at 305-852-8320

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, May 12th, 2007

OFFICER PRESIDING: Dick Bronnenberg, President

CALLED TO ORDER: 9:30 a.m.

SILENT MEMBER ROLL CALL: 10 total

MEMBERS, etc. PRESENT (in no particular order): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Paul Davies, Ricardo Martinez (who flew the entire time for our pleasure), Jeff Obermeier, Graham Harward, Rich Bragassa & son Ricky, Randy Homyk (we've missed seeing you, welcome back), previous long time member & president Larry Raboin and guest Ed Weaver.

TREASURER'S REPORT: Discussed and approved.

SAFETY OFFICER REPORT: Our Safety Officer Barry, reminded us of being professional while flying. We are representing the aviation community 100% of the time, whether we are near or in our flying machines. When you do fly, do it to the best of your ability each and every time. Especially since most of us are flying ultralights, this is most important because the general aviation community does not really appreciate us "cowboys" as we are generally known to be.

OTHER REPORTS: Our Safety Seminar given by Capt. Bob was about turns and spins. The seminar was complete with a great hand-out that was very informative.

COMMITTEE REPORTS: Breakfast was marvelous as usual. And in Jim's absence, Jeff Obermeier helped out greatly. Jeff is a great clean up person for anyone who is interested. I heard he takes side jobs. Thanks Jeff for all your help. Jim Lindberg donated a big box of garbage bags for our monthly breakfasts. Thanks for the donation Jim.

OLD BUSINESS: The Lafa truck is officially listed online on Craig's List for \$2,000.00, as is. Tell your friends, fellow pilots, neighbors and co-workers. All offers will be considered.

The flyout to Billie Swamp on May 26th, was cancelled due to lack of participation. Seems most of the regular flyers were going to be out of town on that weekend.

The pig roast at Richard's field was another wonderful success. Keep it up guys and gals.

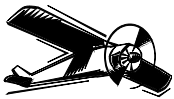
NEW BUSINESS: Rich informed us that he needs volunteer safety officers present for the next hog roast. The roasts have turned out to be extremely well attended and it is a necessity. There were several Lafa members who volunteered. Please stay in touch with Rich for the next Roast. A garbage detail is also very much needed. Please step up and help. Contact Rich when the next Roast approaches so he can plan for all the volunteers for this much needed duty.

Rich also discussed our soon to be new member Roy Berubi who wants to be very active in the EAA Young Eagles Program. He has been flying lots of kids during the Hog Roasts. He will be contacting EAA once he joins our club so that "we" can get credit as an EAA Chapter for promoting aviation to the younger generation. We all need to support aviation and we applaud Roy' efforts and we should all do what we can to support his efforts.

ADDITIONAL NOTE: We spoke about putting up another canopy for shade at the field. Hopefully those volunteers will proceed with getting it up...summer is coming.

MEETING ADJOURNED: 10:20 a.m.

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



THE INSTRUCTOR'S CORNER

This month - "Minimum Controllable Airspeed"

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

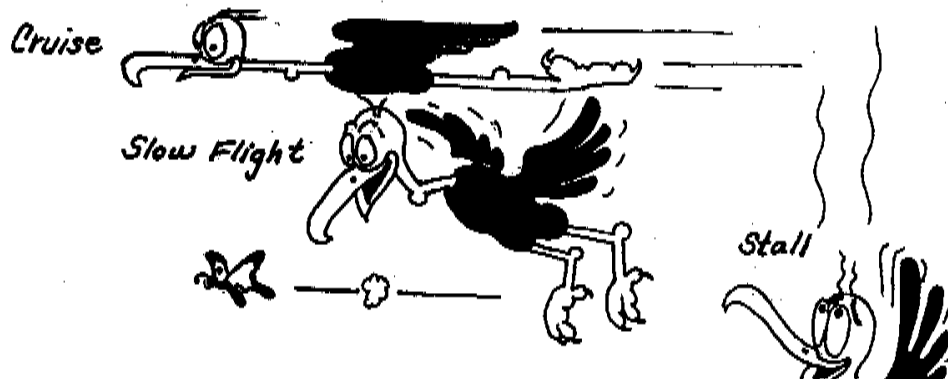
This article serves to explain why MCA is an important part of flight training. Do not attempt to perform MCA or any other standard flight training maneuver without proper preparatory training to ensure safety and success.

A part of becoming a Registered Ultralight Pilot is to demonstrate Minimum Controllable Airspeed (MCA) in straight and level flight and in shallow turns as part of the Flight Test. MCA for ultralights (U/L's) is approximately five knots (okay, six MPH) above the stall speed.

To accomplish this task requires 1) a good understanding of aerodynamics, 2) a feel for the aircraft's speed trends and 3) timely flight control inputs to maintain this controllability - all while close to stall speed.

Why MCA? I feel it is to prepare for: maximum performance takeoffs with maximum climb rates over obstacles, minimum sink rate descents, slower approaches to landings, short field landings, awareness of approaching stall speed for safer normal flight maneuvers and the ability to fly with my slower buddies!

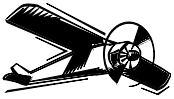
All this depends on knowing my U/L's actual stall speed at low cruise power and simply flying about five knots faster than that. It's really not that difficult. Yes, it does take practice, but practice makes perfect and the rewards are so gratifying.



Now if I want to expand the envelope, I'll go to the next step beyond. I'll slow her down some more. From an MCA of stall plus five knots I'll reduce a tweak more power, while maintaining altitude, until I feel some burbling from the wing. A pusher propeller's sound might "wow-wow" a bit while the flight controls get sloppier. I'm now at my limit. Now I know what real slow flight is for this U/L. One, two, maybe three knots above stall? It doesn't matter. What matters is what it "feels" like. This is my point. Without even looking at the airspeed indicator, I know that this U/L is near a stall condition. Whether I'm turning on final landing approach or hedgehopping out in the boonies or circling overhead while straining to identify a lost child, my ultralight is burbling - no - SHOUTING to me to decrease the wing's angle of attack and add power.

This is feeling my ultralight. This is "flying by the seat of my pants".

Cap'n Bob



Safety Pin,
Aircraft Electrical Systems

Do you have gauges that sometimes read right and sometimes wrong? Do you have intermittent electrical problems? Starter sometimes doesn't work or works slow? You may have a problem that plagues many an airplane. The culprit is a bad ground.

This problem can manifest itself in many ways and be very difficult to find at times. Many aircraft have ground problems because of the nature of the beast. Aluminum and Steel will corrode causing a bad connection between them. There are several different chemicals to help stop the corrosion but a clean surface is probably the best solution.

Loose terminals is something else that rears up it's ugly head. With all the vibration the fasteners can and will loosen up. Remember to use the Nylock nuts on even electrical connections. When the electrical connection is tight it keeps out moisture to help stop the corrosion.

Lastly is a broken wire. This probably eludes most people because it is difficult to find and see. I have seen the center conductor broken intermittently making a connection without the insulation being broken. Pulling on the wire or bending the wire is one of the few ways to find an internal broken wire.

I have found that a bad ground instead of power problem is the most prevalent problem. Go slow and methodically when troubleshooting. Don't just jump at a conclusion that might be expensive. Always check for the easy fix first.

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
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ASSOCIATION**