



LAFANA NEWS

www.lafa.com

VOLUME 3

MARCH 2007

UPCOMING EVENTS

MAR 7TH - 1ST WEDNESDAY - SAFETY SEMINAR AT MIAMI FSDO19 ON "HOW TO PASS YOUR FLIGHT PHYSICAL/ CAN YOU RECOGNIZE THE SYMPTOMS OF HYPOXIA. STARTS AT 7PM AT 8600 N.W.36TH STREET. GET THERE EARLY FOR A SEAT.

MAR 10TH - 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.

MAR 10TH & 11TH SAT/SUN - AIRSHOW AT KENDALL TAMIAAMI EXECUTIVE AIRPORT (TMB). 0930-1600. ADULTS \$10/CHILD 6-11 \$5 AND CHILDREN UNDER 6 FREE.

MAR 17TH - SAT - LAFANA FLY-OUT / UL/CHAPTER 71 IS HAVING A FLY-IN AT SOUTHWEST RANCHES (FORMALLY MACIVOR'S. GAMES, CONTESTS AND FOOD. PILOT BRIEFING @0730 AND TAKE-OFF 0800 AT X-51 MANAGERS OFFICE.

MAR 24TH - SATURDAY - LAFANA'S USUAL FLY-OUT DAY HELD ONE WEEK EARLY TO SOUTHWEST RANCHES. THIS IS A RAIN DATE FOR BOTH EVENTS.

OVER THE HORIZON

APRIL 17TH-23RD 2007 - SUN - N - FUN FLY-IN 2007 - LAKELAND, FL. START MAKING PLANS NOW.

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



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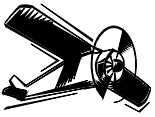
Bad Credit / Bankruptcy OK

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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....

Rich Bragassa has outdone himself once again. The Pig Roast he hosted at Richard's field on February 10th was spectacular. The pig was delicious and so was all the food that the volunteers brought. They did run a tiny bit short and that only means that everyone must contribute. The thought behind this type of get together is; it is a group effort. Everyone attending must contribute something... whether it is food, drink, set up, clean up or flights. Giving flights and introducing aviation to others is something that we all really welcome. Bring your aircraft next time. All attendees must admit, this was a magnificent day. We want Rich and the private field he operates from to continue their generosity to us all. Rich would like to have this get together every couple of months. Let's support him and aviation!!!

Can we thank Graham Harward enough for the PBY5A Black Cat fly over? Was that awesome or what? Certainly a surprise to many. Graham..... your London broils were great. Ray certainly did his best, but next time we want you to cook them. Sorry you missed out but the flyover was well worth it. Sorry for the lie, but Rich and Ray made us do it.

Our 2nd Saturday of the month meetings have been a great success so far. Many more members are finding it very convenient to come out on that Saturday. Let's keep it up. And for those who have yet to attend, you are really missing out. Bring the family. Lots of flying and lots of hangar talk. It is amazing what you can learn from others. You can also probably bum a ride...that should be incentive enough...

The Homestead Air Force Base fly-out on February 24th was attended by Paul Davies and Captain Bob Musgrove.

con't on 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

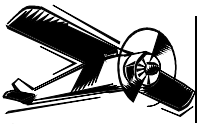
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Batteries For Sale

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

**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.

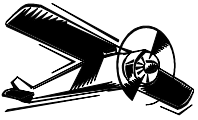
Also have experimental floats and miscellaneous airplane parts.
 Call Whitey at 305-852-8320

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, February 10th, 2007

OFFICER PRESIDING: Dick Bronnenberg, President

CALLED TO ORDER: 9:15 a.m.

SILENT ROLL CALL: 9 total

MEMBERS PRESENT *(in no particular order):* Dick & Sandy Bronnenberg, Captain Bob Musgrove, Jim & Janet Lindberg, Ricardo Martinez, Ozzy Hilderson, Andrew Wilkinson & Barry Hawkes. Additionally, we were honored to see Mike Bigelow and his father Tom Bigelow again.

TREASURER’S REPORT: Discussed and approved.

SAFETY OFFICER REPORT: Barry discussed the importance of the drinking rules when flying. 8 hours from bottle to throttle. Not only can alcohol cause dizziness, drowsiness and disorientation, but so can prescription and non-prescription medications. Even when you are just not feeling well, you should not fly. This can be a hazard to not only your flight but to others in the air around you and below you.

OTHER REPORTS: Our Safety Seminar today was extremely informative on forced landings, given by Captain Bob Musgrove. Captain Bob discussed his 5 career ultralight forced landings, what caused them and what he learned from each of them. You really missed out on this one.

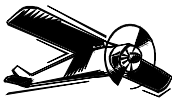
COMMITTEE REPORTS: Our Breakfast Chairman, Jim Lindberg and his wife Janet, were repeatedly interrupting the meeting because the good food was ready and getting cold. Note to others... Jim is a really good cook.

OLD BUSINESS: Dick will be 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. Andrew suggested that we put it in the yard at his shop so that he can show it easily. His yard is in a very good location..... Griffin Road and I-95.

NEW BUSINESS: Great idea given by Ricardo for the next safety seminar...Aging aircraft. Captain Bob will be putting it together for next month. Ricardo also made several new beautiful banners to be displayed at the field advertising Lafa. He even put one up already. Thanks Ricardo. You are the best. We also discussed how important it is to get your DD2402 into HARB in order to be a participant to the February 24th fly in.

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>



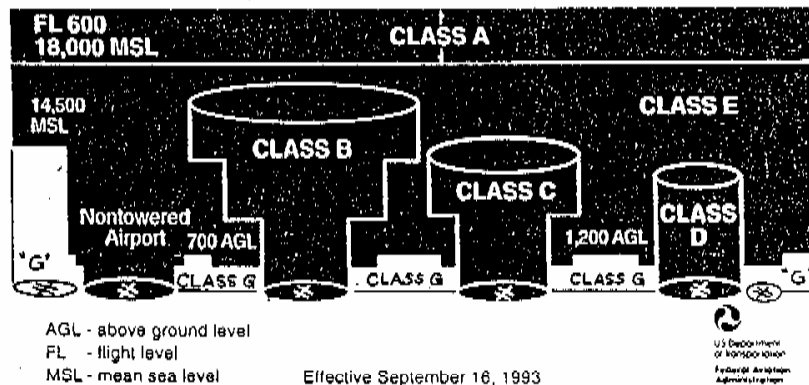
THE INSTRUCTOR'S CORNER

This month - "Going into SPACE!"

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

NOTE: The following interpretations are given in broad terms at the risk of oversimplification, in an effort to help the ultralight pilot conduct safe flight operations. Full understanding of applicable regulations, guidelines and aeronautical charts is STRONGLY recommended.

The FAA calls it airspace. The new Airspace Classifications have been in effect for a while now, but the FAA says many pilots are still confused.



What do these 'letter' classes mean to me as an ultralight pilot? In loose terms:

Class 'A' - Flight level 18,000 to 60,000 feet. TOTAL air traffic control, big or fast planes.

Class 'B' - Really big airports, big jets. The upside-down wedding cake shape is for jet arrivals and departures.

Class 'C' - Big airports, big jets and fast corporate aircraft. The shape is similar to Class B, but somewhat smaller.

Class 'D' - Regular general aircraft airports (Cessnas and Pipers, etc.). Some fast corporate type aircraft.

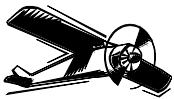
Class 'E' - The huge airspace below 18,000', outside the airport areas and above Class G. I can fly in 'E' with a minimum of 3 miles visibility and stay clear of the clouds by at least 500' below, 1,000' above and 2,000' horizontally. Over 10,000 feet and a different set of restrictions apply. Even Class E has some airports used for instrument flight training. E means Extra alert to me.

Class 'G' - This is ultralight heaven! From the surface up to 700' above ground level, 7 to 12 miles from the B,C,D, and some E airports. Rises to 1,200 feet out in the boonies. If I simply remain clear of any clouds, I can fly in 'G' even when the visibility is only 1 mile!

Without a radio, I'll have to stay away from B,C,D and some E airports. That's okay with me, because I can keep things really simple by flying below 700' and away from controlled airports and congested areas - that's where ultralights like it best anyway!

Knowing the basics and keeping it safe is really fun! Now find your space and fill it!

Cap'n Bob



Safety Pen,

When you do your preflight inspection do you look for loose nuts and bolts? Do you find them? Well, if you do, then you should have this material in your toolbox, "Loctite".

My experience goes back many years working on radial engines when they shook almost as much as the Rotax engines of today. We used lock washers and safety wire to hold the nuts and bolts from loosening. The lock washers would not hold from the vibration and the lock wire would vibrate and break with time.

Thread-locking materials come in various strengths. For almost all the work done on ultralights Loctite #242 works great. The higher strength Loctite must be used with care. It should be used when a part is to be secured and only the application of heat will loosen the part. It can hold enough to twist off the heads of bolts.

All screw threads have a clearance with respect to their threaded counterpart. When subjected to vibration, the bolt actually experiences microscopic movement along its length. When there is nothing to inhibit motion in the thread clearance, the bolt can start to move and become loosened. But if that space is filled with a plastic material, a good deal of the energy of vibration is absorbed and movement is inhibited. In addition, when you unscrew the bolt you will note the plastic provides substantial drag, inhibiting free rotation much like the nylon insert of a self-locking nut. Even in a pinch, if you have to reuse that nylon self-locking nut, a drop of Loctite will keep that nut from backing off.

Marking your nuts and bolts with "Torque Seal" or anything to indicate any type of rotation will insure that the nuts and bolts are tight. These are inexpensive items that should be in most toolboxes.

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**

They weathered the relatively brisk winds and had a great time. We are looking forward to their report.

Donny Amador finally got floats on his Magnum. See below photos. It was a great day on Sunday, February 25th, watching him fly all his helpers around.

Several LAFA members are set to get their airplanes N numbered in the next month or two. If you would like further information on this, contact me directly at 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 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!

And last but certainly not least, if you notice something on the website or newsletter that needs to be updated, changed, or added, please feel free to email Barry directly at b_hawkes@yahoo.com We know there must be corrections to the website and we/he welcomes them. Don't be shy. We want our website to be as accurate as possible.

See you at X51U on March 10th 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



Feb Fly-Out to H.A.R.B by Cap'n Bob

A bright beautiful day! The Homestead Air Reserve Base (H.A.R.B.) had arranged a Fly-In for civilians!

Paul Davies and his trike, me in my Kolb Firestar took off after 0900 and flew South around Florida City to line up with runway 5 at H.A.R.B.

The tower had us continue inbound as other aircraft entered the pattern. We had a quartering headwind (100 degrees@11 Kts) and the Tower had us make a 360 degree to the left to allow overtaking aircraft to land. Then a surprise! The Tower asked if we ultralights would accept the parallel taxiway to the runway for our landings! We accepted gladly!

A "follow me" truck led us to our parking places where a signal man parked us with hand signals. Concrete blocks were provided for our tie down.

We were then golf-carted to an Air Force bus which took us on a guided tour around the Base going by rows of F-16's, F-18's and others.

Paul and I then had a nice lunch at the All Ranks Club, then to the Conference Room where the Coast Guard, Customs and Air Force explained their duties at the Base.

Our return to the Flight Line found our aircraft in good condition although the wind was 11 Kts gusting to 18 Kts.

Once again, we utilized the parallel taxiway for our take-offs, thereby avoiding the long delay for the main runway.

A great flight! Come join us next time!

Cap'n Bob Musgrove