



EAA CHAPTER 103

LAFANA NEWS

www.lafa.com

VOLUME 10 OCTOBER 2007

UPCOMING EVENTS

OCT 13TH - 2ND SATURDAY - GENERAL MEMBERSHIP MEETING TO BE HELD IN THE PILOTS LOUNGE AT ROBERTS AIR 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.

OCT 25TH - 4TH THURSDAY - FAA SAFETY SEMINAR ON "HOW TO GPS - BEYOND DIRECT TO". LEARN PRACTICAL APPLICATIONS FROM THE PEOPLE THAT TEACH IT. SEATING IS LIMITED AND IS GOING FAST. DON'T WAIT TOO LONG. YOU CAN RESERVE A SEAT AND GET MORE INFO AT <http://www.faa.gov>. MIAMI FSDO, 8600 N.W. 36ST. MIAMI, FL. STARTS AT 7 PM. WINGS CREDITS.

OCT 27TH - 4TH SATURDAY - LAFANA FLYOUT WILL BE A HOG ROAST AT RICHARDS FIELD SPONSORED BY LAFANA AND ORGANIZED BY RICH BRAGASSA. HE IS LOOKING FOR VOLUNTEERS TO HELP WITH MANY DIFFERENT FACETS OF THE HOG ROAST. A LITTLE HELP CAN GO A LONG WAY. YOU MUST BRING A COVERED DISH AND YOUR OWN DRINKS. CALL OR EMAIL RICHARD TO VOLUNTEER AND LET HIM KNOW WHAT YOU ARE BRINGING AND HOW MANY PEOPLE WILL ATTEND. (305)498-5204 CELL OR EMAIL RICH@BRAGASSA.COM.

OVER THE HORIZON

OCT 28TH - NORTH PERRY CHAPTER OF THE FLORIDA AERO CLUB WILL BE FLYING TO DUNN AERO PARK (X-21) FOR LUNCH AT THE CROSSROADS RESTAURANT. ETA 1100.

1ST SATURDAY OF THE MONTH - UL71 HAS THEIR GENERAL MEMBERSHIP MEETING AT SW RANCHES AIRPORT (FORMERLY MCIVORS) AT 11AM. HOT DOGS AND HAMBURGERS SERVED.

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

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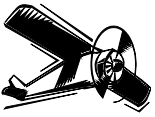
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Lafa OFFICERS FOR 2007

**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....

Don't forget the Hog Roast being planned for Saturday, October 27th. Remember that we need some more volunteers to help with some of the minor chores (see the meeting notes for details). This event is so well attended that help is needed beyond the few who always end up doing all the work. The previous hog roasts have been a major success. Dozens of introductory flights have been given to still smiling folks. You remember your first flight! Help us, help others, have that indescribable first experience. We are all looking forward to this event and hope to see even more aviation enthusiasts attending this time.

See you at X51 on Saturday, October 13th, for our monthly fly-in, club 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. We will be meeting at the Pilot's Lounge at Roberts Air with the comfort of air conditioning and bathrooms. Look for the yellow chuck wagon.

No excuses... be there,
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.

\$2,000.00 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.

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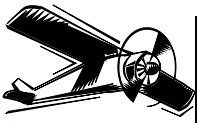
+++++

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
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.

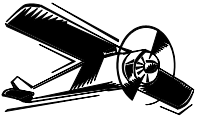
Also have experimental floats and miscellaneous airplane parts.
 Call Whitey at 305-852-8320

Lafa CLUB INSTRUCTORS WITH TRAINERS

* TYPE	NAME	** CLASS	TRAINER	PHONE #
AFI	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 & Secretary's Notes**

DATE: Saturday, September 8th, 2007

OFFICER PRESIDING: Dick Bronnenberg, President

CALLED TO ORDER: 9:20 a.m.

SILENT MEMBER ROLL CALL: 8 total.

MEMBERS PRESENT (in no particular order): Dick & Sandy Bronnenberg, Captain Bob Musgrove, Barry Hawkes, Graham Harward, Rich Bragassa, Jim Lindberg with daughter Bree, & Randy Homyk.

INTRODUCTIONS: Long time previous member visiting from Washington State, David Musgrove, Mike Bigalow, Marel Vasquez (trike pilot from Port St. Lucie) & Carlos Orantes (soon to be trike pilot).

TREASURER REPORT: Read and approved in Treasure's absence.

SAFETY OFFICER REPORT: Our safety officer, Barry Hawkes, strongly recommended, in light of Steve Fossett's disappearance, that you always let people know where you are flying to, the direction you are headed and how long you will be gone. This way hopefully you will be found easier and faster, if something unfortunate happens. Also remember that there is safety in numbers. Have someone buddy up and fly their aircraft along with you. Having a cell phone, placed in a sealed plastic bag, may also help in your timely recovery. There used to be a chalk board at the field for this purpose. Perhaps some club members could help in constructing another board.

CHEF's REPORT: Master chef, Jim Lindberg, had nothing to report. I would like to add that his daughter Bree is always at our meetings helping with breakfast and cleanup. Please thank her the next time you see her.

ANY OTHER REPORTS: None at this time.

OLD BUSINESS: The Hog Roast at Richards Field, will be on Saturday, October 27th. Rain day will be on Sunday. So far the volunteers are as follows:

1. Set up & tear down of tables & chairs – Volunteers are Ron, Claire & Ida Andersen
2. Food service (setting out food, plates, utensils, etc. on tables) – NONE so far
3. Food clean up after the roast – NONE so far
4. Garbage detail during and after the roast – Volunteers are Dick & Sandy Bronnenberg
5. Safety officers – NONE so far. Contact Barry at b_hawkes@yahoo.com
6. Donation collection for those not bringing a covered dish – Volunteer is Peter Volum
7. Introductory flights – Volunteer is Graham Harward

WE STILL NEED MORE VOLUNTEERS!!!!

NEW BUSINESS: We need to order new T-shirts & hats. It was everyone's opinion that the shirts last ordered with the small embroidered patch on front was the best. What is left is: 7 child small, 18 child medium, 3 child large, 2 adult small and 9 adult medium.

ANNOUNCEMENTS: The Lafa truck has been sold.

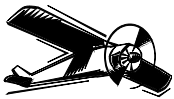
EAA SAFETY SEMINAR: Captain Bob's safety seminar was on formation flying. His handout was extremely informational. The diagrams were great. Lot's of good information for anyone thinking of formation flying. Thanks Captain Bob.

MEETING ADJOURNED: 10:15 a.m.

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

TO:
Lafa

P.O. BOX # 924266
PRINCETON, FL 33092-4266



The Instructor's Corner

This Month - "Spirals"

by "Cap'n Bob" Musgrove

Spirals might be described as a tight, rotating, downward, continuous, turn. The spiral has normal airflow over the wings, whereas a spin has a stalled wing toward the inside of its turn.

So why would I want to spiral like water going down the drain? The answer is because I want to descend rapidly in a small lateral area while being under full control and not flying aerobatically. Why? If, for safety's sake I want to land NOW, and the only available appropriate landing site is almost directly below, a spiral would be perfect.

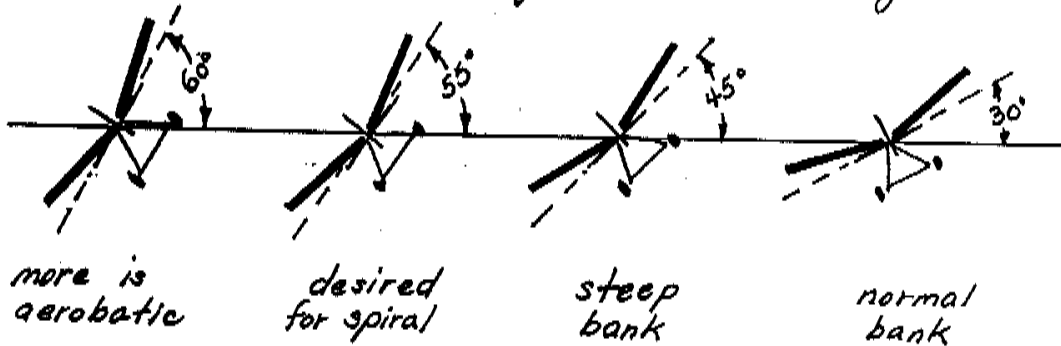
To do a spiral, I close the throttle (idle) and go into a descending turn with the wing bank angle of approximately 55 degrees to the horizon. The airspeed is of course controlled by pitch (elevators) and normal cruise speed is a good target speed.

To stop a spiral is simply to stop the turn and add power to maintain level flight. I do not bank over 60 degrees nor is the nose more than 30 degrees below the horizon or it turns into aerobatics. Incidentally, a 60 degree bank turn will increase the load factor by one G (gravity).

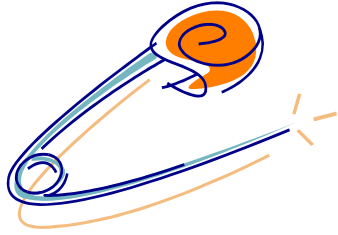
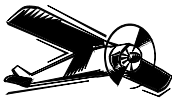
In a many turns spiral, I use a ballerina's trick of rapidly shifting my eyes from point to point on the ground instead of watching the earth rotating around and around and me getting more dizzy than I normally am.



Examples of bank angles to the horizon



Take her up for a ~~spin~~ spiral! Cap'n Bob



Safety Pin,

Need to hook up something electric on your ultralight just run down to the local auto parts store and pick up some wire and you are good to go. Or so it may seem. Aircraft wiring is much different than house wire or automobile wire. For many years the military has set the standard for many things in aviation and wiring is included. If you have heard the term "Mil Spec" it means that the military has specified to what specifications something must be built.

Since most all wiring has a copper conductor, it has a tendency to corrode over time so the military specifies that each strand of the wire be coated with tin to keep it from corroding. Also the number of strands of wire varies greatly from house wire, auto wire to aviation wire. In house wire it could be single strand or a few strands. Auto wire is better in that there are more strands but still brittle. Aviation wire has many strands so that it can be bent easily and flex without breaking (not to say that eventually it won't). It also comes in a variety of sizes from 22 gauge to 00 gauge to fit the amount of current needed.

The insulation on house and auto wire is normally made from PVC which has a very low temperature rating. Aircraft wire insulation on the other hand is made from a synthetic material called Tefzel which has a temperature rating of 150°C.

Aircraft applications also have different types connectors for splicing, terminating, and connector plugs. So the next time that you are ready to do some wiring think about the type of wire that you would like to have on your ultralight.

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