

Boynton Beach \$4358 CRA workshop proceeds despite criticism

FORT LAUDERDALE - Despite drawing ire and criticism from some taxpayers, Boynton Beach commissioners went ahead Saturday with a seven-hour training session to discuss city redevelopment at the historic Riverside Hotel on Las Olas Boulevard.

As the workshop wrapped up Saturday afternoon, Mayor Jerry Taylor, in his role as chairman of the Community Redevelopment Agency, congratulated the agency's staff leading the daylong event.

"I just want to say I think it's money well spent," he said.

Commissioners attended the training workshop in their capacity as CRA board members.

The workshop, which included dinner Friday at Mancini's restaurant and an overnight stay at the Riverside for four of five commissioners and seven CRA employees, cost taxpayers \$4,358. That also covered the hotel conference room rental Saturday and parking and mileage reimbursements. CRA officials said they saved \$800 by bringing their own conference equipment.

Commissioner Woodrow Hay was the sole official opting not to stay overnight, saving the CRA \$199 for lodging. He drove back home to Boynton Beach, about 30 miles away, after dinner Friday.

Vice Mayor Jose Rodriguez, who had been critical of the agency hosting the workshop in Broward County, attended Friday but left by noon Saturday. He attended the workshop to be a "team player," he said.

Taylor had said the workshop was held in Fort Lauderdale because of its successful downtown development. Although not on the weekend agenda, commissioners were supplied with walking maps of downtown Fort Lauderdale to use for exploration.

The conference was held during a climate of financial uncertainty for the city and CRA as the statewide referendum on property tax amendments nears Jan. 29. E-mails from several residents to city commissioners were clear in their displeasure of officials' use of CRA funds.

A message sent Thursday to all commissioners read: "This is a slap in the face to all taxpayers. This trip should be canceled immediately. Hold your meeting in your own offices, heck even have Too Jays cater it. It may only cost a few hundred bucks in these 'tough times.'"

The training session was launched Friday with a cocktail reception at the hotel sponsored by Goren, Cherof, Doody & Ezrol, the law firm handling the CRA's legal issues.

Commissioners then strolled down the Las Olas strip to Mancini's restaurant for a nearly two-hour dinner. Most indulged in a salad of spinach, strawberries and caramelized walnuts, gnocchi in a marinara sauce and sautéed yellowtail snapper.

Although the workshop's agenda included discussion over dinner of Florida Statute Chapter 163, ethics and the Sunshine Law, just a few minutes were dedicated to the topic.

"This is really not the proper place for more detail than that," CRA and City Attorney Jim Cherof said, as the din of a busy kitchen drowned his voice.

Toasts were made to Taylor and his wife Dolores' 51st anniversary.

Saturday's session was less social and more business. It included a welcome by Fort Lauderdale Mayor Jim Naugle.

Taylor said the training workshop was needed following residents' criticism of officials for replacing the former volunteer CRA board last June with commissioners who were untrained.

"We got a lot out of it," Taylor said of the workshop that included an overview of redevelopment plans, goals for this year, media and public relations strategies and dealing with the Florida Supreme Court's decision that restricts the CRA's use of bonds.

The former CRA board had a range of knowledge acquired over the years in real estate, architecture and related topics. Many of them also attended annual conferences such as those hosted by the International Downtown Association, Florida Redevelopment Association and the Urban Land

Institute, CRA Executive Director Lisa Bright said.

"I think it's a way for us to move forward, positively, as one unit," she said.

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Active although the performance of new fighter pilot training to meet the requirements, but the flight cost is too high, especially the use of expensive new fighter aircraft in service training new pilots is not the economy, then L-15 advanced trainer will have emerged.

L-15 for the overall layout of the single-seat, twin engine of conventional vertical tail configuration, similar to the United States F-18 fighter jets and Taiwan IDF majority of the increase on the middle sweep monoplane, ribs intake side with a K-8 is like. Using double-designed to meet the dual requirements of the training aircraft at the same time improve security, and greater thrust will be to enhance the speed of the aircraft and mobility; ribs Inlet goal is to increase the feed rate, raise the Intake of angle of attack.

The edge of the wing and post-secondary panic wings is a third-generation high maneuverability of a typical fighter designed to use the angle of attack of the eddy below the disturbance to the wings to increase lift. The aircraft is probably the first time in China aircraft design the majority of the vegetable wing.

Large single vertical tail plane is the traditional Chinese design, but L-15 vertical tail position is quite impressive - after the front wing margin has reached the position in the domestic position of the plane is the most forward. Vertical tail is a significant advancement for the increase in air at high angles of attack under the direction of manipulation. The vertical tail forward. High angle of attack of the top area has not been part of the wings obscured, rudder surface manipulation are still valid, but it has reduced the direction of stability, this L-15 in addition to increasing vertical tail area, the abdomen is a dual-design Fuqi be remedied. This design will enable L-15 was as good with the new-generation fighter flying at high angle of attack characteristics and circled mobility will be able to meet this regard pilot flight training needs.n

L-15 equipped with fly-by-wire system, a new-generation fighter, and the manipulation of similar characteristics in the cockpit with integrated display / control systems and advanced - machine interface.

The aircraft used blunt round nose, and ribs Inlet lead after the central fuselage width larger Fengyao not obvious, and may increase resistance, it is obviously not a high-speed flight of the aircraft.

L-15 two-seater cockpit before and after the serial greater height difference, and this is an obvious feature of the trainer, before the rear pilots better visibility, and suitable for instructors use, the cost is increased resistance. L-15 was the biggest climb 150 meters / sec, almost Taiwan AT-3 trainer four times, and in the trainer in quite conspicuous.

Based on the model speculate, L-15 K-8 than many, the captain of approximately 14 meters. Trainer of life require a higher capacity, L-15 range in between 2.5 hours and can ensure the completion of a voyage in a number of training. The whole life of 10,000 hours / 30, has high reliability, maintainability and cost-effective, training and pushing for the use of low cost. Training for the new generation of fighter pilots.

L-15 pylons with a wide range of Tiansuan, aircraft can be converted into a ground attack aircraft. The L-15 has many advantages and characteristics, its future can not be ruled out the possibility of expanding the international market.

Some people think that: L-15 as a K-8 aircraft and the transition of these high-performance Su-27 combat aircraft, senior trainer and developed, as well as with the characteristics of coaches mechanism, and is also of high maneuverability fighter some of the features (widely used by third-generation fighter aerodynamic shape), it flying cadets from the transition to a K-8, such as Su-27 fighters will be facing the larger span technology can be adopted to ease the L-15.

About the Author

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