

Cypress Soaring

January 2010



*Famous Last Words in Aviation:
"Why is it doing that?" "Where are we?" "Watch This!"*

Instructor Schedule

Tim Kreiner **Sat 1/2**
Gary Timbs **Sat 1/9**
Chuck Gifford **Sat 1/16**
Art Wallace **Sat 1/23**
Jose Cordova **Sat 1/30**

NOTE: You will need a desert check out before flying solo

BFRs must be scheduled **AT LEAST 10** days before your desired flight date (You do have a quiz to prepare beforehand, you know)

Please **PHONE** cancellations to your instructor at least 24 hours in advance to free up the slot for someone else or to save an unnecessary trip to the field

Upcoming Events

Sat 1/9 General Meeting
Wed 1/20 Feast of Fabulous Wild Men Day



Mail dues to:

Colin Wilson
41420 Resorter Blvd
Palm Desert, CA 92211
Write "Cypress Soaring" on the lower left corner of the envelope

Next Meeting

Saturday January 16th
10:00am
Krey Field

Annual Meeting

The Annual meeting was held at the home at Ann and Don Johnston. Thanks, Don and Ann, for all of your work and your warm hospitality.

It was a great way to end a challenging year.

2010 Board of Directors

The votes are in. Here's the New Board for 2010. Thanks to Art's excellent meeting management skills, he did not permit time for the newly elected to demand a recount.

President	Scott Lance
Vice President	Eric Bick
Treasurer	Colin Wilson
Secretary	Dave Boyer
Maintenance	Gary Timbs
Operations	Tim Kreiner

In a surprise announcement, Mike Kalina declined his election to VP.

Eric Bick was next in the balloting and was selected by the Board to fill the position.

Treasurer

John Schirra completed the Annual audit for 2009.

November Income	\$1080.23
November Expenses	<u>\$101.80</u>
Nov. Net Income	\$978.43
YTD Income	\$16,339.85
YTD Expenses	<u>\$13,172.26</u>
YTD Net	\$3167.59
Savings	\$26,521.32
Checking	\$3,964.17

Maintenance

Check website for current status

Krosno	At Krey; tied down
L-33	At Krey; tied down
PW-6	At Krey in the trailer
Discus	At Krey in the trailer

The L-33 Annual was completed in December. The saga of the strut adapter continues but it may be coming to a conclusion soon.

Flight Operations

The new location has resulted in new club ops procedures.

1. All members will require a desert check out before flying solo
2. Tows are regularly scheduled on Fridays and Saturdays only.
3. Sunday tows are available **but must be arranged with the tow pilot and John Krey 48 hours in advance.**

They will tow on Sundays but request that we try and schedule 2 or 3 to make it worthwhile.

For a current Friday and Saturday towplane schedule, click on the Krey Field link on the club website (it's on the "lessons" page)

Once on the Krey site, click on "**Tow Pilot Schedule**".

That will open a "**Pilot Schedule.com**" At the log on screen, log on to the Krey schedule using the "Log on using first & last name" as shown below:

FBO code:	KFTP
First name:	glider
Last Name:	guider
Password:	krey

New Business

Membership

2010 will likely require a major effort to recruit new members.

The club's current Active roster is now at 19; we need at least 25 to keep four ships in flight status and to budget for facility improvements or unanticipated maintenance expenses.

The budget projections for 2010 indicate that we will be able to meet expenses. However, that doesn't leave much room for those unanticipated expenses or for many improvements to Club equipment.

The SSA will have a booth at the Academy of Model Aeronautics Convention scheduled from Friday 1/8 through Sunday 1/10 at the Ontario Convention Center.

We're welcome to help staff the booth and use the opportunity to recruit new members. Art has created a new club brochure we can hand out.

A sign up list was sent out via e-mail on 12/28. If you can help out for a few hours please respond to the e-mail with the days and times you can make it.

Joe Scarcella has also asked to have the Discus available for display as part of an Instructional Technology event at Cal State San Bernardino early next year.

Additional ideas discussed were an internal club contest to recruit new members; moving part of our operation to Crystal where there might be more public visibility; and recruiting from the homebuilt community in the high dester area (the consensus seemed to be they don't care if they fly out of Krey or Crystal).

Riverside County Property Taxes

Colin has asked Riverside County for a refund of the property taxes we paid through June 2010. Since we left Hemet in September, we should be reimbursed by the County for the amount from October 1st through the end of June 2010 (approximately \$1800).

Property Taxes (cont'd)

If Riverside doesn't refund the money, the club decided, that, when the tax bill from San Bernardino County comes due, we'd let San Bernardino County know of the situation and have their Assessor fight it out with Riverside County's Assessor.

Insurance

In an effort to contain costs, Colin also investigated the possibility of taking some of our ships off of the insurance policy for the portion of the year they're not actively used.

According to Costello Insurance, an aircraft can be temporarily taken off of the policy for a minimum of 90 days. Ground handling and trailer storage would still be covered.

That would save approximately \$100/ month. The ships could be put back on the policy with no penalty during the heavy soaring season.

Hangars

The schedule for rebuilding the hangars will be addressed early next year.

SSA Calendars

The SSA calendars will be available at the January meeting. There was some confusion at the SSA as to whether we had ordered 15 or 1500 calendars. It appears to have been straightened out (we're fairly certain it was 15).

Cypress 40th Anniversary DVD

To commemorate the club's 40th anniversary. Art Wallace and Chuck Gifford put together a DVD outlining the history of the club. It's a great review of those who came before us and a look at those who continue to move the club forward. Art can probably wrangle a copy for you.

Mike Wallace Fund

This year's scholarship went to a 14 year old boy in Tennessee. According to his mom, he's been interested in gliders and flying all his life and spends much of his time at the airport helping out wherever he can.



2009 Annual Meeting and Awards Winners



2009 Annual Awards

Air Hog
Scott Lance

Boomerang Award
Joe Scarcella

Energizer Bunny
Mike Kalina

Gavel
Scott Lance

Inspector Cluseau Award
Scott Lance

Rusty Stick Award
Jim Wilcox

Toot Your Own Horn Award
Art Wallace

\$50 Chili's Gift Certificates
Clayton Timbs
Lynn Black & Mike Kalina

2009 Acheivements

Jim Wilcox
Solo

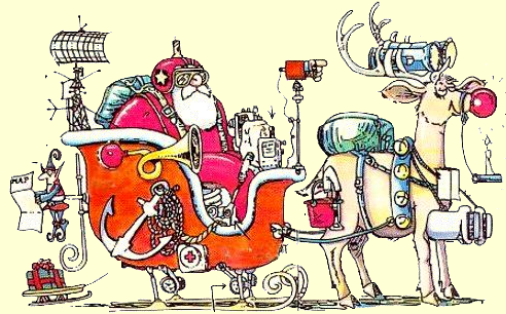
Tim Kreiner
CFIG

Dirk Darling
Pvt Pilot

Roger Williamson
Pvt Pilot



December Quickie Quiz Answers



List the equipment required for powered aircraft for day VFR flight. (FAR 91.205)

Airspeed Indicator, Altimeter, Magnetic direction indicator, Oil Pressure Gauge for each engine using a pressure system, Temp. gauge for each liquid cooled engine, Manifold Pressure gauge for each altitude engine; Fuel gauge for each tank; approved anti collision lights, approved flotation gear if operated for hire over water, an approved seat belt & shoulder harness for each occupant over 2 yrs old, an Emergency Locator Transmitter if required under FAR 91.207

List the equipment required for powered aircraft for night VFR flight. (FAR 91.205)

Same as above PLUS Approved position lights, approved aviation red or aviation white anti collision lights, adequate source of electricity for all installed electrical and radio equipment, an electric landing light if operated for hire, one spare set of fuses or three spare fuses of each kind required that are accessible to the pilot in flight

Is this aircraft legal for day VFR flight?

Possibly (if he can come up with an acceptable fuel gauge)

Is this aircraft legal for night VFR flight?

**Probably not (the electrical source may be an issue; unless the elf knows something we don't)
But do you want to be the one to explain it to Santa?**

January Quickie Quiz Answers Next Month

The quality of an aircraft that permits it to be operated easily and to withstand the stresses imposed on it is:

1. Stability
2. Maneuverability
3. Controllability

The tendency of an aircraft to develop forces that further remove it from its original position, when disturbed from a condition of steady flight, is known as:

1. Static Instability
2. Dynamic Instability
3. Positive Static Instability

No, you don't win anything. You're supposed to know this stuff already