

Cypress Soaring

February 2010



There are only three things the copilot should ever say:
1. Nice landing, Sir. 2. I'll buy the first round. 3. I'll take the ugly one.

Instructor Schedule

Tim Kreiner **Fri 2/5**
Art Wallace **Sat 2/6**
Tim Kreiner **Fri 2/12**
Jose Cordova **Sat 2/13**
Chuck Gifford **Sat 2/20**
Gary Timbs **Sat 2/27**

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 2/10 General Meeting
Tue 2/16 Do a Grouch a Favor Day
Sat 2/27 Cal City Wave Camp Begins



Mail dues to:

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

Treasurer

| | |
|-------------------|--------------------|
| December Income | \$931.20 |
| December Expenses | <u>\$803.62</u> |
| Dec. Net Income | \$127.58 |
| 2009 Income | \$17,296.05 |
| 2009 Expenses | <u>\$13,975.88</u> |
| 2009 Net | \$3,320.17 |
| Savings | \$26,521.52 |
| Checking | \$3,531.22 |

Maintenance

Check website for current status

Krosno At Krey; **NO FLY Landing Strut Deflated**
L-33 At Krey; tied down
PW-6 At Krey in the trailer
Discus At Krey in the trailer

Krosno

The landing gear strut was recharged in December but it appears to have a leak. According to Travis, the valve may need replacement.

As of 1/31 the Krosno is out of service until the strut can be recharged. The Krosno Annual is due in April

L-33

The L-33 was annualled in December. The gap seals were being replaced during January

The saga of the strut valve continues: Travis will try to make an adapter and Jack, the Inspector who does our annuals, thought he may have one.

PW-6

The PW 6 Annual is due in March

Discus

The Discus was annualled on 1/16

Next Meeting

Saturday February 20, 2010
10:00am
Krey Field

Maintenance (cont'd)

Dirk and Keith have made pitot covers for the L-33 and Krosno designed specifically for the high winds and dust of the high desert.

They should be in place sometime in January

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 |

Krey Emergency Numbers

We need to post the emergency numbers for Krey somewhere in the clubhouse. These should include the location & directions to the nearest hospital and local phone numbers for police and ambulance.

New Business

Membership

We picked up two new members at the January meeting.

Ray Davis is a student glider pilot with 80 hours so far. He's been flying from Crystal, Krey and Hemet. He has a high performance ship and Krey and will transition in to that as soon as he gets his ticket

Rich Escobedo is an A&P student just beginning his flight training. He officially joins the club February 1st.

Hangars

Gary purchased some solar panels for the club since the power at Krey isn't available 24/7. He and Mike Kalina have set them up on the field for testing.

The schedule for rebuilding the hangars will be addressed later in the year.

John Krey has drawn up a layout for five hangars and has started some initial grading.

Because we are still examining the possibility of an second base of operations and we're still adjusting to new operating procedures at Krey, it was suggested that we not pursue rebuilding immediately, and maybe even go through an entire season, before we start construction.

At the very least, the club decided to postpone any decision on construction at Krey until the end of this year's rainy season.

Insurance

During the past two months, a question had been raised as to whether or not a Club member's failure to receive a Club Annual Check, as required by Section 14 of the Operating Rules, could result in a denial of coverage in the event of a claim.

According to Costello Insurance, coverage would NOT be denied as long as the FAA regulations had been complied with. A member's failure to comply with our own requirements would not be an issue.

If you haven't already done so, e-mail the dates of your last Club Check and 24 month Flight review to Tim Kreiner (tkreiner@yahoo.com) so he can update his records and send you a friendly reminder when your next flight reviews are due.

Cross Country training

Since our move to Krey, we now are in an outstanding location for some cross country flying this year (half the work is done since we're not hauling gliders up from Hemet any more)

Gary Timbs will be setting some dates in April to check out sites along the more common cross country routes out of Krey.

This is a great chance to check out the fields from the ground and see what the road access really looks like.

There can't be anything much worse than making a perfect outfield landing in the "perfect" spot only to find your ground crew staring at you from the other side of the fence because they have no way to get to you.

Alternate Field Operations

Although Krey has some strong advantages for the club's cross country operation, there is still some concern about the impact the location and operating hours at the field might have on retaining current members and attracting new ones.

Unlike our experience at Hemet, it can be difficult for someone to come out Krey by themselves to fly.

Flights at Krey are generally limited to Fridays and Saturdays (Sundays only if prior arrangements with a tow pilot are made with a sufficient number of flights booked), ground handling requires at least two people and the field can be hard to find for first time fliers.

Also as a result of our move from Hemet, we lost several members some of whom said they would return to the club if we relocated to a field more centrally located to Orange County.

When we were planning our move back in August, a number of options were considered including operations at Krey and operations at another field.

At the time, Elsinore was a possibility due to its proximity to a majority of our members, its convenient operating hours (Wednesdays, Saturdays and Sundays) and basically, a full time staff on the field.

Its disadvantages included:

- Anyone using the field must become an Associate Member of the Lake Elsinore Soaring Club (\$75 for 6 months includes a 3,000 ft tow)
- Proximity to parachute operations
- Potential problems in erecting a hangar
- The potential of encroaching development near the field once the economy picks up.

Scott Lance did some reinvestigation at Elsinore in December and reported that relocating a ship there may be a viable option.

Gary Timbs instructed from there for three years. According to Gary, Elsinore offers a variety of soaring conditions from thermals to ridge to shear line. Operating with the skydivers was not an issue.

As a result of this information, we agreed to explore this option during January.

Scott will contact Carl Gullige, the leaseholder of the property, regarding the issue of the hangars and future property development. Gary Timbs will check out the field in January. They will have a full report at the February meeting.

Call for articles

Believe it or not, there was quite a bit of hangar flying at the Annual Meeting. There were tales of a Crystal to Hemet Cross Country and an interesting story of how an experienced cross country pilot teaches a new one why staying on tow above 1500 feet is usually a good idea.

Assuming that as much as 5% of the stuff is even true, they'd make great articles.

I'd welcome anything you'd like to share (pictures, too) (there are no fact-checkers here, so go for broke).

Member Profile Ray Davis



Ray joined us in January. He is a student pilot and has flown from Crystal, Krey and Hemet.

He recently purchased a high performance ship and is preparing it for his first flight once he finishes his Private license.

When you meet him at the field, ask him to show you his new toy

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

STABILITY is the tendency of an aircraft to correct for conditions that disturb its equilibrium

CONTROLLABILITY is the ability of the aircraft to respond to the pilot's input with respect to flight path and attitude

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

STATIC INSTABILITY, or negative static stability, is the tendency of an aircraft to deviate from a condition of steady flight once it's disturbed from that condition. An aircraft has this condition, if, when the nose drops in flight, no restorative force is supplied by the horizontal stabilizer and the nose continues to drop.

DYNAMIC INSTABILITY is the tendency for an aircraft to develop larger and larger nose high to nose low oscillations when disturbed from steady flight

February Quickie Quiz Answers Next Month

When operating VFR in a Military Operations Area (MOA), a pilot must:

1. operate only when military activity is not being conducted
2. exercise extreme caution when military activity is being conducted
3. obtain a clearance from the controlling agency prior to entering the MOA

If a military training route has flights operating at or below 1500' AGL, it will be designated by:

1. VR and a three digit number only
2. IR and VR and a four digit number
3. IR or VR and a three digit number

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