

Cypress Soaring

March 2010



If God meant man to fly, He'd have given him more money.

Instructor Schedule

Art Wallace **Sat 3/6**
Tim Kreiner **Fri 3/12**
Chuck Gifford **Sat 3/13**
Gary Timbs **Sat 3/20**
Jose Cordova **Sat 3/27**
Tim Kreiner **Wed 3/31**

(Pending move to Elsinore)

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 3/13 General Meeting
Sat 3/20 Extraterrestrial Abductions Day
5/22-25 Tehachapi Vintage Sailplane Regatta



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 March 13, 2010
10:00am
Krey Field

Alternate Operations to begin at Elsinore

As part of our goal to increase club membership, Cypress Soaring is set to begin alternate field operations at Elsinore. The club A3 members approved the move of the PW6 to Elsinore "for a few months" as soon as the Krosno landing gear strut is repaired.

Since our move from Hemet, we have lost eleven Active Members

The club is also considering the eventual move of the Krosno to Elsinore and adding a second training aircraft (one of John Krey's 2-33s) to our fleet at Krey.

At the February meeting, Chuck Gifford, Art Wallace and Tim Kreiner presented an analysis of options available to the club to help increase the membership.

1. Do nothing and hope members materialize by summer

Advantage: easy

Disadvantage: continue to struggle for members

2. Move some equipment to Crystal

Advantage:

Better service, easier ground handling to and from flight line

Disadvantage:

Higher costs, no significant difference in soaring conditions from Krey, no real FBO operating history, farther than Krey for most members, accident record is not good

3. Move Krosno to Elsinore

Advantage:

Variety of soaring conditions; may get some members back; closer for members

Disadvantage: loss of training (A1) aircraft at Krey

4. Move Krosno to Elsinore & add 2d (A1) training A/C to Krey

(The 2d aircraft would come from Krey's 2-33 fleet)

Advantage:

All of option 3 + basic trainer at two sites, more training days between the 2 sites (Fri & Sat @ Krey; Wed, Sat & Sun @ Elsinore, chances of increasing membership better

Disadvantage:

Some added costs would be covered with an increase in 2-3 Active members/quarter

5. Move PW6 to Elsinore & tie down outside for 3-4 months

Advantage:

Same as 3 + better utilization of aircraft. Immediate check out & area familiarization at Elsinore (required by LESC)

Disadvantage: No 2 place XC @ Krey but PW 6 is the easiest to move

6. Sell some of the existing equipment

Advantage: Reduce costs to reflect current membership

Disadvantage:

Difficult choice as to what to sell, reduced value to sell; more expensive to build back up if membership increases.

Chuck, Art and Tim suggested the club move the PW 6 to Elsinore as soon as possible, work to acquire a second A1 aircraft at Krey and try option four for 4-6 months.

We would use one of John Krey's 2-33s as the second aircraft at Krey. Club members would be charged a flat daily fee for use of his 2-33 (At the time of the meeting, the fee ranged from \$10-\$15)

John Krey would have to add the club to his insurance policy to cover hull damage. (Cypress would pay the difference in his premium).

Scott Lance spoke with Carl Guilledge at Elsinore and reported that we would be very welcome at the site.

After discussion, a proposal was made to move the PW-6 to Elsinore as soon as possible "for a few months".

The PW6 would be moved as soon as the Krosno's landing gear strut would be repaired

The A3 members present at the February meeting voted to approve the motion (with one member voting no)

In addition, an e-mail vote of the A3 members was sent out on 2/21. There were no objections to the e-mail vote.

So, as soon as we get the Krosno strut fixed, we will move the PW6 to Elsinore.

Scott Lance has begun work for the tie downs

To fly at Elsinore, all members must:

- become an Associate Member of the Lake Elsinore Soaring Club (\$75 for 6 months includes a 3,000 ft tow)
- complete an area check out at Elsinore

The details for acquiring the second training ship at Krey, as well as the daily fee for members, are being worked out.

Meanwhile, in other news:

Treasurer	
January Income	\$1567.22
January Expenses	<u>\$739.65</u>
January Net Income	\$827.57
2010 Income	\$1567.22
2010 Expenses	<u>\$739.65</u>
2010 Net Income	\$827.57
Savings	\$26,521.74
Checking	\$4,487.57

Maintenance	
Check website for current status	
Krosno	At Krey; NO FLY Landing Strut deflated
L-33	At Krey; NO FLY Strut Valve removed
PW-6	At Krey in the trailer
Discus	At Krey in the trailer

Krosno
The landing gear strut appears to have a leak. A new seal and some strut seal were installed.

Travis was going to recharge the strut sometime during the week of 3/1. If it won't hold the charge, the strut will have to be rebuilt

The Krosno Annual is due in April

L-33

The saga of the strut valve continues: Gary replaced the strut valve. Travis may have made an adapter as well. He will charge the strut when he does the Krosno.

The battery may need to be replaced. Mike Kalina will take it home & test it.

PW-6

The PW 6 was annualized in February.

Jack Proud, our A&I, said it was the cleanest aircraft he's ever inspected.

Chute repacked

Scott had the Softie chute repacked in February. It's good for another 180 days.

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 **but they will tow any other day of the week with prior notice**
3. Sunday tows are available **but must be arranged with the tow pilot and John Krey 48 hours in advance.**

For Sunday tows, they ask 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

Cross Country training

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

Krey Webcam & You Tube videos

Mike Malis has set up a high desert webcam so you can get an idea of the weather before you head out. it has views to the NE and South.

Along with the pictures, it also lists the current weather conditions and trends.

Go to the "**Krey Field Flyers**" website and click on the "**Phelan (Ludek) PWS**" link located in the Weather Links section.

Mike's also working on a You Tube site with video of flights from Krey. It's being modified now and he'll eventually have a new channel to be called "Krey Tube" Here's the current link.

<http://www.youtube.com/user/aerodyneservices>

Member Profile

Rich Escobedo (he's the guy on the right)



Rich officially joined us in February.

He is a student pilot and is currently finishing up work for his A&P.

He recently retired from over 30 years in law enforcement.

When you meet him at the field, ask him to show you the difference between a lug nut and a blind rivet.



Larry Tremblay

Former Cypress Vice President has been diagnosed with advanced pancreatic cancer.

Larry joined us in 2003 and spent at least three years of that time as Vice President. Larry's a valuable member of our group with an enthusiasm and spirit that is hard to come by these days.

Scott Lance recently spoke with Larry and, while his prognosis is not good, he will gladly take calls if he feels up to it.

February Quickie Quiz Answers

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

March Quickie Quiz ext month

It's possible to fly an aircraft just clear of the ground at a slightly slower airspeed than required to sustain level flight at higher altitudes. This is the result of:

1. Interference of the ground surface with the airflow patterns about the aircraft in flight
2. A cushioning effect of the air as it is trapped between the ground and the descending aircraft
3. Ground interference with the static pressure system which produces false indications on the airspeed indicator

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