

Cypress Soaring

April 2010



*"Both optimists and pessimists contribute to the society.
The optimist invents the aeroplane, the pessimist the parachute." George Bernard Shaw*

Instructor Schedule

Jose Cordova **Sat 4/3**
Chuck Gifford **Sat 4/10**
Gary Timbs **Sat 4/17**
Art Wallace **Sat 4/24**
Tim Kreiner **Sat 4/24**
At Elsinore

NOTE:

You will need a desert check out before flying solo at Krey

You will need a check out with an LESC Instructor at Elsinore 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

Upcoming Events

Sat 4/10 General Meeting
Sun 4/18 Cross Country Survey Safari Meet @ Krey At 9am
Mon 4/26 Hug An Australian Day
5/15 Cypress Family 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 April 10, 2010
10:00am
Krey Field

Moving.....Again.....Sort of

In an attempt to regain some of the membership lost as a result of our move from Hemet, the L33 and the PW6 are being moved to Elsinore for a few months.

The PW6 is now at Elsinore and the L33 will be moved as soon as the landing gear strut has been recharged.

The A3 and A4 members approved the PW6 move in early February. The A2, A3 & A4 members approved the L33 move in mid-March.

The plan is to keep both ships at Elsinore for a few months to see if operating from there will help to add members. Since the move to Krey, we've lost eleven Active members.

In order to fly from Elsinore, you will be required to become an Associate Member of the Lake Elsinore Soaring Club and complete an area checkout with an LESC Instructor. Cypress Instructor Richard Ensign, who instructs for LESC, will be glad to help out with that.

Associate Memberships are \$77.00 for a six month membership. The dues include a 3,000 foot tow.

LESC operates Wednesdays, Saturdays and Sundays.

A complete copy of the LESC Standard Operating Procedures as well as a checklist for the Area Orientation is available at the Lake Elsinore Soaring Club website (www.soarelsinore.org).

Click on the "**Become a Member**" link and click on "**Associate Member**" for details.

Tow fees at Elsinore are shown below (as listed on their website on 3/23/10):

\$32⁰⁰ 1,000 feet
\$47⁰⁰ 2,000 feet
\$62⁰⁰ 3,000 feet

If we are able to increase membership as a result of this move, the PW6 would then be moved back to Krey and used along with The Discus for cross country and advanced training in the high desert.

The Krosno would then be moved to Elsinore and used along with the L33 for primary training and local soaring.

In addition to keeping the PW6 and Discus in the desert, we are also negotiating with John Krey for the use of one of his 2-33s for which Cypress pilots would pay a flat daily rate.

Treasurer

February Income	\$905.20
February Expenses	<u>\$86.00</u>
February Net Income	\$819.20
2010 Income	\$2,472.42
2010 Expenses	<u>\$825.65</u>
2010 Net Income	\$1,646.77
Savings	\$26,521.94
Checking	\$5,605.90

Maintenance

Check website for current status

Krosno	At Krey in flight Status
L-33	At Krey; NO FLY
PW-6	At Elsinore in flight status Elsinore Associate Membership & field check out required)
Discus	At Krey In flight status In the trailer

Krosno

The landing gear strut has been fixed. It was filled at the meeting on 3/13 and was still holding a charge a week later.

Gary made a number of instructional flights on 3/20 and reported no problems

The Annual is due in April

L-33

The saga of the strut valve continues: Gary replaced it but it still needs to be recharged.
It will be moved to Elsinore as soon as the strut is back to normal.

PW-6

The PW6 was moved to Elsinore on Saturday 3/20.

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

Krey Tow Procedures

Unfortunately, there appear to have been one too many instances of pilots taking higher tows than they paid for and not settling up with John Krey when they got back.

Under the new tow policy, once you've reached the altitude you've paid for, the tow pilot will level off (or wave you off). There will be no refunds for an early release.

You can give the tow pilot a blank check, however, and take whatever tow you want. They will fill in the amount for you.

Cross Country training

The first Cross Country site survey safari has been scheduled for Sunday April 18th.

We'll be surveying sites to the East towards Silurian. Bring your GPS and be ready to leave from Krey at 9am.

If you want to FLY the route with Gary in his C-140, give him a call. You buy the gas.

A second safari is tentatively scheduled for May 1st leaving from Cal City at 8am. This trip will be looking at sites north towards Bishop.

Hangars

John Schirra has laid out sites for the hangars at Krey and Eric Bick is coordinating with John Krey to prepare the area for construction.

The initial plans call for rebuilding two hangars at Krey. Construction dates will be discussed at the April meeting

Family Day

The Spring Family Day is tentatively scheduled for Saturday May 15 to coincide with "National Learn to Fly Day".

Club Posters

Art has finished work on a new Club poster and additional promotional materials.

Several members have volunteered to put the poster up at airports and colleges in the area.

Soar With Us



CYPRESS SOARING

We offer affordable glider flying from basic student training to advanced cross-country soaring in a club environment.
A low-cost Junior Membership is available for students age 14-22.

WE HAVE 4 SAILPLANES
Krosno Kr-03A two-place • PW-6U two-place
LET L-33 Solo single-place • Discus single-place



All flight & ground instruction, FAA flight reviews and use of aircraft included in monthly club dues.

951-922-6004 • WWW.CYPRESSOARING.ORG

Member Profile Joe Scarcella



Joe's been a member for over three years.

His first exposure to soaring was a couple of flights at Warner Springs back in the early '90s. But school, family and work intervened and he wasn't able to really pursue it until four years ago at Hemet.

"Soaring is a wonderful, eye opening, and enjoyable experience. It is an academic challenge both on the ground and in the air. I recommend it to anyone interested in flying"

Joe holds Private Power, Commercial Glider and Advanced Ground Instructor certificates and is the proud owner of a Cessna 152 based at Redlands.

Next time you see him, ask him about *The Mighty 146*.

March Quickie Quiz Answers

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

April Quickie Quiz Answers Next Month

Conditions most favorable to wave formation over mountain areas are a layer of:

1. Unstable air at mountaintop altitudes and a wind of at least 15-25 knots across the ridge
2. Stable air at mountaintop altitudes and a wind of at least 15-25 knots across the ridge
3. Moist, unstable air at mountaintop altitude and a wind of less than 5 kts blowing across the ridge

Which thermal indices would predict the best probability of good soaring conditions?

1. + 5
2. - 5
3. - 10

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