Cypress Soaring

June 2010

"Real planes use only a single stick to fly.
This is why bulldozers & helicopters -- in that order -- need two."

Instructor Schedule

Art Wallace	**Sat**	**6/5**
Tim Kreiner	**Sat**	**6/12**
Chuck Gifford	**Sun**	**6/13**
	At Elsinore	
Gary Timbs	**Sat**	**6/19**
Jose Cordova	**Sat**	**6/26**

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 to the field.

Upcoming Events

Sat 6/12	Family Day
Fri 6/18	International Panic 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 June 12, 2010
Family Day
10:00am
Krey Field

Who shouldn't be in this Picture?

The answer may not be as clear-cut as you think.

With the Edwards and NASA Flight Test Centers to the North and Fort Irwin to the East, we're flying around some of the most sophisticated military weapons systems in the world. Airspace restrictions, communication procedures and collision avoidance procedures are no longer just esoteric topics to memorize for a written or oral exam.

There are restricted areas that we simply are not allowed to fly through at certain times, and there are others that we are perfectly legal to fly in (at the same time as those F-16s).

If you're not sure, it's time to haul out the LA Sectional, the current FAR/AIM and maybe schedule some time with an instructor for a review.

At the April meeting, Art Wallace presented a brief overview of some of the precautions we need to take while flying near all this airspace as we begin this summer's season

Pilot Reaction times
It can take up to 16 seconds from the time we recognize a potential collision threat to the time our aircraft has moved to attempt to avoid a mid-air. If that threat is a high performance tactical aircraft cruising along at 500KIAS, that's not enough time.
If you see such a threat at 1.5 miles or less, you WILL collide no matter what each pilot does.

Common Avoidance Tips
Most mid-airs occur below 8000' MSL, near navaids, airports and other high density traffic areas. What can we do minimize the risk of a mid-air?

- **Avoid complacency**
- Know where the high density traffic is
- Try to present a predictable target
- Announce intentions on Unicom and use standard traffic patterns
- Constantly look for other traffic
- Keep the canopy clean and clear
- Learn task management in the air to help reduce workload demands
- Don't get complacent on dual or instructional flights; don't count on the other guy to catch traffic.
- **Avoid Complacency**
- If another aircraft shows no apparent motion to you but is increasing in size YOU ARE ON A COLLISION COURSE
- Make yourself as visible as possible
- Execute appropriate clearing maneuvers before turns, climbs, descents abnormal maneuvers, aerobatics.
- **Avoid complacency.**

Art based his presentation on the ***"Midair Collision Avoidance"*** document (AFFTCP 11-103) published by the Flight Test center at Edwards.

It's an excellent summary of the Restricted Areas and MOAs in the Mojave Desert from Krey north to China Lake and east through the airspace around Fort Irwin and Barstow.
It's downloadable at the Edwards AFB website.

Log onto ***www.edwards.af.mil***, and click on the ***"Flight Safety"*** link.

Click on the "***R-2508 MACA Pamphlet"*** link and download the ***"Midair Collision Avoidance"*** document (AFFTCP 11-103).

Meanwhile, in other news:

Treasurer

April Income	$1430.21
April Expenses	$651.05
April Net Income	$779.16
2010 Income	$5139.82
2010 Expenses	$8786.12
2010 Net Income	**-$3646.30**
Savings	$24522.12
Checking	$2333.43

Maintenance

Check website for current status

Krosno	**At Krey** In flight Status
L-33	**At Krey**; In flight Status The strut appears to have been fixed
PW-6	**At Elsinore** In flight status (Elsinore Associate Membership & field check out required)
Discus	**At Krey** In flight status. In the trailer

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 2-33
We had been working with John Krey to use one of his 2-33s as a primary trainer. In order for the club to be able to provide liability coverage for members for that aircraft under our insurance policy, we would have to enter into a lease arrangement with Krey.

In a conversation with Scott Lance, Krey was not interested in a lease arrangement under any conditions and was no longer interested in pursuing the issue in any form.

Members who fly one of Krey's ships should consider a renter pilot's policy.

While John Krey's policy will cover damages for him, the insurer will come back to the responsible party to recoup their losses.

Hangars
Eric Bick staked out the PW 6 hangar site and Krey and John Krey has begun watering and rolling the area.
If the ground prep appears to be effective, we'll begin construction.

Hangar sites at Elsinore have been evaluated and tentatively approved by LESC.

We'll need to decide which hangar(s) to relocate at Elsinore as well as the extent of the modifications required to accommodate the Krosno.

Aircraft Transitions

There have been a few questions and concerns lately about aircraft transitions and what is/isn't allowed, so here is clarification:

- All new members (regardless of experience) will start with flights in the Krosno.
- At least two instructors must evaluate and sign them off for solo flight.
- Qualified pilots can skip the L33 and transition directly to the PW6 or Discus if they have the required time/experience and are signed off by 2 instructors. ***Transition fees must be paid immediately up to the level being signed off (you pay for the L33 transition even if you don't want to fly it)***
- Each aircraft requires at least 2 Cypress instructor signoffs specifically for that aircraft
- **A PW6 signoff does not automatically qualify someone for the L33.**
- All requirements are minimums; instructors will use their discretion when evaluating a pilot for transition(s) and may require additional flights or experience. Pilot and aircraft safety are paramount.

Member Profile
Scott Lance

Scott joined Cypress in 2005 and is an avid cross country pilot. When he wasn't looking, he was elected Cypress' President for this year.

Scott started flying RC models with his dad in Minnesota. He took his first flight in a Piper Cub when he was five years old.

In 1970, he decided he wanted to see the view outside of an airplane so he took up skydiving out of Elsinore. (For some reason, he still likes to fall out of perfectly good airplanes.)

For a number of years, Scott was actively involved in the ultralight industry as a Project Manager and Test Pilot for a couple of major manufacturers.

If you ever need a tool for anything (and that means anything) ask Scott.

June Quickie Quiz
Answers Next Month

Convective circulation patterns associated with sea breezes are caused by:

1. Land absorbing and radiating heat faster than the water
2. Warm and less dense air moving inland from over the water causing it to rise
3. Cool and less dense air moving inland from over the water causing it to rise

Which is true regarding the development o convective circulation?

1. Cool air must sink to force warm air upward
2. Warm air is less dense and rises on its own accord
3. Cool air surrounding convective circulation sinks at a greater rate than the warm air rises (within the thermal) thus forcing the warm air upward

May Quickie Quiz
Answers

How can a pilot increase the rate of turn and decrease the radius at the same time?

1. Shallow the bank and increase airspeed
2. **Steepen the bank and decrease airspeed**
3. Steepen the bank and increase airspeed

The Rate of turn depends upon the Horizontal Component of lift.
Radius of turn depends upon airspeed.
> Rate = > Horiz.Comp. of Lift = steeper bank

< radius = < airspeed

That portion of the aircraft's total drag created by the production of lift is called:

1. Induced drag, and is not affected by changes in airspeed
2. **Induced drag, and is greatly affected by changes in airspeed**
3. Parasite drag, and is greatly affected by changes in airspeed

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