

Cypress Soaring

August 2009



*There are three simple rules for making a smooth landing.
Unfortunately no one knows what they are.*

Instructor Schedule

Jose Cordova **Sat 8/1**
Art Wallace **Sat 8/15**
Chuck Gifford **Sat 8/22**
Gary Timbs **Sun 8/30**

Richard Ensign and Larry Howell are also available during the week.

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 8/8 General Meeting 10:00am
Sat 8/22 National Tooth Fairy Day
Thu 10/1 **Sailplane Enterprises Closes Glider Ops at Hemet end**



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 August 8, 2009 10:00am
Colonial Homes Mobile Park
Please plan to attend.
We will be discussing plans to relocate from Hemet Airport

GLIDER OPERATIONS ENDING AT HEMET ON OCTOBER 1, 2009

Glider operations at Hemet are scheduled to end on October 1, 2009. In a letter sent to the Cypress Board on July 5, Larry Howell announced his decision to end his lease with the County on October 1. His lease was originally scheduled to end on December 31, 2010

According to Larry, The County of Riverside will close the glider runway and require all property and buildings to be removed from the field by October 1st.

In an e-mail to Chris Mannion of Orange County Soaring Association Chad Davies, from the County of Riverside, confirmed their plans to close the glider strip.

Davies claimed that glider operations were never in compliance with state aeronautical operations. The County, according to Davies, was told that the glider runway must be closed when the current lease is terminated or runs out. Glider operations from Hemet's main runway will not be permitted, he said.

Tony Garcia, from the FAA, noted that Riverside County does have the jurisdiction to close the glider strip.

In an e-mail sent to Chris Mannion at OSCA, Garcia noted,

"Riverside County is not required to make an investment to redevelop the glider base so it complies with airport design and operational standards. This places an expectation on glider operations at HMT. They are expected to operate safelyly (sic).

As a result, Riverside County can impose reasonable rules to ensure safe operating conditions. Glider operators will be expected to comply with reasonable rules that ensure safety and safe operating conditions. Glider operators should not assume that they can use the airport freely, operate without rules or conditions, and even without cost..."

"...Riverside County, as the proprietor, has a right to develop the airport to make the airport safe and as self-sustaining as possible.

By the same measure, the glider enthusiasts (sic) can not expect the County to make an investment in capital improvements for them. This would not be reasonable. The closure of the glider FBO and the imposition of rules and standards on transient glider operations cannot be automatically construed as an unreasonable restriction." Garcia said.

While the club discussed pursuing the matter through Riverside County, the FAA, the SSA and AOPA, it was felt that the time and effort involved would not result in a change in this decision.

Club Options

In an effort to keep soaring at the field at least through 2010, Howell offered to sell the remainder of his lease to the Club for \$32,000 rather than end his lease arrangement with the County on October 1st. That amount included \$20,000 for his lease rights through 2010 and \$12,000 for his tow planes.

As part of this deal, Cypress would be responsible for \$1620 monthly payments to the County of Riverside through 2010. The Club would be entitled to all income from glider tie downs and hangar rents during that time.

Howell expected an answer from Cypress by July 15th.

After considering the business implications to the Club and the lack of time to examine all of the financial aspects of Howell's offer, the club, at the July General Meeting, decided to decline Larry's offer and to pursue other options.

Numerous options were discussed, from moving to a private strip and purchasing a club towplane; operating from Redlands or Banning or simply moving to an existing soaring site.

Existing Soaring Sites

To relocate, the Club needs to consider:

Location

Tow availability

Can we relocate our hangars there?

Safety, especially for primary training

Congeniality towards Club operations

Elsinore

Close to L.A., Orange and Riverside Counties

Tows are readily available

Club would need to become associate members of the Elsinore Soaring group

May have an issue with relocating hangars

Warner Springs

Their primary business is training and consider club operations competition.

We would probably not be welcome.

Krey Field

Not a prohibitive distance for most club members
Tows available Friday and Saturday; Sundays possible
John Krey would let club towpilots use his towplanes
Hangars would not be a problem.

Would be a good field for training primary students

Is a dirt strip with primitive facilities

John Krey is 87 years old; appears to be in frail health

He may not be able to continue to operate the field much longer.

It's not certain if his relatives would continue glider operations once he's gone.

Crystal

Not a prohibitive distance for most members

We would be very welcome at the field

They have agreed to work with the County for the proper permits for our hangars (no guarantees, however)

New operators with full time line crews and office personnel.

Has comfortable facilities

Tow costs comparable to Hemet

Field is less forgiving for student training

Conditions can be more challenging

Cal City

We would be very welcome at their facility

Distance would be prohibitive for many members

They are experiencing similar issues with the State as Hemet regarding glider operations.

Hangar issues were not addressed.

Private Strip

Marv Gudmundson investigated a private strip near Hemet.

Unfortunately, it would take a major effort to prepare it for flight operations.

It would also require a lot of continuing effort to keep it flyable.

There would still be the issue of finding tows.

Banning and Redlands Airports

A major factor is safety.

Mixing glider and power operations can present significant issues particularly for student pilots.

Tows would still be an issue and staging flights on an active power runway would not be practical.

August Meeting

As of now, the general consensus seems to be to relocate to either Krey or Crystal or split operations between the two fields until we determine which one serves our needs better.

We will be discussing these options (and possibly others) at the August meeting.

It is extremely important that as many members as possible attend the August meeting to help come up with a final plan of action.

Meanwhile, in other news:

Maintenance

Check the website for current flight status

Krosno

New tire and rudder pedal straps were installed in July

L-33

Still looking for an adapter to recharge the strut
Rewired the fuses

PW-6

Oxygen bottle will be hydro tested in July

Trailers

Schweitzer trailer has been rewired and has new lights

Treasurer

June Income	\$1555.20
June Expenses	<u>\$188.50</u>
June Net Income	\$1366.70

YTD (Jan-Jun) Income	\$9797.78
YTD (Jan-Jun) Expenses	<u>\$9623.34</u>
YTD (Jan-Jun) Income	\$174.44

Old Business

Shirts and hats

Still on order. Delivery TBD

By Laws; Flight Rules & Fee Schedule

Amendments to the By-Laws were approved in June
Final versions were e-mailed to all active members

Member Profile

Chuck Coyne



Chuck joined the club in June 2008 with approximately 100 hours in gliders and in power.

He holds Private SEL and glider ratings.

Chuck is probably our best contact with the SSA as he is editor of **Soaring** magazine.

He and Gary Timbs recently completed a flight from Crystal to Hemet in the PW6.

August Quickie Quiz

Answer next month

What statement is true about the effect of temperature changes on the indications of a sensitive altimeter?

1. Warmer than standard temperatures will place the A/C lower than the altimeter indication
2. Colder than standard temp will place the A/C lower than the altimeter indication
3. Colder than standard temp will place the A/C higher than the altimeter indication

July Quickie Quiz Answer

An altimeter indicates 1850 MSL
when set to 30.18

What is the approximate pressure altitude?

1. 1590 feet
2. 1824 feet
3. 2110 feet

Pressure decreases 1"/1000' of altitude

Pressure altitude = 29.92"

30.18- 29.92=.260

Pressure alt.= 1850'- 260' = 1590'

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