

Cypress Soaring

May 2009



Never fly in the same cockpit with someone braver than you.

Instructor Schedule

Chuck Gifford Sat 5/9
Art Wallace Sat 5/16
Gary Timbs Sun 5/24
Jose Cordova Sat 5/30

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

Sun 5/3 Family Day
Pre flights begin @ 9:00
Flying at 10
No Meeting

Thu 5/4 Dance like a Chicken Day

Sat 6/6 Meeting
10:00am
Colonial Homes
Mobile Park



Mail dues to:

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

May Meeting

Sunday May 5th will be Family Day.

Pre flights begin at 9:00, we hope to ready to fly by 10:00.

We're expecting a pretty good turnout this time, so come early.

There will be no general meeting in May

Maintenance

Check the website for current flight status

Krosno

The Krosno annual was completed in April.

A new tire will be installed in the next few months.

Gary still wants to remove and lube the wing pins sometime in the next couple of months

L-33

The new tire and tube will be installed later this spring.

The strut still needs a nitrogen recharge. Orange County Soaring may have adaptor for the valve fitting (and a supply of nitrogen).

The wing bolts still need to be removed and lubed.

Discus

The oxygen tank is due for a hydrostatic test.

That will be done within the next two months.

There was some discussion about changing out the regulator to a Mountain High EDS system.

Next Meeting:

Sunday May 5th

Family Day
Pre Flights Begin at 9:00
Flying begins at 10:00
There will NO meeting

It's a more efficient system and the cannulas are compatible with the system in the PW-6.

Scott Lance has a quote from Cumulus Soaring for a complete system (excluding an O₂ bottle) for about \$800. Our existing bottle and valve should work; if not, a new bottle would be \$250.

Electric Barograph

Turns out our electric barograph may once have been used by Orville Wright. Because it's so old, parts and service are no longer available.

For the time being, we'll continue to use the mechanical one.

Treasurer

March Income	\$1696.86
March Expenses	<u>\$7672.26</u>
March Net Income	<\$5975.40>
YTD Income	\$4910.17
YTD Expenses	<u>\$8355.65</u>
YTD Net Income	<\$3445.48>

2009 Insurance premium was \$7099. According to the carrier, our rates rose this year because California is a higher-risk insurance state.

Operations

Shade Structure

Mike has come up with a couple of plans. He and Steve Smith are working up an estimate

General Business

By-Laws, Flight Ops and Fee Structure Revisions

The revised By-Laws will be e-mailed to all Active members for your approval this month. Changes are highlighted in red.

You'll have ten days from the mailing to review and make any comments.

If you're happy with the changes, do nothing.
ONLY reply to the e-mail if you want to vote NO.
(And include your objections as well)

A 2/3 majority is required to change the By-Laws.

In the same e-mail, you'll be receiving copies of the revised Flight Rules and the Club Fee Structure for your records.

The Flight Rules and Fee Structure are not up for a vote

Cross Country Training

We had a strong response to last month's Cross Country survey.

We will be putting together a series of ground school classes on all aspects of Cross Country Soaring. It will be based on the SSA Bronze Badge Training Program.

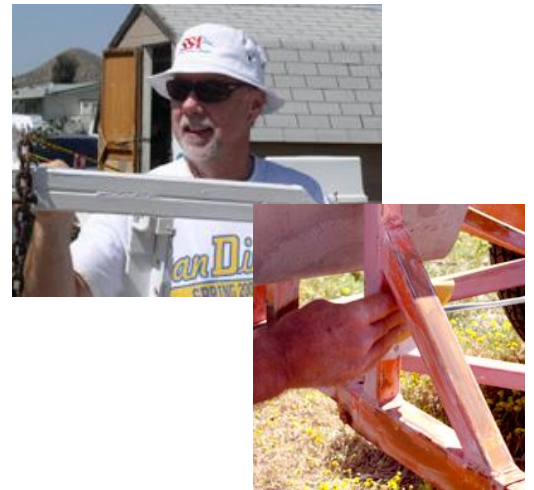
If you want a preview of what to expect, check out www.soaringsafety.org. Click on the "On-Line Learning" link and click on the "Bronze Badge Study Guide"

These will be held as a part of the regular meetings.

Now, we just have to figure out when, where and how long we're going to be up in the desert.

Trailer Painting

If you missed the trailer work party in April, you also missed the shortest Club Meeting in history (only 15 minutes). It's hard to know if it was because of a short agenda or because half of the crew spent the day standing downwind of the paint fumes.





Thanks to the paint crew
Who kept most of the paint on the trailers and off of themselves
Art Wallace, Mike Kalina, Gary Timbs, Chuck Gifford, Jim Taylor, Colin Wilson, Eric Bick,
Chuck Coyne, Dave Boyer.
(Not pictured) Larry Tremblay and Jose Cordova

Member Profile
Eric Bick



Eric joined the club in November 2008.

He received his Glider license last summer.

Eric's a former sailor and has owned a MacGregor sailboat and a power boat.

He got into soaring for the beauty of the sport, the aircraft and to keep himself active.

Next time you see him at the field, ask him the difference between a cleat and a boom vang.

May Quickie Quiz
Answer next month

List all of the classes of airspace (and the requirements for flight through them) that exist above Hemet Airport.

April Quickie Quiz Answer

The stalling speed of an aircraft will be highest when the aircraft is loaded with a:

1. High gross weight and aft CG
2. Low gross weight and forward CG
3. **High gross weight and forward CG.**

High gross weight and forward CG requires the horizontal stabilizer to produce more downward force to pitch the nose up.

This increases the wing loading, causing the stalling angle of attack to be reached at a higher airspeed

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