

# Cypress Soaring

November 2009



*Good judgment comes from experience.  
Unfortunately, the experience usually comes from bad judgment.*

## Instructor Schedule

Art Wallace **Sat 11/7**  
Gary Timbs **Sat 11/14**  
Chuck Gifford **Sat 11/21**  
Jose Cordova **Sat 11/28**

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

## 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 November 14  
1000 am  
Krey Field

# WELCOME HOME



## Upcoming Events

**Sat 11/14** General Meeting  
**Fri 11/6** Marooned Without a Compass Day  
**Sat 12/6** Annual Meeting Location TBD



After two months of planning, packing, a little demolition work and lots of sweat and effort, we finally have everything at our new home in the high desert. While we still have few truckloads of unpacking ahead, we made a seamless transition in October with an uninterrupted instruction schedule and our regular monthly meeting. Still ahead are the reassembly of our four hangars and the acquisition of some kind of new storage shed. Thanks to all the members who helped make this major move possible on such short notice.



## 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.
3. Sunday tows are available **but must be arranged with the tow pilot and John Krey 48 hours in advance.** They will tow on Sundays but request that we try and schedule 2 or 3 to make it worthwhile.

## Flight Operations (cont'd)

Tow Pilots available on Sunday

**Jim Hultman** 805-453-2871  
[mojavepilot@hotmail.com](mailto:mojavepilot@hotmail.com)

**Keith James** 760-981-9857

**Mike Malis** (661) 904-3814 cel  
[aerodyne@socal.rr.com](mailto:aerodyne@socal.rr.com) (661) 284-6967 home  
(661) 572-5528 work

**Les Hurdle** (661) 944-5223 home  
[LH101@avradionet.com](mailto:LH101@avradionet.com) (661) 304 6556 cel

**Ron Caraway** (back up pilot) (760) 247-6771 home  
[SEERONFLY@aol.com](mailto:SEERONFLY@aol.com)

For a current Friday and Saturday towplane schedule, check out the Antelope Valley Soaring website ([www.antelopevalleysoaringclub.com](http://www.antelopevalleysoaringclub.com)) and click on the "Flying Conditions" link

We discussed the logistics of moving the ships around the field.

Scott has a riding lawn mower we can use and we did talk about making wing wheels for all ships

## TREASURER

September Income	\$1345.22
September Expenses	<u>\$629.50</u>
September Net	\$715.72

YDT Income	\$13616.42
YTD Expenses	<u>\$13125.73</u>
YTD Net	\$460.69

Current Assets	\$24,520.89 Savings
	\$3,204.70 Checking

Budget Net Income	YTD	\$305.50
	Actual	\$490.69

Unfortunately, we did lose some members from a combination of our move and the general state of the economy.

We now have 22 Active members down from our previous roster of 32 Active.

Our budgets have been based on having 30 Active Memberships.

## MAINTENANCE

Check website for current status

<b>Krosno</b>	At Krey; tied down
<b>L-33</b>	At Krey; tied down
<b>PW-6</b>	At Krey in the trailer
<b>Discus</b>	At Krey in the trailer

### Krosno

The right wing seal appears to be deteriorating

### L-33

The saga of the landing gear strut adapter continues. Since no one seems to have the right part, we'll probably end up converting the valve to a more common Schrader valve.

Also, we need to dig tie downs for this ship maybe closer to the runway

Annuals are coming due in December

## New Business

### Krey Field Rules and regulation

Check out the "Lessons" page on the club website for information you need to fly from Krey. There's also a link to an "unofficial" Krey website. There are sections on Krey field etiquette, Krey field rules and the various levels of a John Krey "rant" (and how to earn one).

### Storage

We need a place to store all of our stuff. Art suggested we buy a shipping container. They're big, indestructible, waterproof and hot in the summer. Louanne mentioned that John has some old trailers we might be able to make a deal on.

Another option is to build a shed near the hangars (once they're reassembled)

Scott Lance has provided a metal trailer for temporary storage.

### Hangars

Speaking of hangars; They will be rebuilt after the first of the year.

Grading and ground prep still need to be finished. In addition, there is some concern that the area originally allocated for two hangars might not be big enough for the two extra hangars we acquired from Scott and Phil.

### Shade Cover

Do we or don't we build one? Discussion continues

### Hats. Shirts & Calendars

You want 'em? Chuck's got 'em. Hats (\$10); Shirts (\$23).

The 2010 Soaring calendars are available. Colin suggested we order 15; no returns this year (who returns a calendar?)

### Club Historian

This is the club's 40<sup>th</sup> anniversary and it was suggested we create a Club Historian position.

Tom Orbison and Chuck Gifford have been mentioned as potential candidates (see what happens when you miss a meeting?)

### Annual Meeting

#### Saturday 12/6/09

It's that time of year again. Time to come up with nominees for next year's Board.

Don Johnston and Tim Kreiner will be making the calls. (If you hear from them, the correct answer is "Yes".

It's also time to select those members who, through their superior airmanship this year, will be honored with one of the coveted Cypress Annual Awards. Chuck, Art and Scott are this year's Nominating Committee.

We still need a location central to the LA-Riverside areas.

If you have any suggestions, let one of the Board Members know.

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**Member Profile**  
**Tim Kreiner**



Tim recently reactivated his membership after a brief exile in Ohio.

He decided he missed the California freeways so much he wrangled a transfer back to L.A. and rejoined us this summer.

Tim just finished his CFG so let's take a few months before we scare him too much.

When you see him at the field ask him about "The Sands of the Nile"

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**November Quickie Quiz**  
**Answers Next Month**

If the atmospheric pressure and the temperature remain the same, how would an increase in humidity affect takeoff performance?

1. Longer takeoff distance; the air is more dense
2. Longer takeoff distance; the air is less dense
3. Shorter takeoff distance; the air is more dense

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

1. Shallow the bank & increase airspeed
2. Steepen the bank & decrease airspeed
3. Steepen the bank & increase airspeed

**Extra Credit**  
**Explain your answer**

**October Quickie Quiz**

**Answers**

In the Northern Hemisphere, a pilot making a long distance flight from east to west would most likely find favorable winds associated with high and low pressure systems by flying to the

1. North of a high and a low
2. North of a high and to the south of a low
3. South of a high and to the north of a low

*Wind blows counterclockwise around a low and clockwise around a high.*

*In this example, the best tail winds would be found south of the high and north of the low*

At approximately what altitude above the surface would you expect the base of cumuliform clouds if the surface air temperature is 33° C and the dewpoint is 15° C

1. 4100 ft AGL
2. 6000 ft AGL
3. 7200 ft AGL

*Temperature & dewpoint converge at a rate of 2.5°C /1000 feet.*

*The difference in the temperature and the dewpoint in this example is 18°.*

*To find the altitude at which the temperature & dewpoint converge,*

*Divide the temperature/dewpoint spread (18°) by the lapse rate (2.5°C)*

$$18^\circ / 2.5 = 7.2$$

$$\text{Base of clouds} = 7200 \text{ ft AGL}$$

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