

# Cypress Soaring

October 2009



*The three most useless things to a pilot are the altitude above you, the runway behind you and a tenth of a second ago.*

## Instructor Schedule

Chuck Gifford **Sat 10/10**  
Gary Timbs **Sat 10/17**  
Art Wallace **Sat 10/24**  
Jose Cordova **Sat 10/31**

Richard Ensign is also available during the week for instruction

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 October 10  
1000 am  
Krey Field

## IT'S OVER



Cypress Soaring officially ended 40 years of flight operations at Hemet Airport on Saturday September 19, 2009. Art Wallace and Tim Kreiner made the club's final flight from the field.

All glider operations at Hemet will end on October 1, 2009

Club members spent August dismantling and moving the Discus and PW6 hangars as well as two additional hangars donated to the club by Phil Sanine and Scott Boelman.

At the September meeting, the club decided to move all equipment to Krey field. The original plan was to temporarily split operations between Krey and Crystal Soaring.

While it's been difficult for to leave a place that's nurtured our aviation aspirations and many friendships for so long, there are new challenges and goals ahead as we establish our new home in the high desert.

### Getting to Krey (option 1):

I-15 North to Hwy 138 west; Hwy 138 west to Sheep Creek Rd North  
Sheep Creek Rd North to Parkdale (there's a dairy farm on the left @ Parkdale & Sheep Creek Rd)  
Right on Parkdale 1 mile to dirt road marked with Krey Field sign

## Upcoming Events

**Sat 10/10** General Meeting  
**Wed 10/21** Count Your Buttons Day  
**Sat 12/6** Annual Meeting  
Location TBD



### Getting to Krey option 2:

I-15 to US 395 North

US 395 North to Phelan Rd. Left on Phelan Rd through Phelan to Sheep Creek Rd.

Right on Sheep Creek Rd; past Hwy 18 to Parkdale (see above)

NOTE: HWY 138 is closed to southbound traffic from Sheep Creek Rd

You'll need to reverse this route to get back home.

#### TREASURER

August Income	\$1238.21
August Expenses	<u>\$2472.89</u>
August Net Loss	<b>-\$1234.68</b>
YTD Income	\$12271.20
YTD Expenses	<u>\$12496.23</u>
YTD Net Loss	<b>-\$225.03</b>

#### MAINTENANCE

Check website for current status

<b>Krosno</b>	At Krey; needs assembly
<b>L-33</b>	At Krey
<b>PW-6</b>	At Krey
<b>Discus</b>	At Krey by 9/28

### Member Profile

#### Mike Kalina



Mike joined the club in 2007 to fulfill a long desire to fly. He tried power, and, although he liked it, became intrigued with soaring after a demo flight.

The visibility, quiet and the challenge of staying up using only air currents finally hooked him.

He's working on his Private Rating and hopes to become a cross country guru once he's finished.

If you're wondering why he comes to ALL of the meetings, well, he **IS** this year's Vice President. (when you miss a meeting, you will get nominated for something)

When you see him at the field, ask him about Article IX Section 2 of the club bylaws

#### October Quickie Quiz

##### Answers Next Month

In the Northern Hemisphere, a pilot making a long distance flight 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

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

#### September Quickie Quiz

##### Answers

Which type of flap creates the **greatest** change in pitching moment?

1. Plain
2. Split
3. **Fowler**

Which type of flap creates the **least** change in pitching moment?

1. **Split**
2. Fowler
3. Slotted

##### Extra Credit

Explain your answers to both questions

*A Fowler flap extends out and down much more than a plain, split or slotted flap. This movement causes the center of pressure of the wing to move farther aft causing a steeper nose down pitch attitude than the other kinds of flaps.*

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

# Looking Back

*40 years on the flight line*





Last one off the field, turn out the lights