

Cypress Soaring

September 2009



Aircraft Identification
If it's ugly, it's British. If it's weird, it's French. If it's weird and ugly, it's Russian

Instructor Schedule

Chuck Gifford **Sat 9/5**
Jose Cordova **Sun 9/6**
Art Wallace **Sat 9/19**
At Krey
Gary Timbs **Sun 9/20**
At Krey

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 9/12 General Meeting
5:00pm
Final day of Club Ops at Hemet

Sat 9/19 International Talk Like a Pirate Day

Thu 10/1 **Sailplane Enterprises Closes**



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 September 12
5:00 PM
Last meeting at Hemet Airport
We will be moving all Club aircraft from Hemet to the high desert

CYPRESS WILL END 40 YEARS OF SOARING AT HEMET ON SATURDAY 9/12

Cypress Soaring will end 40 years of operations at Hemet on Saturday September 12, 2009 as we move our ships to new homes. Riverside County has ordered the end of all glider operations at Hemet on October 1st.

At the August General Meeting, club members voted to move the Krosno and the L-33 to Krey field. The PW-6 and the Discus will be taken to Crystal.

A split operation is not considered permanent but gives the club a chance to evaluate both locations. We will assess the situation by year's end.

The dismantling and relocation of the two hangars will begin on Wednesday August 19th with a second date scheduled for Saturday 8/22. It will continue as necessary in order to be off the field by October first.

The decision to move came as a result of site surveys of the various fields in the area.

Elsinore was ruled out due to issues with jump operators at the field. In addition, CSI members would be required to become associate members of the Elsinore soaring club in order to operate from that field.

As for Warner Springs, it was felt that CSI would not be welcome as we might represent competition to their training operations.

Reconstructing our two hangars would not be possible at either facility

Both Krey and Crystal expressed their interest in having us relocate to their fields and both promised to help work with their respective county agencies to help us to relocate our hangars.

Here are the updated evaluations:

Krey Field

Not a prohibitive distance for most club members
Tows available Friday and Saturday; Sundays likely.
And arrangements can be made for earlier tows during the weekend.

Would be a good field for training primary students
Is a dirt strip with primitive facilities.

Improvements have been made to the cross wind runway and to reduce the amount of dust generated at takeoff on the main runway.

San Bernardino County is believed to be easier to deal with in terms of building permits than Los Angeles or Riverside County.

John has already offered to begin clearing pads for our hangars.

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.

He does have a nephew who is at the field regularly and has expressed an interested in keeping it going.

Crystal

Not a prohibitive distance for most members

We would be very welcome at the field

They have agreed to work with the L.A. 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.

Potential return of Soaring to Hemet

While Riverside County is adamant about the elimination of soaring at Hemet, we did discuss possible legal action to try and get this decision reversed.

Colin Wilson contacted an attorney he has dealt with on other issues for some general advice.

Colin's source, Ryan Golan, is an attorney in Palm Desert with experience dealing with the FAA and County agencies.

It was his opinion that this decision could be challenged on a number of points.

1. Neither the County nor Cal Trans has jurisdiction over operations at Hemet Airport.
2. There doesn't appear to be a specific FAA regulation that has been cited to justify this decision.

NOTE:

**Advisory Circular 150/5300-13 (Change 7)
Airport Design and FAA Order 7110.65N
Air Traffic Control is cited in the Hemet Ryan Master Plan Document dtd 6-24**

3. If there is such a regulation, the State would have to show that they have never granted any waiver at another airport for similar operations.

Golan offered to step in and try for a stay of the county's decision—for a fee.

Also at our meeting, Larry Touhino, OCSA Club President, outlined his group's plans.

According to Touhino, this is not a safety issue as much as it is a political one.

According to him, the county has plans to redevelop the airport for higher density traffic and they want to get any ancillary operations off the field as soon as possible.

Touhino urged everyone to put pressure on Riverside County Supervisor Jeff Stone, the Supervisor for Hemet.

Stone's website <http://district3.co.riverside.ca.us/>. has a Constituent Request Form pilots can use to state their case directly to the his office.

In addition. **A Save Soaring at Hemet Today** google newsgroup at <http://groups.google.com/group/save-soaring-at-hemet-today> has been set up to post comments and updates on this issue.

(Click on the link HMT.Chpt3.pdf at that link for a description of the Hemet Airport Master Plan dtd June 2004 and pages 18-29 for specific issues related to soaring operations)

Touhino claims Stone is susceptible to political pressure as he is up for reelection and is reportedly considering a run for State Senator for this district.

There was considerable discussion and agreement among Cypress Members to pursue any effort to keep soaring at Hemet but, for now, we need to make plans to be off of the field by October.

Meanwhile, OCSA is making plans to move their operations to Tehachapi.

In other News:

Treasurer

July Income	\$1191.67
June Expenses	<u>\$400.00</u>
June Net Income	\$791.67
YTD (Jan-Jul) Income	\$11007.78
YTD (Jan-Jul) Expenses	<u>\$10023.34</u>
YTD (Jan-Jun) Income	\$984.44

Maintenance

Check the website for current flight status

L-33

Still looking for an adapter to recharge the strut

PW-6

Oxygen bottle was refilled but not hydroed.

The main gear wheel fairing was tightened.

Gary Timbs purchased a Mountain High O₂ system was purchased at Oshkosh for a 10% discount.

Radios

We have a new battery pack for the handheld. Fill it up with AA batteries and you're good to go.

Maintenance

Hangars

Hangers will be dismantled beginning on Wednesday August 19. A second session is scheduled for Saturday 8/22.

Be there at 9:00am with a screwdriver, a nut driver and, if you're so equipped, a back up battery for your tools.

Tentative Crew for the 19th

Randy Shumaker
Chuck Gifford
Ivan Mc Fadden
Marv Gudmundson
Art Wallace
Larry Bowen

Maintenance

Tentative Crew for the 22nd

Eric Bick
Chuck Coyne
Mike Kalina
Dave Boyer
Jim Wilcox
Roger Williamson

Member Profile

Dave Boyer (He's the guy in the back) (sorry everybody, I'm getting desperate)



Dave joined the club in 1975.

He holds Private SEL and Commercial glider ratings with an Advanced Ground Instructor certificate.

He seems to hold the unofficial club record for passing the most CFGW writens and then letting them lapse (three so far).

When you see him at the field ask him the answer for Question 6739.

September Quickie Quiz

Answers next month

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

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

Cold air is denser than warm air & an altimeter is affected by air density. When flying in a area where the air is colder and more dense than standard, the pressure levels are closer together and the a/c will be lower than the altimeter indicates

REF:

Pilot's Handbook of Aeronautical Knowledge
AC 61-23c Chapter 3