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CSI Newsletter: August 2021

Next Meeting: via Zoom, **Friday, August 6, 2021 ~ 7:30 PM**
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NEWS you need to know:

The PW-6 is returning to Hemet about 09/04/2021. If you had not flown at Crystal, take a tow and go. The tow plane is up and running as it has a new secondary oil cooler, thanks to Gary T., Chuck G., Mike K., Steven K., and Tony the A&P for performing all required steps for the installation.

**** Treasurer:** Year to date: 12/01/20 to 07/09/21: Income: ~ \$34,5xxK; Expense: ~ \$33,3xxK; Net Profit: - ~ ~ **\$1,2xxK**. Expenses getting closer to be covered by income. Still making up the amount borrowed from the accounts to pay for the club fleet/airport and trailer insurance. Varies accounts are increasing as part of the future operations depend on having funds available to purchase services for the tow-plane and maintain the glider operations.

Presidents Message: **Fly safe** as Cypress Soaring has more take-offs and landings than other operation but for Cal-Fire.

Riverside County is continuing to have **Covid-19** and other forms of the virus, therefore all members to wear a mask on the field. Wipe the planes down inside and out, **before and after** you fly.

VP: Currently we have a waiting list of 5 pilots, some students and some certified but needing to become current. Depending on CFI-Gs, the Board will interview new potential members and accept as to not overload the student scheduling.

Flight Ops.: CSI has had about 250 gliders flights and 260 flights in the tow plane. Extra TP flights were for testing oil cooler and return to service flights after the annual. Flight Ops is preparing flyers with the assistant of art work from Art W. to be posted around local airports seeking tow pilots. Revision were made to the *Tow Pilots Manual* and is posted on the webpage.

Maintenance: All gliders are currently airworthy. The tow plane had its annual and a new secondary oil cooler installed, tested and blessed by Tony, our A&P. So far good results for keeping the oil pressure lower and the engine within oil limits for temperature. The trim on both

Krosno's will be checked out for jumping out of the trim bracket on the forward cockpit. Make sure the handle is fully pushed up into the detent before, during flight and before landing.

New Business:

There is a triangle \triangle task contest for the local area just north of the field that is an "on your honor" contest for single seat or two place gliders. Look for more information on the webpage. Pilots will need to start and finish the task by preparing the flight route and calculating the on-route glide ratio and distance to the first turn-point, then the route to the second turn-point. Gliders will be handicapped as to equal the L/D and Yes, student pilots with or without a CFI-G are welcome to fly it. Just have fun and make sure you will have enough altitude to complete the task on your route. Check it out and have fun. Be safe and plan, plan and have a plan B if the conditions change. {See attached photo and Handicapped page attached}

If you have not taken the SSA webpage course "Wing Runner", please do, if you have not been instructed on how to handle a moving glider during takeoff, DON'T hold or handle the wing. Your fingers could be damaged, hurt and/or cause the glider to abort its takeoff. Stay off the runway to handle gliders until you have been instructed and taken the Wing Runners course. If you are the wing runner, the tow pilot has a limited window to see you, have the PIC contact the tow plane along with whatever hand signals you are using. The PIC is the one who instructs the wing runner to lift the wing, NOT the wing runner.

The club is looking for tow pilots and additional CFI-G's as the C-19 matter has placed some of our instructors to instruct more experienced student pilots. If you know of someone or have a connection to someone who knows a pilot, ask them to contact Woody or Steven King, they will provide information and answer questions.

SEE THE FOLLOWING NEW CSI SOP FOR THE AIRPORT REGARDING FIELD OPERATIONS DURING FLIGHT OPS.

The dirt road that we use from the power side to the glider side that goes from the south side along the eastern side of Runways 22 and 23 are NOT to be used once the tow plane or glider operations start.

Once the gliders are in the air, the dirt road that extends from the end of the runway towards town is and has been used for short landings. If your vehicle is on that road during a glider landing, the results could be a disaster, or worse, loss of a glider and people.

YOU DO NOT WANT A GLIDER OR THE TOWPLANE LANDING ON YOUR VEHICLE. Once the glider operation has started you must use the roads around the airport only. At the end of the day when the cart is taken back to the hanger, make sure no glider, power plane is landing as you would drive under its flight path.

Remember to keep your radio on and LOOK for flying, landing, taking off aircraft.

Thanks to **Scott Lance** for his weekend weather reports for Hemet-Ryan Airport. During this time of the year thermals are limited to strength and height, make the most of it and fly in smooth air to lean the required movements to control the gliders.

Two (2) of our club members are attending “Air Venture” otherwise known as “Oshkosh”, so when they return a report will be required. One is a teacher and one is a president of a small air force. AOPA expects a major turnout as it was cancelled in 2020.

Your questions and/or comments are welcomed.

Tom Orbison, Secretary
Cypress Soaring, Inc.



Glider handicaps

GLIDER	L/D	HANDICAP PERCENTAGE
Krosno	27	100
PW-5	32	1.185
PW-6	34	1.26
1-34	34	1.26
Grob	36	1.33
Discus	42	1.55