

# Cypress Soaring

January 2015



*What is chiefly needed is skill rather than machinery*

*Wilbur Wright*

## Instructor Schedule

<b>Sat</b>	<b>1/17</b>	Chuck Gifford
<b>Sun</b>	<b>1/18</b>	Gary Timbs
<b>Sat</b>	<b>1/24</b>	Art Wallace
<b>Wed</b>	<b>1/28</b>	Joe Scarcella
<b>Sat</b>	<b>1/31</b>	Jose Cordova

Please **PHONE** cancellations to your instructor at least 24 hours in advance

**GLIDERS & INSTRUCTORS MUST BE SCHEDULED ON THE ELSINORE WEBSITE OR YOU MAY NOT HAVE A TOW PILOT SCHEDULED**

BFRs must be scheduled **AT LEAST 10 days** before your desired flight date (You do have a quiz to prepare beforehand, you know)

## Upcoming Events

<b>Sat</b>	<b>1/17</b>	General Club Mtg
<b>Wed</b>	<b>1/21</b>	Festival of Sleep Day



## Mail Club dues to:

Jotham Schwartz

His address is listed on the website

Please arrange payment to arrive by the 1<sup>st</sup>

Write "Cypress Soaring" on the lower left corner of the envelope

## General Meeting

Saturday 1/17

10:00am

Elsinore

## Year in Review



### March

Art Wallace returns to full time status as a club instructor following successful treatment for cancer in 2013.

### April

Operations at Krey field are suspended. The members of John Krey's estate decide to put the property up for sale.

The PW6 and Discus are relocated to Crystal, the 2-33 to Elsinore and we dismantle and remove our hangars from the site.

### June

We reach an agreement with Orange County Soaring Association to transfer their assets to us.

As part of the agreement we add a Grob 103 and PW5 to our fleet.

### September

Scott Lance realizes a long time soaring ambition by completing a 340 SM straight out flight from Elsinore to Bishop Mike Kalina serves as the chase crew

Lucas Oil, purchases the Skylark Airport and announces plans to close the airport in 2015

LESC enters into negotiations with Riverside County to establish operations at Hemet hoping to return in January or February 2015.

### December

Skylark Airport closes because of snow as a freak snowstorm drops up to 3 inches of snow in the Murrieta Valley area on December 30<sup>th</sup>.

## Treasurer

Full financials are available from Bert Briones.

Jotham Schwartz, Don Johnston and Bert Briones reviewed the books for 2014 and were found to be in order.

## Maintenance

Check website for current status

2-33	at Elsinore	In Flight Status
<b>Krosno</b>	<b>at Elsinore</b>	<b>No Fly; Aileron damage</b>
1-34	at Elsinore	In Flight Status
PW-5	at Crystallaire	In Flight Status
PW-6	at Crystallaire	In Flight Status
Discus	at Crystallaire	In Flight Status
<b>Grob 103</b>	<b>No Fly Until 2015</b>	

### Krosno

The Krosno was slightly damaged in a mid-December ground handling accident. There were no injuries. Damage was limited to the left aileron.



### 2-33

The aileron gap seals will be installed at the in January

### 1-34

### PW-5

No Issues

### PW-6

No Issues

### DISCUS

No Issues

### GROB 103

The 103 will remain grounded until at least February.

## Operations

As of mid-November, Cypress flew 316 flights totaling 275 hours in 2014.

We'll have the official end of the year numbers at the January meeting

In the meantime, the top flights for the year included

### Air Hog Citizen Category

Russ Schwartz 39 hours

### Air Hog Sky God Category

Gary Timbs 39 hours

### Longest Duration Dual PW6 4:56

Rick Russell and Gary Timbs

### Longest Duration Solo Discus 5:15

Dirk Darling

### Highest OLC Score

### 2 Diamond Distance Straight Out Flights

Peter Kovari

## General Business

### Annual Meeting

Thanks to Tom and Jane Orbison for hosting this year's Annual Meeting. We do appreciate your hospitality.

Because they showed up late for the Annual Meeting, the following members were elected to next year's Board.

President	Don Johnston
VP	Tom Orbison
Treasurer	Jotham Schwartz
Secretary	Chuck Coyne
Maintenance	Gary Timbs
Operations	Mike Kalina

### SOPs

Mike Kalina presented the revised Standard Operating Procedures for review to the membership at the Annual Meeting. Major changes include deleting specific references to airport operations and updated qualification guidelines for aircraft upgrades.

The Flight Ops Committee and Flight Instructors will make a final review in January.

### Mike Wallace Fund

2014 marked the thirteenth year of the scholarship fund. This year, three applications were received. A \$1,000 grant was awarded to Jack Nelson, a physics major at Occidental College.

Jack chose Cypress Soaring for his flight training. He is on inactive status at this time but as soon as his school schedule permits he will become an Active Member and start his flight training.

The fund will continue to provide at least one \$1,000 scholarship for the foreseeable future.

### Hemet

The top issue of 2014 has been the impending relocation of LESC to Hemet.

According to Mike Havener and Jeff Winkler, Riverside County has agreed to what has been described as a "boiler plate" lease agreement.

Under the terms of this deal, LESC will be charged \$537/month for one acre of land on a month to month basis. Riverside County receives 75% of all tie down fees.

LESC is looking for two acres for their operation but there is still some question as to whether or not LESC will be able to choose the location.

A move is currently anticipated for some time in February or March.

### High Desert Ops

Antelope Valley Soaring has purchased one of John Krey's tow planes and is completing arrangements to operate out of a private field near Krey field.



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# Annual Meeting 2015

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**Air Hog (Sky God) Award & Energizer Bunny**  
Garv Timbs



**Toot Your Horn**  
Don Johnston



**Rusty Stick**  
Rich Poland



**ABC Badges**  
Rick Russell B

Russell Schwartz C  
Private Pilot Glider

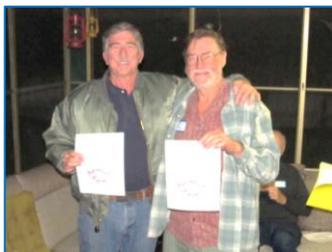
Jotham Schwartz A

Mike Kalina B

Cort Flinchbaugh A, B  
(not pictured)



**Gavel Award**  
Don Johnston



**Air Hog (Citizen Category)  
Longest Dual Flight**  
Gary Timbs & Rick Russell



**Slide in Broadside Award**  
Rich Russell



## December Quickie Quiz

### Answers



#### Essay Question

List the requirements for operating near another aircraft

**No person may operate an aircraft:**

1. **So close to another aircraft so as to create a collision hazard**
2. **In formation flight except by arrangement with the pilot in command of each aircraft**
3. **Carrying passengers for hire in formation flight**

**FAR 91.111 (a), (b), (c)**

**If an accelerated stall occurs in a steep turn, how will the aircraft respond?**

1. The inside wing stalls first because it is flying at a higher angle of attack
2. The outside wing stalls first because it is flying at a higher angle of attack
3. **In a slip, the high wing stalls first; in a skid the low wing stalls first; in coordinated flight, both wings stall at the same time**

## January Quickie Quiz FINAL EXAM

### Answer Next Month

**Since the newsletter duties will be passed over to Chuck Coyne in February, this is your Quickie Quiz FINAL EXAM.**

**Feel free to post your answers on the Facebook page or via e-mail**

The rain was pouring and there was a big puddle in front of the pub just outside the Air Force Base.

A grizzled old retired Marine fighter pilot wearing a faded baseball cap emblazoned with a VMF 323 squadron patch, his tatty leather flight jacket with many more squadron and aircraft carrier patches was standing near the edge with a fishing rod, his line in the puddle.

A curious young Air Force fighter pilot came over to him and asked what he was doing. "Fishing," the old Marine simply said.

"Poor old fool, another dumb Marine fighter pilot, the Air Force officer thought and so he invited the ragged old timer into the pub for a drink.

Sipping his Chardonnay semi-sweet white wine and watching the old Marine drinking a Johnny Walker Black label scotch whiskey, he felt he should start some conversation, the haughty Air Force fighter pilot asked, "And how many have you caught?"

"You're the eighth," the old Marine fighter pilot answered.

#### Essay Question

**What is the Moral of this story?**

*No, you don't win anything.  
You're supposed to know (most) of this stuff already*