



2016 Officers

President - Don Johnston Vice President - Tom Orbison
 Treasurer - Jotham Schwartz Secretary - Chuck Coyne
 Flight Ops - Mike Kalina Maintenance - Gary Timbs

2016 Aircraft Captains

2-33 - Kip Ongstad Krosno - Woody Woodall
 1-34 - Rick Russell PW-5 - Russ Schwartz
 PW-6 - Randy Shumaker Discus - Dirk Darling

Cypress Soaring
January 2016 Newsletter

2016 Cypress Annual Meeting and Awards

Saturday, December 5, 2015 was the date of the annual Cypress Soaring Club's Annual Meeting and Awards Party, hosted by a very gracious Hal Woodruff. We had a great turnout, with everyone anxious to see who won some of the prestiges and coveted -- and some not-so-prestigious and coveted -- awards. The envelope please:

2015 Cypress Solo Flights:

Norm Robinson
 Richard (Woody) Woodall
 Rich Poland

Private Pilot Rating:

Rick Russell

SSA ABC Badges

Norm Robinson	A, B, C
Rich Poland	A
Richard Woodall	A
Tim Kreiner	A, B, C
Mike Kalina	B

2015 Honors:

Gavel for Incoming President: Don Johnston

Toot Your Horn: Don Johnston

Energizer Bunny Trophy: Gary Timbs

Special Certificate: Chuck Gifford

Inspector Clouseau Trophy: Chuck Gifford

Air Hog Award Certificate: Russ Schwarz

Longest flight: Cort Flinchbaugh for 3:45 in the 1-34

Highest OLC Points: Peter Kovari

Rusty Stick Trophy: Hal Woodruff

Slide in Broadside Certificate: Rich Poland - Lake Elsinore

Boomerang Trophy: Randy Shumaker & Gary Timbs - Tehachapi to Tehachapi

Brake Handle Trophy: Jotham Schwartz - Lake Elsinore, Krosno

We Found Your Nozzle Plaque: Mike Kalina

Minutes of the December 5 Meeting:

President Don Johnston thanked the Woodruffs for hosting the annual meeting and party.

Old Business:

Work continues on the Instructor's Student Progress site. 2-33 tailwheel springs have been fabricated. Progress of Grob 103 sale reported, negotiations continue with the Cleveland Club. Members will meet Dec. 6 at Hemet to put Grob into the trailer and move it to Lake Elsinore.

(continues next page)

Art Wallace receives Cypress Soaring Club's Lifetime Achievement Award



'Friar' Art Wallace, providing moral encouragement, as well as technical guidance to the assembled devotees, ministers to the Cypress flock gathered at Hemet to assemble the Grob 103 in November, 2015.

Art Wallace, a long-time Cypress Soaring member and flight instructor, was presented with a Lifetime Achievement Award at the annual Cypress Soaring membership banquet in December.

Art joined Cypress Soaring in 1977. Founding member Chuck Gifford recommended him for his private pilot rating, and he passed his Private Pilot Glider rating in July of 1980. Art went on to earn his Commercial and Certified Instructor ratings, and has been instrumental in many Cypress club members achieving their dreams of soaring flight. He earned Silver Badge in 1986, his Gold Badge in 1990, and his Diamond Badge in 1995. Most of his badge flights were in the Jantar the club owned back then. Tom Orbison and Jose Cordova served as his primary crew members during his cross-country attempts.

Art is a retired graphic artist who owned his own agency for many years, and he designed all of the several club logos we have used over the years. Art is the first point of contact for folks interested in joining the club, and his friendly and personable manner insures that the public's first impression of the club is a positive one. Congratulations to Art from all the members of the Cypress Soaring Club.

(Meeting Minuets continues from page1)

Volunteers for the AMA Show in Ontario were sought. Tom Orbison and Mike Kalina will work to prep the PW-5 trailer so it can be displayed at the show. List of Plane Captain duties is being developed, will include organizing work parties to clean & wax, duties include trailer, keep track of registration and annuals, flight logs.

New Business: Orphan trailer still at Krey; chutes at Crystal - suggested they be sent along with Crystal chutes to Longo's Loft for repacks. Safety Talk for Lake Elsinore qualifications: signup sheet provided after the meeting. VP Report: 2016 meeting dates being scheduled. Treasurer report: Bert Briones reported a clean audit of the 2015 financial report. Change to club's nonprofit organization will be investigated. Ops reported 362 flights for the year; 230 total hours with 44% of those in the Krosno. Maintenance reported on status of annuals for the fleet, all planes currently fly-able, the Krosno canopy has been stop drilled - it's \$5000 canopy, so be careful with it. Art Wallace reported on the status of the Michael Wallace Foundation, and that the club's Facebook page is attracting a lot of traffic and encouraged members to post pics and movies.

Election of officers resulted in the current slate of board members being re-elected for the 2016 term. Articles for the club newsletter were solicited. Meeting was adjourned and the Annual Party commenced.

Question of the Month:

You are flying along in still air. Your glider is trimmed for level flight. Is the ship's tail providing upward force, downward force, or a neutral force? Would that change if you flew faster? Would it make a difference if you were flying the PW-5 or the Krosno? Can you explain your answer? The first correct answer emailed to ccoyne@rtrmag.com will win something wonderful. Instructors are excluded from winning, but may answer if they think they know the answers.

PW-6 Rudder Shaming!



Wrong, on so many levels. On Saturday, December 12, the rudder lock on the club's beautiful PW-6, affectionately known as 2 Echo Charlie, was found to have been inappropriately installed, leading to potential damage to the ship.



Wrong, on so many levels. Rudder lock should not hang down from the total energy probe. This lightweight fitting is not designed to carry any type of load such as this, particularly if the winds are strong. Installed in this manner, the lock does not prevent the rudder from flopping back and forth in the wind. Wind gust of 30 - 40 mph had been recorded in the week before.



Installing the rudder lock correctly very simple. Approach the rudder from the front, on either side. Not from the rear. Pass the lock carefully over the TE prob first, then slide the lock down over the rudder. The day's last Pilot In Command of the ship is responsible for the proper securing of any of the club's gliders, even if other pilots are 'helping' secure the aircraft. If someone is not sure of the proper procedures, they should be given clear instructions and supervision. If you are not sure yourself, don't be afraid to ask someone else.

Grob 103 Twin Astir Update



On December 6, a Cypress crew, brave and true, disassembled the Grob 103 where it had been tied down at Hemet, put it into the trailer, then hauled it to Lake Elsinore and reassembled it and tied is down securely. An offer has been made for the purchase of the Grob, and negotiations are under way as of this writing. The glider has received an annual inspection, all ADs are complied with, and it is insured for flight at Elsinore.

