



### 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

## February 2016 Newsletter

### January 2016 Meeting Minutes

The General meeting was called to order at 10:00 am. Minutes of the December meeting were read and approved.

It was announced that the Grob 103 Twin Astir was sold to a club in Cleveland, Ohio. Gary Timbs towed the glider part way to Ohio (Tulsa, Oklahoma) and turned it over to the Ohio Club. Cypress Soaring received \$42,500 from the sale of the Grob, the Ohio club paid Gary's expenses for towing the glider 1/2 of the way to Ohio.

The PW-5 has a new checklist developed by Mike Kalina.

LESC requires pilots flying from there to receive a safety talk every 6 months.

Maint. Officer Reported that some annuals are due in March/April. Plain Captains will meet with Gary to learn of PC duties. Registration cards are now in place in all gliders. A crack/puncture was found on the left wing of the Discus during the AMA convention at the Ontario Convention Center. Gary Timbs and Dirk Darling will address the issue.

The PW-5 trailer was still undergoing upgrades.

The Plane Captain's handbook is progressing.

Four flights of the G-103 were performed during January to allow a representative from the Cleveland Club to fly it.

A study into moving the club from a Mutual Benefit nonprofit organization to a charity nonprofit was discussed - decision made to maintain current status.

#### AMA Show report:

The Discus was exhibited during the show, lots of interest in soaring. Next year we need to bring FAST packages to sell. The list of contacts from the show needs to be followed up on.

John Smith 'volunteered' to be the AMA chairperson for the 2017 AMA show.

Representatives from Adelanto Airport invited the club to explore that airport as a location for club use.

**Hemet Update:** LESC reports they are waiting on a contract from the county. No due date to report. Tom will follow up.

Name tags: name tags are needed for new members.

T-Shirts: Cypress T shirts are available at the meeting.

**Tow Plane:** purchase of a tow plane was discussed. Chuck Gifford, Gary Timbs, Woody Woodall, Chuck Coyne, and Hal Woodruff were appointed to a two plane committee, Chuck Gifford is the committee chair.

**Please Note: Members who commute to Lake Elsinore on the 91 Freeway should be aware that the 91 will be closed in both directions February 19-21 between the 71 and 15 freeways.**

### Art Wallace receives Cypress Soaring Club's Lifetime Achievement Award



Mike Kalina, Hal Woodruff and Tom Orbison work the SSA booth at the AMA Convention at the Ontario Convention Center in January. The club's Discus was on display and drew a lot of attention to the booth.

#### Question of the Month

Kip Ongstad is the only Cypress member who got the answer correct from last month's quiz: "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?"

Kip's answer: "The tail is providing downward lift the only way that changes in still air to provide faster flight is if there was more upward lift from the elevator. But if you were to fly faster with the same setting there would be more downward force and the nose would want to rise/stall

The elevator on the Krosno is on top of the tail (vertical stabilizer) and the PW on the bottom so but the general idea would not change."

**This month's Question:** In order to fly club ships, does a club member, having completed a 24-month FAA flight review per 14 CFR Part 61.56 ninety days prior, need to complete a club proficiency check if he/she has not flown since the FAA flight review?