

Cypress Soaring



June 2015 Newsletter

The Importance of a Good Wing Runner By Mike Kalina

The wing runner job provides a very important function at the glider port, not just simply some yahoo that hooks you to the tow plane. He/she is an integral part to safety factor for each launch.

Besides the usual hand signals and (hopefully) knowing the difference between a Schweizer and a Tost ring, they provide the outside-the-glider eyes and ears safety watch.

This Fathers Day marks the anniversary of a tragic accident for a Texas family of few years ago.

It seems an experienced glider pilot was going to take his daughter-in-law and young grandson for a glider ride. For whatever reason, the tail wheel dolly was not removed prior to launch. With this additional weight far back on the moment arm, after reaching take off speed, the glider pitched up, the pilot released but could not prevent a stall and ultimately it augered into the ground as witnesses watched helplessly. Ultimately, the PIC is responsible for making sure the glider is prepared but a good wing runner also will check for glider readiness too. That could be looking for the tail wheel

dolly, making sure the dust covers are removed from the pitot tube, TE probe, etc. I don't know whether a wing runner was involved in this particular accident but certainly they have a unique opportunity to give the glider that last external check.

I had a sobering experience this past Sunday running the wing for Chuck Gifford.

The pattern and sky was clear and I gave Gary the "take up slack" signal. By the time the tow plane was in position and the rope taunt, the entire sky started to fill with jumpers; a couple of which were on our side of the LZ trying to get back to the north side of 29L..... they didn't get far enough. *One of the beautiful things about a single piloted aircraft is the quality of the social experience.*

Sequentially the two came down on or very near 29L so I left the wing down as we waited for them to clear the area.

Finally, the jumpers were cleared and I raised the wing in preparation to launch.

Unbeknowst to me (I wasn't carrying a radio", Mike Havener and ride in the 2-33 had entered the pattern. I

should have rechecked the pattern before re-starting the delayed launch sequence.

Fortunately, Mike had reported his downwind position on the radio; by the time I picked up wing, he was already turning base.

Gary and Chuck heard the call and knew the situation but as wing runner I should have rechecked the pattern before picking up that wing. This is also a good testament resetting process after an interrupted sequence and as PIC, also for making sure your radio is working and on frequency.

Bottom line, don't discount the importance of the wing runner job and how very important it is to your safety and safety of others using the airport.

Editor's Note: The Soaring Safety Foundation has an online Wing Runner Course available on their website: www.soaringsafety.org Look under the Flight Training tab. The SSF also has a number of safety-related videos covering various aspects of safe soaring.

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June 2015 Newsletter

Cypress Soaring Inc.'s - April 2015 Meeting Minutes

April 11, 2015, Crystal Airport CA; 10:15 AM

14 Members and one visitor

Opening by Tom Orbison – VP

Board Members Absent: President, Secretary and Treasurer

Old Business:

The “Minutes” from the March Meeting were accepted as read from the Website.

Flight Ops:

If you plan on flying at Crystal A/P, read their Flight Ops and SOP's and you need a sign off by a club instructor.

The PW-5 is considered an A-3 aircraft, you need a check out and you must wear a parachute when flying it.

Maintenance:

Annuals will be preformed on the Kronsoi in May, the 1-34 in November, the PW-5 in August, the 2-33 in July.

Gary repaired a 3 inch crack to the Kronso canopy (front left side vent) **BE CAREFUL WITH THE CANOPY!**

The Discus is at Gary's house dealing with electrical issues with possibly crossed wired terminals off the battery.

Chuck Gifford would like to move the 2-33 from its current position at Elsinore more towards the front tie-down area, this needs a crew and date, Let's see if this can happen on a non-club day.

The PW-5 trailer needs a lot of work; something to lift the rear clam-shell (it must weight 100 pounds) needs some lifting struts, fenders and general clean up.

All trailer tires will be inspected and replaced if needed (Tom Orbison is the lead on this project). More next month.

Treasures Report:

The e-mail from Jotham (Treasure) explained the new way of paying your dues using a “Quarterly Invoice”; you can pay on Pay Pal and if you still need to pay by check please contact Jotham. (Report by Tom and Art)

Other Old Business:

Move to Hemet-Ryan; still in the works, LESC reps are meeting with the county and others to finalize the terms and conditions of the lease. (No set date – TBD)

The Grob and hanger still need to be moved off the airport (Grob) and from Gary's house, will contact Russ for date to move to his property.

Cypress Soaring Inc.'s - April 2015 Meeting Minutes Continued

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June 2015 Newsletter

Nametags, they are in the works and several people are sporting them at Elsinore. A Motion was made and seconded to charge those members who are current yet never show up at meetings \$4.00 instead of \$3.00, the extra dollars will go toward paying the club's invoice for the tags. Passed

After the meeting (with a break) Art Wallace will conduct the Cross-Country.

There is a survey requested by John Smith (new member) for your opinions and suggestions concerning returning to Krey Field if it were to be operational again. Check your e-mails, a general notice was sent out the week prior to the monthly meeting.

New Business

Next meeting is May 9th, 2015, at Elsinore. It will be "Family Day" bring your loved one(s) and enjoy the flying and BBQ.

Meeting adjured at 11:45 AM

Cypress Soaring Inc.'s - May 2015 Meeting Minutes

Vice President Gary Timbs called the meeting to order.

Treasurers Report

1. Financial status summary
2. Insurance paid this month ~\$13,500
3. General discussion on insurance ensued.

Operations Report

1. Microphone cartridge in 1-34 replaced, radio is now operational.

Maintenance Report

1. Upcoming annuals; Krosno on 24 May @ 9:30 AM , volunteers requested to help.
1-34 due in November
2-33 due in July
PW-5 due in August
2. Discussion regarding ground handling and the latest incident involving the Krosno:
Chuck Gifford suggested guidelines:
 1. One person designated as "in charge"
 2. If using a vehicle to tow a glider, do not connect up until glider is moved onto taxiway (dirt road) and turned.
 3. Have one person on inside wing on turns.

Mike comment: IMHO, it doesn't do a lot of good to have these kind of discussions at meetings with less than half the members attending and expect everyone to get the message. Since we don't have a formal procedure (correct me if I'm wrong but I've never seen one), for students especially , the instructor has been the primary person to make sure they (students) are doing things correctly.

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June 2015 Newsletter

Cypress Soaring Inc.'s - May 2015 Meeting Minutes Continued

I think I should create a written ground handling procedure document based on Knauff's procedure (Glider Basics) and have everyone read and sign a roll sheet.....I can start this at the next meeting and/or do an email shot.

The approved procedure should then be placed on the website with the rest of our documents for futures.

Old Business:

Art has name tags at the approved \$4 each. Please pay for and pick up after meeting.

Randy to move the Grob/trailer from Crystal to his house....will need volunteers to help once the date is determined.

Gary to leave the last T-hanger at his house for now.

Hemet update:closer but still no date.

New Business:

Mike has tee shirts with CSI logo; short sleeves @ \$8, long sleeves @ \$11 each. The shirts are priced at \$1.50 above cost, that \$1.50 per shirt will go to the club from the sales.

"Motion" was made to move the Grob 109 (next to Krosno) to the current parking spot of the 2-33 and move the 2-33 to the current Grob location. It was suggested the 2-33 would get more use if the move was made. Mike K volunteered to be in-charge of the move.

Discussion regarding students not joining LESC as Associate Members and not obtaining their own Tow Passes.

It was strongly recommended all members join LESC as Associates as it creates accounting problems for LESC trying to sort out the cash, check, PayPal payments.

Update:

Talked to Mike Havner re: this....still we have issues. Their software does not know our student status so it may not issue a tow pass anyway. Mike said he could make the changes but gave no schedule. They have a mechanism to separate "solo" students (still in their 90 day approval period) from "dual students" that must have scheduled lessons with an LESC instructor before issuing tow passes accordingly.

Meeting was adjourned.