

Cypress Soaring



September 2015 Newsletter

FAMILY & FRIENDS DAY - September 19, LAKE ELSINORE

Make plans with someone from your family for a ride or just to see the operation on the 19th. The club meeting will be somewhat short and flying starts immediately thereafter.

The club will provide drinks (and you can bring your own) and all plates, plastic stuff and etc.

Members last names from A - I, bring desserts, J - R, bring salads and S - Z bring snacks. Please bring what meats you wish to BBQ, or have sandwiches. Plans to eat are from lunch until after flying, so it's an all-day event.

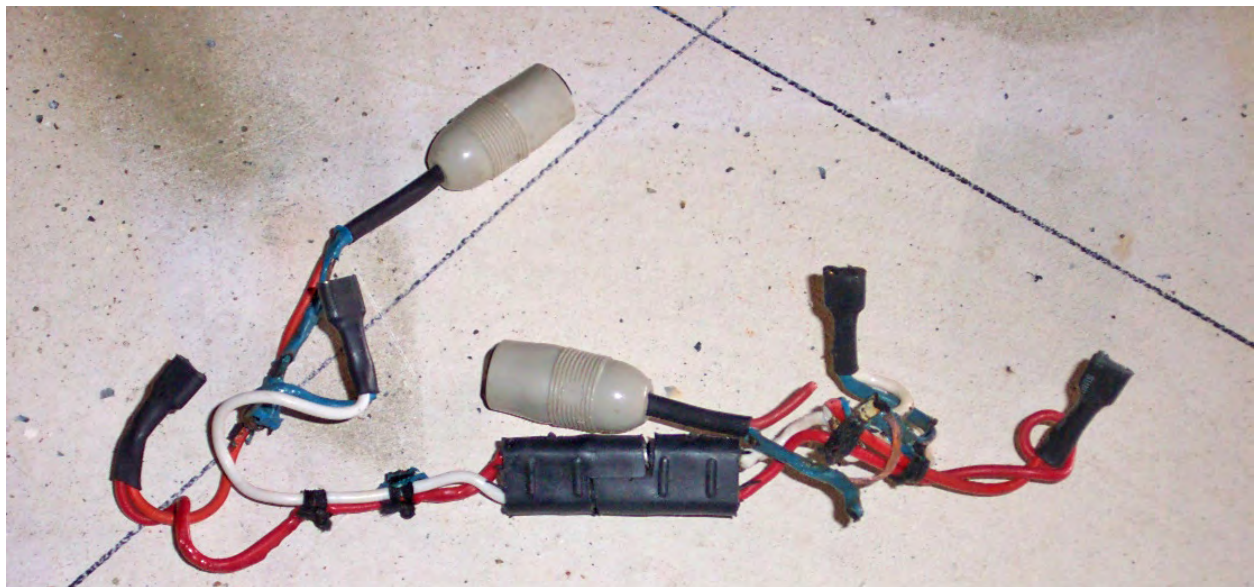
This is a day to show the family and your friends what we do when we are away from them, come and enjoy the day.

Any questions, ease ask Tom Orbison t.orbison@att.net

OOPS

Incorrectly connecting the Discus batteries earlier this year resulted in some major damage to the ship's wiring. Don't ask how it happened, but somehow both of the two batteries were connected to each other. Here's a report from Gary Timbs regarding the unfortunate incident.

"I finished repairing the Discus wiring system. You are a lucky man! The damage was limited primarily to the two ground wires. I believe that when you connected the charging receptacles, you shorted the two batteries together through the two ground wires. Here's an electronics lecture:



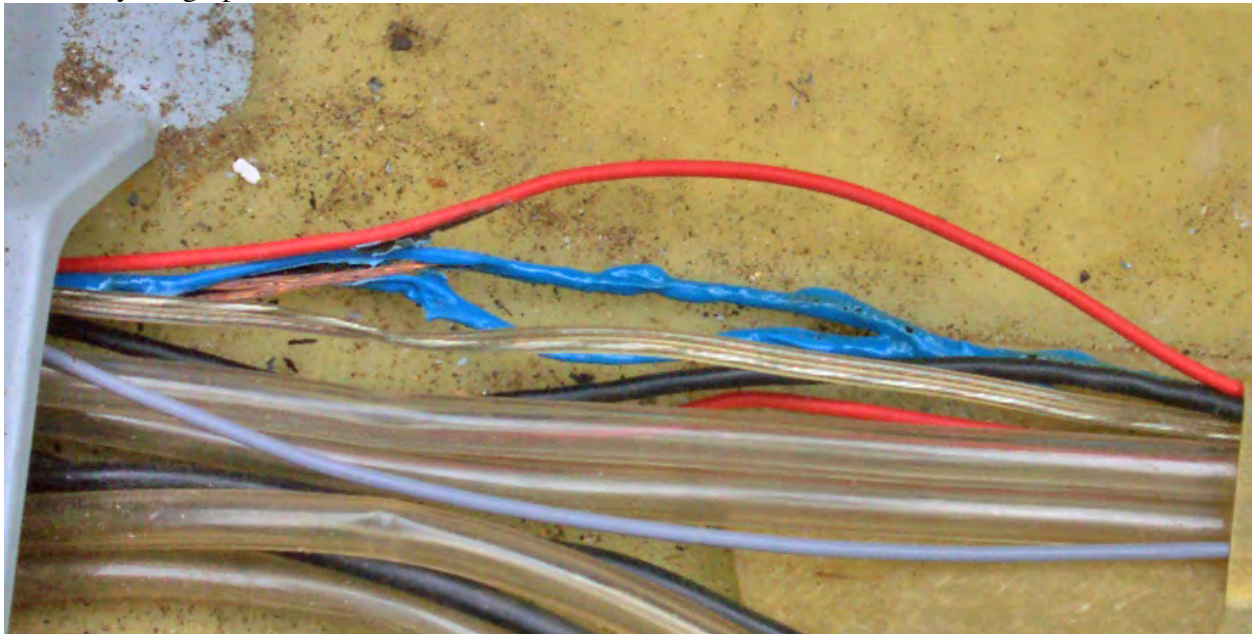
"Current equals Voltage times resistance – $E=IxR$. Manipulating, Current equals Voltage divided by resistance – $I=E/R$. The only resistance in the circuit created was in the copper wire and the internal resistance of the batteries, practically 0 ohms.

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“Let’s say that the total resistance in that accidental circuit was .5 ohms. Then: $I=E/R$ – $I=12\text{ volts}/.5\text{ ohms} = 24$ amps of current. Power equals Voltage times Current = $12 \times 24 = 288$ watts! No wonder the wire melted! In fact, the biggest problem I had was that the insulation from the ground wires had fused on to other wires, especially the positive wires, and the pitot tube. Additionally, the wires/tubes run through a two inch plastic flex tube from the base of the instrument panel to a junction area in the nose. I actually had to slice open part of that tube to free everything up.



“Once that was done I carefully inspected everything. The ground wires, obviously, were unusable. However, the other wires were not damaged other than three spots on the positive wires. Also, there was a melted spot on the pitot tube. I couldn’t tell if the pitot tube had melted completely through, so I covered that area with some shrink tubing. I also did the same for the three spots on the positive wires.

Next came three trips for supplies. I rewired the ground wires and replaced the dual plugs on the batteries with a single plug on each that will interface with the charger. That change will eliminate any chance of your adventure being repeated.

The only thing to be careful about is to NEVER connect the two batteries to each other through the connectors. That would result in a dead short again and could also result in the batteries rupturing and starting on fire.”

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Report a Safety Incident

The Soaring Safety Foundation regularly reviews the National Transportation Safety Board (NTSB) aviation accident data base to determine the root causes of soaring accidents. While the NTSB data can help in improving the safety culture of US soaring pilots, it does not capture all accidents nor does it capture incidents.

In an effort to capture trends that may help prevent future accidents, the SSF has prepared a [SOARING INCIDENT REPORT FORM](#). Using this form, you can anonymously submit confidential information to the SSF Trustees. We will use this information to help design training and safety programs that may help reduce the number of US Soaring accidents.

Who should report? Anyone who observes an incident (Glider Pilots, Tow-Pilots, ground crew, wing runners, club officers, commercial operator staff, etc) should consider filling a SSF Incident Report. The purpose of these reports is to develop a better understanding of the incident trends that are occurring in the US. Your anonymous and confidential report can help make soaring safer for everyone.

Pilots and aircraft owners are reminded that they need to follow the reporting requirements specified in [NTSB Part 830](#). If you have an accident, you should review NTSB Part 830 to determine what to report and when any report needs to be filed.

Minutes of the August 8, 2015 Meeting

Reported that a Mt. High Oxygen system was purchased for the 1-34 at Oshkosh for \$700.00. Extra cannulas were also bought for sale to members who need them.

Family & Friends Day was scheduled for September 19 at Lake Elsinore. Tom Orbison is coordinating.

Tim Kreiner discussed a new web-based program for instructors to track and share student progress more easily.

No Hemet updates. LESC plans to move upon approval of plans by Riverside County.

Painting of the 1-34 was discussed, possible chance of bondo filler in the wings.

November timeframe for beginning the process.

Mike Kalina discussed the new Cypress Standard Operating Procedures (SOPs). Each member is required to read them and confirm via email to Mike that they have read the new SOPs.

Treasurer's Report provided by President Don Johnson, \$8106 in Checking, \$26227.91 in Savings, \$5232.00 in PayPal, Total cash on hand = \$39,566.71

Reminder to all: Carefully Check Tire Inflation as part of preflight.

Art Wallace reported 2-3 inquires about membership per week, with more responses since the website was updated.

Nasal Cannulas are available for \$10.00 each.

The Dust Devil Dash was discussed, annual competition from Tehachapi involves straight-out cross-country flights, winner is determined by glider handicapping system. 1-26s

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have won the contest in the past. It is the weekend after Memorial Weekend. Randy Shoemaker and Gary Timbs will be entering the PW-6 with Mike Kalina providing crew services.

LESC's new website is easier to navigate, Students be sure to show up when scheduled.

Tim reported that an FAA Safety meeting would be held September 1 in Irvine.

A 'reciprocal' membership program with the San Diego club was discussed, dismissed for lack of interest.

Meeting adjourned at 11:30. Next Meeting September 19 at Lake Elsinore.