



**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

**September 2016 Newsletter**

**September Meeting: 9/10/16 @10:00 am, Lake Elsinore, CA**

**Two New Glider Pilots!**



Congratulations to Jotham Schwartz (top, shaking hands with tow pilot/instructor Gary Timbs), and Bert Briones (bottom, with DPE Dan Gudgel keeping an eye on the leaping), who completed the rigorous training needed to become certificated glider pilots. Both pilots have expressed their appreciation for the many hours of volunteer instruction provided by our great group of Cypress Soaring instructors.

**Elsinore Alert**

During Bert's first check flight, on takeoff there was a car speeding on the North – West strip that almost created a collision with them.

On Saturday, August 27, we had a similar situation with a man and a woman that literally ducked as we went by. Don't know who they were, did not see a parachute with them, nor saw where they came from.

We may have to start bringing binoculars to see what is at the end of 29L and ask the wing runner to also check down there for obstructions.

- Jose Cordova CFGI  
 Cypress Soaring

**PW-6 Update**

Repairs to the damage caused to our PW-6 are continuing at Yankee Composites. The vertical fin was impacted by the rear canopy breaking off after it popped open when the two canopy latches were left unlocked before flight. The hinge area of the rear cockpit was also damaged. A new canopy has been ordered and should be here mid-September. While at the repair station, the front canopy hinge is being repaired and the brakes will be inspected and adjusted as needed. The total insurance cost for the canopy and tail repairs is over \$11,000. Be careful with those canopies, folks.



**Before, during, and after the repairs to Ecus vertical fin.**





# September 2016 Newsletter

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### Airport SOP Review

There has been discussion among the membership regarding the SOPs (Standard Operation Procedures) at Crystal Airport. Particularly the requirement to exit the active runway to the north after touchdown. For folks who have flown a lot at Elsinore or Hemet this may take some getting used to. A quick survey of other California gliderports with online SOPs available the following info may be of interest to any club members who might find themselves flying at other gliderports.

Also, from the **FAA Glider Flying Handbook**: After landing, move or taxi the glider clear of all runways.

### SoCal Soaring: Landing

Glider landings may be made either on the paved runway, or on the dirt extensions. Rocks and other hazards may be present on dirt extensions. If possible, roll out to the North of the "hold short" lines marked by the orange cones. If this is not possible, move the glider over the line as quickly as possible after landing to allow other aircraft to use the runway. Plan your rollout/taxi so that you do not pass near other aircraft, vehicles, or people in case of brake failure or loss of directional control due to the wind or a gust.

### Warner Springs: Landing

All Pilots should plan their landing at or beyond the displaced threshold. ALWAYS clear the runway ASAP after landing.

Do Not turn towards parked gliders, your brake may not work always give your self an out. GROB renters will roll out straight.

Do Not drag or touch your wing tip until you are stopped.

**Minden, Nevada:** Once you land, please clear the runway as soon as possible.

### Air Sailing, Reno, Nv

#### 4.11 Post Landing Operations

You are generally expected to land straight ahead in order to provide maxi-

mum options to traffic landing behind you. However, traffic permitting, pilots may maneuver their glider on the landing roll to clear the runway. No unescorted pedestrians other than pilots and crew are permitted beyond the taxiways. During heavy flying activities, gliders should be moved from the runway to the taxiway by hand only and golf cart hookup should be made on the taxiways. If ground crews are not available and you are unable to move the glider off the runway, remain in place until a lull in the landing activity allows a cart to safely transit onto the runway.

### Soar Truckee:

When landing, plan your approach while you have plenty of altitude. Manage your energy so that you can get your glider off the runway at the second or third turnoff. Do not turn off at the first turnoff (the one where the tow planes and gliders stage). After landing, you must clear the runway immediately.

Consider this: often times all traffic, both glider and power, uses runway 20. Under those circumstances, a glider sitting on runway 20 effectively closes the airport until the runway is cleared.

### Williams Soaring:

When landing to the south, touchdown between the two white lines. Manage your landing energy so that you can clear the active runway.

When landing to the North, there is a wide clear area in the vicinity of the end of the runway. Plan to land and roll to the hard packed area to the north east of the Shop Hanger. There should be no trailers, motor vehicles or other obstacles on the east side of the hangar during a north wind.

Landing to the north during the DRY SEASON ( June - October)

If you land in the normal location, you should be slow enough to continue your rollout in a straight line, touching down on the sod, cross the asphalt runway, and continue in the direction of the glider assembly/ trailer parking area. If you overshoot the normal touch down area, and/or you are going too fast to continue safely in the direction of the trailer area, then you should realign your ground roll with the runway centerline, and remain on the runway. You must decide if it is prudent to continue straight ahead or make the slight right turn and remain on the hard surface. If you area landing too long to stop by the hanger continue down the mail runway to make room for gliders landing behind you.

Landing to the north during the WET SEASON ( November - May)

Touchdown on the hard surface, and either continue straight down the runway, or, if you know the area to the west side is hard enough to support the glider, and you have the speed under control, you may turn off the runway on the west side before reaching the drain culvert. Do not risk going into the drain culvert. If you are unsure of your ability to stop before arriving at the drain culvert area, remain on the runway!

After Landing

- Pull your ship clear of the runway and the landing area.
- Always behave as if another aircraft will be landing soon (watch the skies, be aware!).

### Minutes of the August 2016 Cypress Soaring Club

VP Report: September meeting will be at Elsinore, Saturday, September 10.

Discussed annual meeting in December in San Juan Capistrano.

Ops: 2-33 tailwheel damaged. Captain's manuals ready for all ships except the 2-33 and Discus. 1-34 gust lock was left off recently.

Treasurer: \$37,251.00 in savings; \$7428.00 in checking; \$7082.00 in PayPal account. Tow plane insurance payment of \$1641.00 made. Registration and taxes for C-182 discussed. (Subsequent board vote approved Cypress paying 2016 property tax on the 182)

Maintenance: Kroson brake needs shoe installed. 2-33 tailwheel being fixed, as is frozen wheel bearing. 2-33 annual completed. 1-34 needs annual in November. Suggestion made to lube the right canopy lock on the PW-5 to ease use. PW-5 annual due in August. Tow Plane: Belts & harness being installed week after meeting, ADF & Loran removed, CHT & EGT now working. 337 form & paperwork for tow mechanism needs finalized. Right fuel sump now working fine. Mirrors need installed, tow training required for chief tow pilot.

Douglas Club: Waiting on Govt. Agencies.

Rental of a hangar at Hemet was discussed. Purchase and use of more club chutes discussed. 182, 2-33 and 1-34 registrations discussed.

Hemet SOPs must be read by all pilots wishing to fly there.

Wish list vs need list to be developed.

Asset list needs updated.

Select Junior Memberships will be sponsored by the club.

Introductory Membership category terminated by vote of the board.