

# Cypress Soaring



November 2015 Newsletter

*All right, Striker, you listen, and listen close. Flying a plane is no different from riding a bicycle; it's just a lot harder to put baseball cards in the spokes. — Rex Kramer - Airport, the movie*

## **November Meeting - Lake Elsinore, Saturday, November 14 Board Meeting - 9:00 am**

### **Minutes of Special Board Meeting, October 24, 2015**

In early October, the Associated Glider Clubs of Southern California contacted Cypress Soaring board member Mike Kalina asking about either leasing or selling our Grob G103 Twin Astir. A telephone conference call meeting of the board was conducted the morning of October 24 to discuss the club's options. In attendance were: Don Johnston, Tom Orbison, Jotham Schwartz, Mike Kalina, and Gary Timbs.

The advantages and disadvantages of leasing the ship, and the advantages and disadvantages of selling the ship were discussed. Either way, the glider would need an annual and a weight & balance performed.

The board reviewed the current size of the club membership and recent growth, relative to the size of the fleet needed at this time. After discussion, a motion was made by Mike Kalina, and seconded by Tom Orbison, to sell the G-103. The motion carried by a unanimous vote.

Before the sale, the board set a time limit of two weeks following the completion of an annual and a weight & balance check to have the glider listed on the Wings & Wheels want-ads section. Prices of recently sold similar ships will be researched before setting the selling price.

Discussion following the vote included the purchase of a club tow plane, or a club winch.

End of report.

### **Twin Astir Workshop**

By Gary Timbs

Over the past few weeks, some of the club members and I have been working on the G103/Twin Astir, N158SS. For the new members, here a short history of the glider.

The Burkhardt Grob Flugzeugbau Twin Astir, as the name implies, is a two place, fiberglass glider. There are about 55 of them registered in the U.S. Ours was manufactured in 1978. The club acquired the glider about 18 months ago, when the Orange County Soaring Association (OCSA) merged with our club. With the merge also came the PW-5, currently located at Crystal Gliderport (requires A3 membership level for use). That gave our club a total of seven gliders. OCSA had done some work on the tail feathers of the G103, and so the glider needed to have a weight and balance calculation performed, along with an annual inspection. Since the club did not need to have the glider on line, and we didn't

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want to incur the added expense of flight insurance, we did not do anything with the glider until recently.



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A few months ago, Randy Shumaker was kind enough to offer to store the G103 at his home. This eliminated the storage charges that we were incurring at Crystal. Thanks, Randy! Last month, Randy and I arranged to transport the 103 to my house. The goal was to pull the glider out of the trailer (for the first time since the merge with OCSA) and do a clean-up and inspection. So, on a beautiful Friday a few weeks ago Chuck Gifford, Tom Orbison, Mike Kalina, Chuck Coyne, and I got to work. We pulled the fuselage out of the trailer and began the inspection. We were happy to see that the fuselage was a lot cleaner than we had imagined after about two years storage in the high desert. We did enough of a teardown of the cockpit to access the control linkage for inspection. We also opened up the instrument clusters and blew out the pitot and static lines. We removed the rudder to inspect the aft portion of the fuselage. We found a small hole in the bottom of the rudder. Our beloved President, Don Johnston, has volunteered to make that repair. We also found that the rudder bearings were stiff and needed some TLC.



Last Friday (November 7) we had a second work party. Chuck Coyne was unavailable, but Art Wallace was able to make it. Once again, we pulled the fuselage out of the box. We also pulled both

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wings out for inspection. We lubricated all control linkages in the fuselage and the wings. We also loosened up the rudder bearings. The side upholstery was coming loose, so Art removed it all, cleaned it up, and re-glued it back in place. Tom cleaned and taped the gap seals on the ailerons. There was an AD (airworthiness directive) requiring inspection of the spoiler bell crank. Chuck Gifford and I did that (they are in good condition). We also pulled the horizontal stab, cleaned and lubed its components.

Here's what's left to do:

Once the rudder is repaired, we need to install it. Chuck Gifford and I are working on gaining temporary access to a hangar at the Chino Airport so the weighing process can be done without the influence of the wind. I have access to a set of aircraft scales. Once the hangar is arranged, we will do the required weight and balance. For those of you who have never been involved in something like this, I recommend that you plan on being with us if you can so that you can see how we do it. We will send out an email to let you know the schedule. Once the weight and balance has been completed, the G103 will be annualized, and then should be airworthy.

We will also do some minor repair to the trailer. There is some damage, once again minor, to the left rear of the trailer. I will also work on removing some graffiti on the right side. A little grease and oil wouldn't hurt either.

And so goes the saga of the Twin Astir.