



### 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 Omgstad~~    Krosno - Woody Woodall  
1-34 - ~~Rick Russell~~    PW-5 - Russ Schwartz  
PW-6 - ~~Randy Shumaker~~    Discus - Dirk Darling

## December 2016 Newsletter

**December Meeting: 12/3/2016 @3:00 pm, San Juan Capistrano, CA**

**December Annual Cypress Membership Meeting: 12/3/2016 at Lea and Scott Chicoine's home:**

**The plan: 3:00 PM - 4:45 social (snacks) time; 5:00 - 6:00 CSI Meeting, annual reports; 6:15 - 7:00 dinner and awards after dinner.**

The club is providing the entree, ham and turkey, and members are requested to bring the following:

Last names from **A - I**, snacks,

Last names from **J - R**, bring salads and

Last names from **S - Z**, desserts.

Some beer/drinks will be provided, if you have your favorite wine, please bring it.

To Lea and Scott's hangar; From I-5, travel to San Juan Capistrano, CA: Take highway 74 (Ortega) east about 2.5 miles: Turn right, La Pata: Drive 1.5 miles up into the hills: Turn right, Stallion Ridge: Turn 2nd left, Via Pamplona (2nd left): Turn left on Via Zamora (1st street after gate): 1st house on the LEFT, corner of Via Pamplona and Via Zamora: Gate Code: 1775 S

### Cypress Soaring, Inc. Monthly Meeting Minutes, Skylark Airport, Elsinore, CA November 12, 2016

VP Report: Plans for Annual Party under way, details to follow.

Treasurer's Report: \$1881.95 in PayPal account; \$13,513 in checking account; \$37,254.87 in savings account. Bert Briones and John Smith will assist with annual audit before the December meeting.

Ops Report: PW-5 nonoperational - rudder cables. PW-5 will be relocated to Gary Timbs' house for repairs. 1-34 will have wings removed, trailer fit checked after meeting. Its annual is due in December.

A Plane Captain for the 2-33 is needed.

C-182: The C-182 is at Chino for an annual. Some minor items need addressing. Rudder may need replaced in the future. Towing SOP changes needed with vote to accept.

Paperwork to transfer the (4) Douglas club ships to Cypress

Friday, November 18, 2016 marked the return of soaring at Hemet. Yes, the old runway 22 was back in action with tow planes screeching and gliders swooshing - well, at least one tow plane and one glider!

Let me tell you a little story:

The annual on our very own Cessna 182 tow plane was completed. With no excuse at hand to keep the plane parked at Chino airport, Chuck Gifford and I held an emergency meeting to decide the most prudent course of action to put that trusty steed to work. And so a monumental

ownership will be completed after the meeting.

AMA Convention: Volunteers needed January 6, 7, 8, 2017. John Smith is the chairman of the committee.

Orders for embroidered shirts will be taken at the December meeting.

OCSA state and federal paperwork discussed.

Hemet Ops: Private tie-downs arranged for the C-182 and the 2-33 \$50.00 per month. A two-month trial of Friday operations will begin November 18. Equipment for ops, such as flags, vests, beacon, discussed. Anyone flying at Hemet must read and sign the Hemet Airport-required SOPs. Payments for tows was discussed, details to be worked out.

The 2017 operating budget will be prepared for the January 2017 meeting.

XC Clinic discussed; Hemet to Warner Springs is Silver Badge distance. A Land Out Survey Road Trip will be conducted by Peter Kovari after the first of the year; destination will be Owens Valley.

Two Cypress Guest Rides were approved by vote for an event at Camp Pendleton Marine Corp base in December.





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Gifford and I held an emergency meeting to decide the most prudent course of action to put that trusty steed to work. And so a monumental plan was conceived and that plan was put into action!

I met Chuck and his lovely bride at the 182 tie down the morning of November 18 at 8:00 a.m. and our plan began to be turned into reality. We loaded two tow ropes into the baggage compartment of that cute little tow plane, performed our last Chino preflight, and climbed into the bird and headed toward Skylark Gliderport, charging southward at a brisk 140 mph. After 15 minutes of doing what we do best (flying, in case you didn't get it), we kissed the tarmac (actually dirt) of runway 11R. Then we preflighted and washed the 2-33, with the help of Mike Kalina and Tom Orbison.

Attached together with a new tow rope, we took off from 29L, made a downwind departure from Elsinore, and headed east on a cross-country tow (OK so it was only a 15 minute hop) to our original home: Hemet airport! Chuck and Barbara got off tow over the west dam of Diamond Valley Lake while I hightailed it over toward the north side of the airport and the glider runway. I landed first and the Giffords followed me shortly afterward. We were officially welcomed to our new/old home by everyone's favorite instructor, Art Wallace.

After being enthusiastically greeted by some of the Hemet locals, and being joined by Tom and Mike as well as Woody Woodall, Jim Neff, and our best of best friends, Richard Ensign, we officially began ACTIVE HEMET GLIDER OPERATIONS!!! First up: Mike Kalina, with Art in the back seat.

I fired up old Betsy (tow plane) and taxied into position. The rope was attached to the glider. Tom waved me to a taut rope. The wing was raised and I saw a rudder wagged. I applied full power and the two machines, coupled through that slender umbilical, began accelerating down the runway. As we gained flying speed, the two aircraft came to life and made the transition into their element. We climbed - 500 fpm, 800 fpm, 1,000 fpm! Higher and higher we climbed, around and over the Three Sisters, toward Reinheart Canyon, searching for that altitude - 3,000 ft. Finally, I felt the tug that told me that the glider had made the transition to sailplane and I began my descent back home.

Remove flaps - nose over - reduce manifold pressure - don't forget to re-trim! - move prop to a coarser pitch, look for the glider, don't want to get too close! - stabilize the decent, set up for diagonal entry - go to high RPM- trim to 80 - add 20 degrees of flaps - better make my radio call - watch out for traffic, is the glider setting up too? - call downwind - high? Low? No, just right! - turn to base - call final - adjust decent rate - watch that speed! 75 mph short final - now slow to 65 - over the threshold - hold off - nose up - kiss the runway - brakes! Turn off - head back to the staging area. Yes!!!

And so, my friends, it continues. The glider makes a smooth landing, kissing runway 22, home again. Next, Tom takes the front seat and the process is repeated. This time Jim is flying copilot with me. And then on the next tow, Woody is in the right seat this time.

The last tow finds Art in the front seat of the 2-33, flying solo. He releases west of the Three Sisters and enjoys the solitude of the final flight of the day.

As dusk approaches, we taxi the two aircraft to their new tiedowns, the tow plane under its own power and the 2-33 towed across the field. And so ends the first day of flying at Hemet, soaring in our Cypress glider, and being towed in our Cypress tow plane. What a day!

### Chuck Gifford's notes:

As I assume you have all seen that we were able to establish a glider presence at Hemet-Ryan Airport yesterday. BTW all of the comments from locals were very positive about seeing gliders operating again at Hemet. Art did a great job of preparing the logistics of the operation. The forms were all there, AOM sign off sheet was signed by all present yesterday. He brought many pieces of support equipment for the day also, chairs, table, pop-up shade. We will need these same type of support equipment items on a regular basis. Donated or purchased by the club and stored in the hangar. I have two folding chairs to donate.

The 2-33 and C-182 are tied down outside in spaces operated by Lloyd Cliff, a long time FBO at Hemet. The gate passes (2) are issued by the county. The plan, unless otherwise advised by the board, is to apply for one issued to Art and one to myself.

On a personal note, it was a beautiful day, no parachutes were dropping on us, we could take off and land into the prevailing wind, could see the tow plane the entire take-off (no cloud of dirt) and the "house thermals" over the Three Sisters were still there. YAHOO!

