

Cypress Soaring

July 2010



*The rules are a good place to hide if you don't have a better idea and the talent to execute it.
If you deviate from a rule, it must be a flawless performance.
(e.g., If you fly under a bridge, don't hit the bridge.)*

Instructor Schedule

Tim Kreiner **Sat 7/3**
Gary Timbs **Sat 7/3**
Chuck Gifford **Sat 7/10**
Art Wallace **Sat 7/17**
Jose Cordova **Sat 7/31**

NOTE:

You will need a desert check out before flying solo at Krey
You will need a check out with an Instructor at Elsinore before flying solo
BFRs must be scheduled AT LEAST 10 days before your desired flight date (You do have a quiz to prepare beforehand, you know)
Please PHONE cancellations to your instructor at least 24 hours in advance to free up the slot for someone else or to save an unnecessary trip to the field.

Mail dues to:

Colin Wilson
41420 Resorter Blvd
Palm Desert, CA 92211
Write "Cypress Soaring" on the lower left corner of the envelope

Next Meeting

Saturday July 10, 2010
10:00am
Krey Field

FAMILY DAY JUNE 12, 2010

We had a great turnout for this summer's Family Day. We started flying at 11:30 and didn't stop until 6:30. The conditions were excellent (some pilots topping out at 12,000')



Upcoming Events

Sat/Sun 7/3-4 Flying/Campout Weekend at Key
Sat 7/10 General Meeting
Tue 7/20 Ugly Truck Day



Meanwhile, in other news:

Treasurer

May Income	\$1,040.19
May Expenses	<u>\$10.00</u>
May Net Income	\$1,030.19
2010 Income	\$6,180.01
2010 Expenses	<u>\$8,796.12</u>
2010 Net Income	-\$2,616.11
Savings	\$24,522.53
Checking	\$3,437.43

Maintenance

Check website for current status

Krosno	At Krey In flight Status
L-33	At Krey; In flight Status
PW-6	At Krey
Discus	Grounded. Canopy Hinge Damage

Flight Operations

The new location has resulted in new club ops procedures.

1. All members will require a desert check out before flying solo
2. Tows are regularly scheduled on Fridays and Saturdays only **but they will tow any other day of the week with prior notice**
3. Sunday tows are available **but must be arranged with the tow pilot and John Krey 48 hours in advance.**
For Sunday tows, they ask that we try and schedule 2 or 3 to make it worthwhile.

For a current Friday and Saturday towplane schedule, click on the Krey Field link on the club website (it's on the "lessons" page)
Once on the Krey site, click on "**Tow Pilot Schedule**".

That will open a "**Pilot Schedule.com**"

At the log on screen, log on to the Krey schedule using the "Log on using first & last name" as shown below:

FBO code: KFTP
First name: glider
Last Name: guider
Password: krey

Krey 2-33

John Krey confirmed that he is no longer interested in leasing his 2-33 to the club.

For the foreseeable future, then, the Krosno will remain at Krey for Primary Training.

Hangars

Grading and prep work for hangars continues at Krey. No date has been established for construction.

Plans call for putting up the PW6 hangar at Krey first and looking into modifying a hangar for the Krosno.

We have approval to build two hangars at Elsinore- probably a 15 meter hangar for the L33 and construction of a second hangar to rent or sell.

Flight Logs

The flight logs are used not only to keep track of flight time on our aircraft but also to help determine who wins what awards at the Annual Meetings.

Please be sure to fill it out at the end of each flight. Include the last name of BOTH pilots and the time logged in hours and minutes.

Come December, filling it out correctly could mean the difference between you going home with the coveted Boomerang Award or just happy memories of another Annual Meeting.

Club Trailer

A small travel trailer was donated to the club and is now parked near the Krosno tiedown. It's a fine place to sit down and study or fill out logs, and has a fair amount of storage space for club equipment.

The trailer at one time belonged to Patricia Spears. Pat was an active member of Cypress and Club President for a few years in the 1990's. She was an enthusiastic cross country pilot even during her long struggle with cancer.

Many thanks to Chuck Coyne for soliciting the donation from Frank Donnelley and helping Scott Lance get the trailer to Krey

July 4th Weekend

A number of members are planning on spending the July 4th weekend doing some cross country soaring and spending the night doing some serious hangar flying.

Tows will not be available at Krey on Sunday so there is a possibility of doing a cross country to Tehachapi or Cal City and flying the ship back from there on Sunday.

If you're interested in flying or crewing contact Scott Lance, Gary Timbs or Tim Kreiner.

Summer Cross-Country Soaring

The PW6 is up at Krey for the next few weeks and ready for some cross country training and flying. Crews are always needed.

It's a great way to get familiar with what it takes to safely get away from the home airport. Plus, you earn karma points...

We need drivers for next weekend (see above), and pretty much every weekend for the next 10 weeks. If you are available to drive/crew for cross country flights, contact Scott Lance (silance@verizon.net).





The Power of the Desert

There have been at least 3 incidents related to dust devils and high winds resulting in aircraft damage in the last few weeks.

On Friday 6/25, a dust devil almost picked John Krey's 2-33 completely off the ground while it was being staged for takeoff.

Fortunately, it stayed mostly right side up and the only damage was a broken tailwheel, but one of the pilots had a very close call when the rear fuselage nearly slammed down on top of him.

That same day, an experienced pilot landed short of the south runway after encountering high winds and strong sink. He was not hurt, but did ground loop and damage his aircraft landing in the creosote bushes.

Be careful, be vigilant, do not leave aircraft unattended, and do not underestimate the power of the desert.

Member Profile

Yaron Moscowitz

(He's the guy on the left)



Yaron is one of our newest members having joined us at the June Family Day meeting.

He has about 10 hours in Sport Class aircraft and is just beginning his glider training.

He's currently waiting for his results on the California Bar Exam.

When you meet him at the field, ask him about *David Roller v David Copperfield's Disappearing Inc.*

Who's the other guy?

TO BE CONTINUED

(kinda makes you look forward to the next newsletter doesn't it?)

Ed. Note: Thanks to Scott Lance for his contributions to this edition



In Memoriam Larry Tremblay

Former Cypress Vice President Larry Tremblay passed away from advanced pancreatic cancer on Saturday June 5, 2010.

He joined us in 2003 and spent at least three years of that time as Vice President.

Larry was always there to help out either painting trailers, lugging bags of cement or tending to the BBQ for the Family Day events.

His smile, enthusiasm and encouragement to others will always be remembered. He helped make the club what it is today.

Memorial services were not announced.

June Quickie Quiz Answers

Convective circulation patterns associated with sea breezes are caused by:

- 1. Land absorbing and radiating heat faster than the water**
2. Warm and less dense air moving inland from over the water causing it to rise
3. Cool and less dense air moving inland from over the water causing it to rise

Which is true regarding the development of convective circulation?

- 1. Cool air must sink to force warm air upward**
2. Warm air is less dense and rises on its own accord
3. Cool air surrounding convective circulation sinks at a greater rate than the warm air rises (within the thermal) thus forcing the warm air upward

July Quickie Quiz Answers Next Month

The most frequent type of ground or surface based temperature inversion is that produced by:

1. Terrestrial radiation on a clear, relatively still night
2. Warm air being lifted rapidly aloft in the vicinity of mountainous terrain
3. The movement of colder air under warm air or the movement of warm air over cold air

After 240 miles are flown from the departure airport, the aircraft's position is located 25 miles off course.

If 100 miles remain to be flown, what approximate total correction should be made to converge on the destination?

1. 15°
2. 21°
3. 30°

No, you don't win anything. You're supposed to know this stuff already