

PYFC News

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Quiz

What type of airport has a beacon sequence of green, white and white?

Answer: Military airfields.

Next month's question:
In a METAR what does the symbol PY stand for?

Weekend Manager

David Garber 4/2

Tim Gibson

Jim Gray 4/9

Harvey Greenberg

Dave Hamlin 4/16

Eric Havill

Geoff Heath 4/23

Dave Holly

Karla Holly 4/30

John-Paul Holubek

Bob Horton 5/7

Lin Hough

Rick Ingram 5/14

Earl Innis

Ben Keltz 5/21

Rob Kinyoun

Dale Kramer 5/28

John Macca

From the scrapbook

In looking through the scrap book I found a few interesting tidbits. But first some background. There was a weekly column put out by the flying club, first it was called Cub Capers, later it was called Wing Tips. I hope to include a few gems every month on some of the history of the club. From July 31st, 1941 Lynn Hurlburt was the third PYFC member to receive his private pilots license. The tailwheel was ripped off of one of the Cubs, not due to a bad landing, it was just that someone had missed picking a rock from the runway during recent work to improve the field.

At the Clubhouse

Our combined Board of Directors meeting and regular meeting will be held on April 21st at 6:30. The mini-safety meeting topic will be Go/No Go decisions presented by Ruben Alconero.

Congratulations to Kevin Bragg for completing his VFR transition training in the Cirrus.

We have two prospective members, Alex Fitzgerald of Geneva and Jim Alexander of Shortsville.

The annual spring work bee is scheduled for Saturday April 30th starting at 8:00 am. The list is pretty long and includes the following. Clean the entrance to the club house. Clean the club room, clean the meeting room, including figuring out what computer equipment is still needed and if anything can be recycled. Clean out the office and file cabinets, but please keep the meeting minutes binders. Outside we need to clean the Shenango and Butler hangers, clean up the trash that has blown in. Clean out the J3 hanger and fill and seed where the snowplow has made ruts. Finally, check and oil the barn doors.

You may have noticed by now that there is an open slot in the Butler hanger, that is because the Arrow has been sold. This sale will let us put \$34,000 back into our investment accounts.

Standard Briefing- Weather refresher

With the approach of spring time (and with it the, ahem, better flying weather), I thought I might do a review of just what brings the good weather (and the bad weather) to our area.

At the most fundamental level what happens in the atmosphere is a function of temperature and moisture. Meteorologists like to group areas of air with similar characteristics into air masses, it makes it easier that way to depict things on a map. One thing to keep in mind is that when we hear warm air mass or cold air mass it is just a comparison to what is next door. A cold air mass in the summer can be warmer than a warm in mass in the winter. The only place where this doesn't hold true, or so I am told, is in southern Florida, where they claim all they ever have is warm air masses.

Temperature of an air mass is determined by three factors, origin, season, time of day. So, air originating from the Arctic region is going to generally start out colder than air originating from the Gulf of Mexico. Another factor that affects our flying is air mass stability, stable air resists vertical movement, unstable air brings turbulence and severe weather. Air masses move due to the uneven heating of the atmosphere by the sun. The Coriolis effect deflects winds to the right in the northern hemisphere, causes clockwise rotation around high pressure and counter clockwise rotation around low pressure. Air in high pressure system descends and spreads outward toward lower pressure. This generally results in light winds and clear skies as the air descends and moisture evaporates. Air in a low pressure system converges inward and rises. This generally results in stronger winds, cloudy skies and precipitation as the moisture condenses.

A front is the boundary line between two different air masses. The type of front is determined by the movement (or lack of movement) of the air masses and their characteristics. If a front is approaching you should expect a weather change and a shift in winds. For example when a colder air mass starts moving along the ground its leading edge is called a cold front. Since colder air is more dense than warmer air, the cold air mass slides under the the warmer air mass, causing the warmer air to lift. The rising air cools and if it cools sufficiently clouds can form or with rapid lifting and cooling severe weather can form. When a warmer air mass starts moving it can push a colder air mass along, the interface between these two air masses is called a warm front. However, since the warmer air mass is less dense than the colder air mass, the warm air mass climbs over the colder air mass, the warmer air cools as it rises forming clouds. One thing to note is that the warmer air mass can extend for hundreds of miles over the colder air mass, so while the warm front can be indicated on the map at Erie PA, you can be flying in the warmer air mass over Penn Yan. An occluded front occurs when a faster moving cold front catches up with a warm front. Think of this situation as a V. The colder air is on the left and the right of the the V, the warm air is in the middle of the V and the occluded front is at the point of the V.