



Orange County Soaring Association



Zero Sink

The official newsletter of the Orange County Soaring Association

Fourth Quarter 2004

The Orange County Soaring Association is a non-profit organization that was established in 1959 to promote and teach soaring and provide soaring activities for association members and their families.

Our general meetings are usually held on the third Saturday of each month at Hemet-Ryan Airport in Hemet, Ca. In addition to reviewing club business, our general meetings include social activities and programs covering a variety of topics related to the sport of soaring.

For more information about the club, email Membership Chairman Richard Harwick ab4aw@pe.net

Club operations are conducted at Hemet-Ryan Airport. Call (909) 658-6577 for directions to the airport, or go to our web page at <http://www.ocsoaring.org>

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Labor Day Campout at Tehachapi

Fifteen OCSA members and spouses converged on Mountain Valley Airport in Tehachapi for a great campout. The weather was great for soaring, and not too hot for those who stayed on the ground: around 90 degrees and dry with a nice breeze. Dozens of sailplanes were present, because of the convention of the Sailplane Homebuilders Association (SHA) also being held there, but the efficient pilots of three towplanes of Skylark North did a great job of keeping the takeoff queue short.

Most people drove up Friday night, with Harry Irvine and Dave Raspet doing the honors of towing up the PW5 and Blanik. Although it was a little breezy, the drive up was uneventful and traffic seemed to be fairly light for a holiday weekend.

Saturday dawned clear and calm, and the soaring forecast called for the lift to be in the mid-400's. The ships were assembled by about noon, and after a field briefing by local Mark Grubb, the flying started about 1:30 p.m. Since none of the club instructors were able to come along on this trip, some of the experienced pilots agreed to copilot with the students and newer private pilots. Saturday was Larry Tuohino's day, and he introduced several of us to the "ins and outs" of ridge soaring in the Blanik. Jerry S. and Harry I. flew the PW5, Aaron M. and Jerry C. took turns in their Libelle, and Nick H. flew one of Skylark's ships. It turned out to be a pretty good day for soaring, with quite a few flights easily topping out at about 9400' MSL over the local mountains and the Tehachapi valley. The cross-country pilots had a good day too.

That evening our planned potluck merged with that of the HSA in a hangar, resulting in a wonderful meal which included a manhole-cover-sized pizza!

Sunday started out a bit warmer in the morning. In the "map room", Larry T. and friends gave an overview of the ridge routes of the Owens Valley and the Sierras. The soaring forecast again called for 4 knots *(to page 3)*

Tehachapi

(from page 1) or more of lift, and the sailplanes started lining up for tows about 12:30. Again some of the experienced pilots paired up with the students (Harry & Roger and then Dick & Eric) for some fun and enlightening hour-long flights in the valley and over the Tehachapis. Harry flew the PW5, Jerry his Libelle. The wives explored the Tehachapi valley and picked some wonderful local produce that would later make its way into dinner. The cross-country conditions were so-so... I heard one flight called a "rock polishing expedition" but successful nonetheless.



Aaron Munger in his Libelle

Dinner that night was another great potluck, this time at the Worden's campsite, with an abundance of barbeque, pasta, and those local veggies. The clear sky provided the entertainment: against the brilliant background of stars we watched many satellites and meteors. Oh yes... let's not forget dramatic readings by Eric from that sophisticated tabloid known as "The Weekly World News."



Jerry Clark runs the wing

Monday was even warmer and dead calm. The HSA had cleared out the night before, but OCSA was still out in force. The glass ships headed north and kept sending back some impressive (and some desperate) reports on the radio. Locally, Aaron put some more miles on the Libelle while Jerry C. and I took the Blanik up to the nice cool air at 12,200 feet. Then it was time to trailer the ships and brag about our flights... and wait for Larry to finally land. Another great day for soaring from Tehachapi!

Roger Worden

Corona Air Faire

Your club participates in several air shows each year, to help generate interest in soaring and to communicate the fun of soaring with possible new members. October 2nd was the Corona Air Faire, held at Corona Municipal Airport. This show was more of a static-display open house than an "air show", but did include some demonstrations of classic aircraft, skydiving, and radio control aerobatics. We brought our PW5 to show, and as usual it draws a lot of interest (although Nick's shiny new Honda Rune motorcycle was a close second!) A raffle of a free introductory flight attracted 31 entries. Thanks to Larry T., Jerry S., Nick H., Jerry C., Harry I., Roger W., and Richard and Natacha H. for working the show. Support your club and have some fun by attending the next air show!



From the Chief Flight Instructor

Well, everyone, summer is gone! The best of soaring weather has slipped away for some of us; but we do live in Southern California where not all soaring activity dies as it does in other parts of the country. So let's become motivated for the next six months or more to boost members to fly more frequently, whether building up flight time or having great fun flying 'sin' (without) motor or better said 'soaring'!

Some of the following is a reminder that a safe pilot is a proficient pilot, one that flies regularly in order to maintain currency which encompasses discipline

made up of good habits which are difficult to retain because bad habits creep in easily and stay!

We all need to demonstrate the above with each doing their part such as:

- Assist in pre-flights of the aircraft no matter what one's certificate status.
- Students should be available so that they learn pre-flight requirements.
- All members should sign up for the flights at Sailplane Enterprise in order that each has their scheduled turn. Note: an instructor may deviate from this in order that a student may complete a certain portion of their lesson. Example: if a student is ready for solo or another flight is necessary to overcome a deficiency.
- Solo students must have a proficiency check ride per FAR's each 90 days.
- Enter all flights in plane's log sheet.
- Club planes have a flight check list, use them at all times prior to takeoff.
- Lets all remember that "slow and low" kills! Therefore, be aware of approaches to landings. No cross controlling unless performing an intended slide-slip with enough forward energy necessary,
- Above all else, self evaluate your physical and mental health every time you decide to fly. It should be as close to 100% as possible to being alert and well!!!!

The club has had excellent and talented members contributing over the years helping each other for a safe flying environment, so why not continue on the same path. A good club atmosphere is essential to having great safe flying fun for all!! Much more could be written here, but for now lets concentrate on the current issues of safety in all respects!!!

Tony Terrigno

P.S. I want to congratulate all those that have received their private certificates this year as well thanking all the club officers and instructors for their tireless efforts with the contributions to the club members. **Remember fly often, fly safe!!!!!!**

Treasurer's Report

The club received a check for \$2,877.00 from the liquidation of an insurance company that was used in the late 80's. This has allowed us to pay our insurance if full and have a balance to carry over to next year.

Our income and expenses are almost equal so we should be able to maintain a fleet of three ships without going bankrupt. In the future, the board needs to insure that we operate on a pay as you go basis. I don't think we will ever receive another windfall like this one.

Beginning Balance (Jan 1, 2004)	\$1,957.93
Income to date (Oct 15, 2004)	\$11,172.04
Expenses to date (Oct 15, 2004)	\$11,361.00
Balance (Oct 15, 2004)	\$1,768.97

Anticipated income for rest of year (Does not include any 2005 dues)	\$735.00
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Expenses for rest of year	
Tiedowns	\$300.00
Parachute repack	\$50.00

Expenses that may occur

1. New tires for all of the trailers
2. Wing Wheel for the PW5

Dick LeBlanc

Coyote Lake Campout Report



The October campout was cancelled due to rain.

2004 Dust Devil Dash: HU Flight Report

Rich Gillock runs the annual Dust Devil Dash out of Mountain Valley airport every year the weekend after Labor Day. It's always a great simple event tinged with a bit of sadness because it marks the beginning of the end of the soaring season. For OCSA pilots it generally means moving their personal ship closer to home at Hemet-Ryan. OCSA's new newsletter editor asked me for a description of the flight so how could I refuse!

This was my fourth DDD so I guess I'm starting to get the hang of it. The challenge for the new soaring pilot is to get all the various pieces coordinated; crew, car, ship, terrain, strategy, and most of all, that thing called "pluck". As most know I've been hiding off away from Hemet assembling the pieces for quite some time. Flying out of Tonopah last year and this 4th of July connecting it with Bishop were the most recent XC puzzle pieces added. This Labor Day weekend was spent wiping out any fear of Kelso Valley (buy me a beer at the OCSA Xmas Party and I'll tell you a whole other story...). Thus in small bites I had covered the distance from Tehachapi to Austin and I now hoped to sew them together for the DDD. And with a blessed great day of weather, I did!

Observing the last year's winners launch while others were still putting their ships together was a lesson learned which I applied aggressively this year. I wanted to be ready to walk from the pilots meeting to the towline and be positioned to push out ahead of any crowd. When I won the usual pilot Mexican eyeball standoff and launched first. I tried to never look back for the rest of the day. The Nimbus was right behind me so I had good company. Pull the rope in 500 fpm lift, bang it up to 13k ft, and then push the nose over to rock n' roll to Kelso. No hesitation. The Nimbus had cut out at about 10k and I followed close behind him. We both topped up on the ridge to the west of Kelso airport, but this time he smoked me to Owens Peak and while I never saw him again I dreamt all day to try and catch him.

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(from page 5) I was at Olanca before lunchtime but was having problems raising my crew on the radio. I pulled out the cell phone and lost concentration and lift at about the same time. For the first time in my experience no lift was to be found on the rock face of Olanca. After a few tries, Swantje answered the cell phone and informed me she had accidentally pulled the antenna out of the transceiver and was trying to push it back in...hmmmm. I told her I was looking at a line of clouds that took off from the backside of the south end of the Inyos towards Austin...and I would meet her there. I gave up on trying to find lift at Olanca and headed across the Owens Valley just north of Hawii reservoir towards the onramp to the cloudstreet. But here I decided to hedge, rather than jumping off the backside into area I had not ever considered or explored, and not wanting to get too off the beaten path from the route my crew would travel, I changed my mind and headed north and onto the Whites. By now I was starting to hear the hounds at my heels on the radio. I could hear them taking the path that I had passed on. Push the nose down, cruising at 85 knots, slowing in lift to 60 and then relighting the afterburners to 85+. The lift was awesome, a true dauphin day. As I approached White Mountain another cloud street, parallel to the first signposted me to head north.

One round of circling a bit north of Coaldale, and I'm at cloudbase blasting and grinning my way into Hadley. Here I get a little low over Hadley again trying to raise the crew on the cellphone, this time with no luck, but I eyeball a hawk and I'm up and away. The hounds are now with me. I hear pilots calling Hadley but they seem to be on the eastside skirting rain developing between us. Back up on the ridge line I sight 3 hawks circling and join them for the hottest lift of the day, 1200 fpm. I'm enjoying observing their skill above me when I refocus my eyes beyond on a 1-26 about 1000 feet higher than myself. I'm thrown into shock. How could this be? I could count no more than 30 minutes wasted since takeoff, there was no way a 1-26 could be there with me...this one I never figured out for sure. It had to

be someone who launched out of Bishop...or was it Doug Levy? Blue stripes on each wing. Leaving the hawks and my puzzlement behind, I head towards Austin, arriving at 4:30 with 14k in the bank and no idea where my crew was. As I fingered my trusty old Garmin GPS 40 I saw I had no more northern waypoints programmed. Out came the never opened WAC chart for the airspace above Austin...let's see where is Battle Mountain? OK I realized this regretfully is the end of the road. The hounds were now past me, I would keep the lid on this race no more. To go farther would chance a low light landing on a airstrip I had not seen or previously cogitated. So I joyrided the area around Austin, looking here and there while I burned off altitude. As I got lower I saw only one airstrip was open. Other pilots were approaching and calling out their intention of landing at Austin. Great, I'll have company! And So Peter Kavari and John Gonzales out of Crystal would be our new friends and dinner companions that night.

What can I say? With the right weather and that thing called "pluck", it was all seemed rather easy. Obviously the planning and practice made it "seem that way". I flew 309 miles but that was good for only a middle tier ranking. If I had flown another 100 miles, that would have been good for but 5th place. The Nimbus flew 552 miles and got only 3rd place!!!! That pesky 1-26 pilot, Doug Levy, skunked everybody with a 293 mile flight that scored 1st after the handicap correction.



Swantje was only about 1 hour away when I landed and so I had the plane prepped for the box and in HoUdini went to rest before the long drive home. That night the stars were awesome and the beer was tasty cold. We both slept like a rock until morning, starting out at 7am for home. Swantje said her solo trip out was "not bad" and so I might have crew again next year for the Dust Devil Dash. Hope to see more of OCSA there!

Larry "HoUdini" Tuohino

President's report

We have a new member, Robert Riter. If you see him at the field, make him welcome. A couple of comments on the club trip to Tehachapi. This is one of the best field trips that the club takes. I would like to see more members participate.

1. A safety issue - Eric Strengell and I were on tow and just getting ready to release when we hit some turbulence. I was in the back seat and when my head hit the canopy, my knee bounced up and lifted the spoiler handle. The spoilers came full on. Since we were ready to release I pulled the handle. I'm really surprised that we didn't break the rope. This can happen to any one so be careful, particularly when you are in rough air.
2. I was flying front seat with Larry Tuhino in the back and in a good thermal. We were banked fairly steeply and hit some turbulence. The next thing I knew, the glider was in a spin. I was amazed at how fast that happened. Jerry Snedden was flying above us and asked if we planned that. The answer was no. I would recommend that all of our members experience that feeling, particularly when thermaling. If any one is interested, we will get the 2nd parachute certified and available for use for spin training.

Christmas Party - Flabob Airport

This year's OCSA Christmas party is going to be held on Saturday Dec. 11 at the restaurant at Flabob Airport, which is the same as last year. We plan to start the party at 6:00 PM, and will serve dinner at 7:00 PM. This year the portion size of each meal has been increased, and so has the price, which will be \$20.00 per meal. The menu choices will be a 1 lb T-Bone steak, or a chicken dish, or a vegetarian plate, or bratwurst and sauerkraut. Beverages will also be supplied by the restaurant, but not the alcoholic kind, but if you care to bring your own bottle, it is certainly ok. We will have a raffle, so bring some money, and also each person please bring a wrapped gift of your choosing, something nice or perhaps a gag gift, for our gift exchange. Please do not spend over \$20 for the gift exchange. Our annual paper airplane contest will also be held, along with the balloon animal event.

At the event we would like to recognize this year's outstanding flight, and also have the pilot of same give a short talk about his or her flight, so please submit your claim via the e-mail, to Dick LeBlanc, with a cc to me (Harry Irvine) by Dec. 1. We would also like to get a "I Learned About Soaring from That" talk from club members who were perhaps surprised by an unexpected event during a sailplane flight this year. The idea would be for us all to learn more about situations that we can get into unexpectedly, or just because we didn't plan well enough. For the ILASFT talk, we will allot some time for it, and if anyone wants to get up to share, they can.

Name of attendees _____

Menu Selection

1. T-Bone Steak	#meals X \$20.00	_____
2. Chicken	#meals X \$20.00	_____
3. Vegetarian	#meals X \$20.00	_____
4. Bratwurst & sauerkraut	#meals X \$20.00	_____
	Total Price	_____

Please detach form and send it along with payment to Harry E. Irvine 6028, Freckles Road, Lakewood, Ca. 90713, no later than Nov 21, 2004. Make checks payable to Harry Irvine.

November 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Board meeting	4	5	6 Tony Terrigno
7 SSA Region 12 Awards banquet	8	9	10	11	12	13 Mary Rust
14	15	16	17	18	19	20 Bill Laningham General Meeting
21	22	23	24	25	26	27 Peter Foley
28	29	30				

December 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 Board meeting	2	3	4 Tony Terrigno
5	6	7	8	9	10	11 Mary Rust Christmas Party @ Flabob 6:00
12	13	14	15	16	17	18 Bill Laningham
19	20	21	22	23	24	25 HOLIDAY
26 Peter Foley	27	28	29	30	31	

January 2005						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 HOLIDAY
2 Mary Rust	3	4	5 Board meeting	6	7	8 Tony Terrigno
9	10	11	12	13	14	15 Bill Laningham General Meeting
16	17	18	19	20	21	22 Peter Foley
23	24	25	26	27	28	29 Mary Rust
30	31					

OCSA Activities

November

3 Board meeting
20 General meeting & Family Soaring Day, elections

December

1 Board meeting
11 Christmas Awards Banquet - Flabob Airport

January

5 Board meeting
15 General meeting

February

2 Board meeting
19 General meeting

March

2 Board meeting
19 General meeting

April

6 Board meeting
16 General meeting

May

4 Board meeting
21 General meeting

June

1 Board meeting
18 General meeting

July

6 Board meeting
16 General meeting



Orange County Soaring Association



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Dated material - please deliver promptly

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