



Orange County Soaring Association



Zero Sink

The official newsletter of the Orange County Soaring Association

First Quarter 2005

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 Larry Tuohino larswan@aol.com

Club operations are conducted at Hemet-Ryan Airport. Call (951) 658-6577 for directions to the airport, or go to our web page at <http://www.ocsoaring.org>

Zero Sink is published quarterly. Please email contributions to rsworden@aol.com Contributions may be edited for content.

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OCSA Plans Family Fun in 1st Quarter 05

The OCSA calendar banks hard toward fun family soaring activities in 2005 with the announcement of an April "Opening Day" program. This will be the date to bring out the spouses, friends, kids and dogs for a day of hoop-la and festivities to mark the beginning of the soaring season. Food, fun contests, old acquaintances - all will be there! Check the OCSA calendar for the exact date in April, as they say, to be announced soon.

But FG members need not wait until April to shake the cobwebs loose from the rudder pedals. All OCSA members should remember to get their club check ride accomplished soon to keep their flying privileges. And BTW those paid up "reserve" members lurking out there are reminded of the by-laws loophole which states they are not required to pay the "daily use fee" for their annual check ride....a free day of soaring on OCSA!

Finally, to really gear up the early season, a program of interest to soaring pilots is being scheduled for each of our 3rd Saturday of the month 11am club meetings. What else are you doing on a Saturday that's better than hanging out hanger flying with your buds? So come out to hear experts discuss spins, stalls, and parachutes at the February and March meetings. Mark your calendars now....and bring an interested buddy to learn about soaring.

Think back to those wondrous days of soaring and fun, and now look forward to a great year with OCSA! We just need you to come out, take a deep breath, and be ready to enjoy the spring air. Life can be wonderful circling in the Blanik with a buddy or loved one at 6 thousand MSL. Let's just do it.

See everybody soon,

Lars "Houdini" Tuohino
OCSA's President of Vice 2005

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Flight Instruction

Please contact the Flight Instructors well in advance by phone or email so they know they are needed on their scheduled days. They are under no obligation to appear at the airport unless notified.

The *preliminary* instructor schedule is listed in the calendar in each issue of Zero Sink. Always check the OCSA web site for the latest schedule.

Flight Operations

Club operations are conducted at Hemet-Ryan Airport in Hemet, CA with the following aircraft:

Blanik L-13	N82756
Blanik L-13	N510CS
PW-5	N982PD

Membership Startup Cost

Flight Group initiation	\$300.00
Flight Group monthly dues	\$45.00
OCSA membership	\$20.00
SSA membership	\$64.00
Administration fee	\$20.00
No-fault insurance pool	\$20.00
Total	\$469.00

*Student and family dues are less.

Dues

Monthly dues and any past-due amounts are payable on the first of each month. Send checks to: **new address**

OCSA
 C/O Nicolas
 Ounanian
 17024 La Vida Court
 Fontana, CA 92337
 Discount: Pay for 11 months

Treasurer's Report

Safety 2005

Beginning Balance Jan 1, 2004	\$1,957.93
Income for 2004	\$14,379.27
Expenses for 2004	\$12,936.42
Ending Balance Dec. 31, 2004	\$3,351.28
Balance Jan. 15, 2005	\$4,800.78

We are in good shape financially and should have enough to pay our insurance premium in August.

Those of you who have not renewed your SSA membership through OCSA should please send your money directly to the SSA. It is now too late for the club to get credit

Dick LeBlanc
Treasurer 2004

Waypoints

Accomplishments of OCSA members

Rob Riter - solo in the Blanik L13	12/27/04
Roger Worden - Private Pilot Certificate	1/19/05

From the Safety Officer

I have recommended that everyone have spin training if they desire. This should start immediately. We have both parachutes available for use.

There are several items I would like to cover in the club meetings:

- February: Dynamics of stalls and spins
- March: Use, care, and preflight of parachutes
- April: Airspace of the Hemet area

I would like these presentations to be done in a forum manner, and will try to find the most knowledgeable person in the club to lead. I will document the information presented and make it available to those interested. If this proves successful, we will initiate other topics.

Dick LeBlanc

Meet New Member Rob Riter



Rob joined OCSA back in the fall to add on his glider rating so he can fly the HP23 motorglider that he recently acquired. He already holds a power CFI. Rob usually flies his Cessna 172 from Torrance to Hemet. Make sure to meet Rob next time you're at Hemet-Ryan - it seems like he's there nearly every Saturday. He's been working hard on his soaring skills and



Rob and Bill Laningham ready for takeoff

recently soloed in the Blanik L13. Way to go, Rob!

Jerry's Winter Spin Training

For a couple of years I've known about an Emergency Maneuvering, Control and Confidence (EMCC) course which was given out of Heart Air at Long Beach airport. This winter I decided to take the course only to find out that Don Heart had sold out to California Flight Center. An inquiry at CFC revealed that they had the equipment, Robin R200's (yeah, they have an engine) and flight instructors which had been with Heart Air and they offered the same training. The course consists of both ground school and flight training. The ground school covers:

- Parachute use and emergency egress
- Elements of stalls and spins
- The situations that often lead to stalls and spins
- Recovery from stalls and spins
- Chandelles
- Rolls
- Recovery from unusual attitudes

Each flight is preceded by a brief of the elements to be covered during that flight from launch through recovery, including a detailed discussion of the elements of the maneuvers to be learned. The flight maneuvers are progressively more complex with each lesson including a review of the skills previously learned plus new maneuvers or new variations of maneuvers previously taught. The last two flights included an unbriefed "emergency" which posed a problem or problems which had to be solved using skills already learned. All emergencies were handled with some hints, as needed, from the instructor.

I feel that this course was a good way to spend some winter days when the soaring conditions would have been poor to marginal. Many of the lessons learned are applicable to soaring. Although the course did not teach anything that will improve my skill at centering a thermal or finding the sweet spot in the ridge lift, it will make me a safer and more confident pilot; and I think that will make me a better soaring pilot.

I hope that more glider pilots will take this or a similar course. It will help to make our sport both safer and more enjoyable.

Get high, stay high.
Jerry Clark



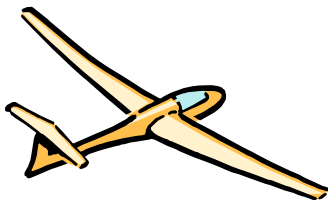
Silver Badge Flight from Mountain Valley

by Dan Rihn

Soaring at Mountain Valley on Labor Day weekend has always been fun for me. The conditions are usually great and there is so much happening at Mt. Valley during this weekend it's always a great time. I positioned my ASW-20 there this past summer in order to get more experience in the area and to keep making progress in my Badge flights. I had previously done my 5-hour Silver flight there two years ago and last year (2003) I did a great flight to Lone Pine and return that would have qualified me for my Gold distance but I didn't properly declare the flight so it was just a personal best flight. Ah, you live and learn. So by the end of 2003 I still needed to complete both distance and altitude requirements Silver Badge for my Silver Badge. My plan for the 2004 season was to have that completed before Labor Day and go for Gold on Labor Day weekend. (That plan didn't pan out either, even though I positioned my ASW-20 at Mt. Valley all summer it seemed that my schedule, time off and the days Mother Nature was producing good lift did match up.) The summer was running out fast and Labor Day was approaching.

The Labor Day weekend started off not looking too good. The wind was howling on the first day. Rather than sit around and watch the tumbleweed roll by, Aaron Munger, Jerry Clark and I decided to take an expedition and check out some of the land out fields. This proved to be invaluable and I highly recommend doing it. We drove up HWY 14 to HWY 178 over Walker Pass then to Weldon and Mountain Mesa on Isabella Lake. We checked the land out areas around Weldon and further to the west including driving up and down the abandoned airfield on the east end of Isabella Lake. From there we drove to Kelso Valley, checked out the strip there and walked the entire length. We then drove over the pass and down through Jawbone Canyon. From there we checked out the landout capability of the frontage road to the Honda Track, and then we swung by California City to visit with Cindy and Marty.

Not only checking out the land outfields but also looking at the terrain and geography from this viewpoint was great. Even though I had flown over these areas several times this trip gave me a lot more confidence. Seeing the terrain up close and knowing I could land at these places gave me a much better perspective.



The next few days were soarable for long local flights out to Kelso Valley and back. Each day was forecast to be better and better. The last day of the long weekend and my last day to fly at Mt. Valley for the season was the 6th of September. To make any progress on my Badge Flights for 2004 it was all down to this day. I spent each night at the hotel planning and preparing. Articles written by Mike Muncey and Larry Tuohino were a great help to me. Additionally Larry gave an excellent talk about flying X/C in the pilots lounge room using the relief map. This was truly excellent, I really learned a lot from this talk; names of places, geography and routes were covered in detail. Someday we should have Larry write this down for an article in Zero Sink and the OCSA web site (hint hint Larry). This preparation and planning is important and now that I look back it was fun too. I really did learn a lot and this knowledge gave me a lot more confidence.

The night of the 5th I input my task as a Gold Distance Goal with the Switchbacks just past Horseshoe Meadows as my turnaround. I knew this turn point very well from my Lone Pine out and back flight last year. As a backup I put in Walker Pass as my first turn point. This was Silver Distance so if I couldn't make the Switchbacks and could only go as far as Walker Pass at least I'd have my Silver Badge. *(to page 6)*

(from page 5) Fortunately Aaron made a GPS waypoint when we drove over the pass so I had a good coordinate and a good visual picture of this turn point. Silver altitude gain is pretty easy, only 3,281 feet, usually you can get this on any capable of doing any X/C. Gold altitude is tougher, at 9,842 feet of altitude gain, that means an altitude over 16,000 MSL, that's a pretty high cloud base for the Tehachapi area but maybe I could make it up in the southern Sierra. I had come very close a few times launching from Mt. Valley so I was optimistic that I could wrap up my Silver Badge requirements and with a little luck get my Gold Badge.

The next day the forecast looked good, perhaps it was a little too optimistic but it was the best day yet. Unfortunately it was going to be a "Blue" thermal day, no clouds to help find the lift. I asked Larry Tuohino to be my Official Observer (OO), I went over my game plan with Larry and he agreed it was solid. So we set the declaration in the Volkslogger and mounted it in the glider. My declared start was piece of property fellow sailplane pilot and good friend Tom Riley recently bought, it's located adjacent to the east end of the runway and just in the hills to the south. I had been there on the ground so I knew it well. I took a tow to 6,200 feet MSL (2,000 foot tow) and found weak lift. I lost a little altitude so I had a good notch for the barogram. With a little patience I was able find lift south of the airport and began to work my way up the mountains to the Bald Spot. Along the way I got a good start by flying over Tom Riley's property. It took me about 20 minutes to climb up to about 11,000 feet MSL and get started on my X/C. Things were looking up so I headed north to Kelso Valley.



The lift was pretty spotty on the way to Kelso. I did find good lift in the Cache Peak area. This area always seems to have some lift. From Cache Peak it was an easy glide to Kelso Valley where I found good lift on the north ridge of the valley. This area known as Boomer Ridge, the lift was strong but it didn't go very high. I was working mostly in the 9 to 10,000 foot level. I decided to go for it and kept moving north. The rocky ridges between Boomer Ridge and Walker Pass were producing small but workable thermals. My biggest concern was that I was not getting very high. I could see Owens Peak very clearly and it was about my altitude. I kept working what I could find but things were starting look like the lift was not really going to break loose. My altitude was beginning to average lower than I liked. I worked the weak lift over the side of the ridge where I could just reach Inyokern airport. I just kept working every bit of scrap lift I could find, I spent about 40 minutes to inch my way closer to Walker Pass and eke out 1,000 feet of altitude. While working these bits of scrap I saw someone much lower than me on the west side of the ridges. This didn't make me feel much better about the situation but at least I could land at Inyokern. There was no way that he could make Inyokern. Later I found out that this was my friend Tom Riley, he was able to climb out of the hole and went back to Mt. Valley scraping all the way home.

Finally over Walker Pass I was up to 10,000 feet MSL. I flew a little further towards Owens Peak but on the north side of HWY 78 I didn't find any lift. So I turned around and decided to settle for Silver distance. Gold would have to wait for next season. I went back to the rock piles where I had found the weak lift before. This time it was even worse so I decided to just keep moving and go for Boomer Ridge and Kelso Valley. If I could make it home I would at least have that Silver Badge. The catch was the way I had declared the flight I'd have to make it home and that was beginning to look pretty difficult. So I had to concentrate and focus on getting back!

(to page 7)

(from page 6) By the time I made it to Boomer Ridge it was looking like I needed to start planning a landout. It was not looking too good to even make Kelso Valley, the ridges between me and Kelso were looking pretty high. I quickly realized I'd have to follow the down sloping terrain to the east. If I could make the Honda frontage road at least I'd have an easy retrieve. So I set up final glide to Honda and just kept bumping along in very minimum spots of lift. Pretty soon I had Honda with a little margin. I relayed a call to Aaron and Jerry to let them know to start getting ready for retrieval. Now that a safe land out was in the bag I started to get pissed that I was going to finish the season again with nothing to show for my efforts. Bummer! I just kept going. Then out of the blue near Smugglers Strip I hit the strongest thermal of the day. WOW, don't lose it, concentrate and ride it for all it's worth. In no time at all I was over 11,000 feet MSL. Quickly reworking my final glide it looked like Mt. Valley was well inside my glide. I called Aaron and Jerry to let them know that I was not going to need retrieval. So like a shot I went straight home. Along the way I found that the shear line had come in from the San Joaquin Valley. I was able to push the speed up to the yellow arc and still hold altitude or even climb a bit. I blew past Cache Peak and made a beeline for Tom Riley's property. By this time



I was having trouble getting down! Lowered the gear, dropped the flaps all the way and pulled the spoilers into the traffic pattern for nice landing back at Mt. Valley. Home at last!

All this took 4 hours of flying. My OO, Larry Tuohino went a little further north than me; he made it back too but came very close to landing out at Kelso on the way home. A round of cold beer was needed, then it was off to do the paperwork for my Silver Badge. The download successful, declaration was valid and the data looked good. Larry and I shared our stories of our flights and then went off to put the gliders in the trailers for the drive home the next day.

I sent in the data and the paperwork to the SSA Badge Lady and waited. After several weeks I called her only to find out that she was having difficulty with my data not getting a good validation. She tried several things and eventually was needed the help of the Volkslogger and SeeYou software guru Erzam. This turned out to be a lesson in itself, but that's another long story. After a few days I got e-mail from the Badge Lady with congratulations. She and Erzam were able to figure out the problems with my data and sure enough it was all valid. So my name would be in the January Soaring magazine that I had earned my Silver Badge. The day before Christmas the actual Badge arrived in the mail. Finally success!

The process of earning a badge can be sometimes frustrating and but also enjoyable. I have flown further, higher and longer than this flight many times but I learned that preparation, planning and paperwork (documentation) are just as important as the flight. I learned a lot from this flight and I look forward to going for Gold and Diamond badges. Hopefully next year I'll be able to be properly prepared, have good luck with my schedule and the weather and ultimately have another badge success to report...

February 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Board meeting	4	5 Tony Terrigno	
6	7	8 SSA CFI Recertification Clinic	9 SSA CFI Recertification Clinic	10 SSA Convention	11 SSA Convention	12 Bill Laningham SSA Convention
13	14	15	16	17	18	19 Peter Foley General Meeting BBQ - Work Day
20	21	22	23	24	25	26 Mary Rust
27	28					

March 2005

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

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

OCSA & Regional Activities

May

5 Board meeting
21 General meeting
28-30 Memorial Day campout (site TBD)

June

18 General meeting - BBQ

July

7 Board meeting
No general meeting

August

4 Board meeting
20 General meeting - BBQ

September

2-4 Labor Day Campout - Tehachapi
No board meeting
10 Dust Devil Dash
17 General meeting - BBQ

October

6 Board meeting
15 Coyote Trip - tentative

November

3 Board meeting
19 General meeting, elections

December

3 Christmas Party - site TBD
No board meeting
17 General meeting

January

5 Board meeting
21 General meeting



Orange County Soaring Association



**C/O Roger Worden
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Dated material - please deliver promptly

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