



Orange County Soaring Association



Zero Sink

The official newsletter of the Orange County Soaring Association

Second 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>

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Skies Clear for Hemet Opening Day: Start-of-Season Event Highlights Soaring

“The weather’s going to be abysmal,” thought one of the organizers the Friday before Hemet Gliderport’s April 23rd “Opening Day”. Rain was falling and was expected to continue thru the weekend. Should an email be sent out canceling? Well luckily prayers were answered when Saturday morning came and the sky was clear and -NO WAY- Opening Day was on!

With the clouds now parting, the cars started to roll in to the parking lot. Borrowing the SSA’s One More to Soar concept, the organizers had mailed event postcards targeting as many potential glider pilots as they could get addresses on (note no advertising was done for the general public). It became everybody’s job to get his or her aspiring pilot friends to show up. The first visitor in the door had met OCSA at the Riverside Airshow. Now to make things even more interesting, Sailplane Enterprises’ Larry Howell waived all aircraft and instructor fees for the day allowing visitors to fly with Sailplane Enterprises, Cypress Soaring, or OCSA for only the price of a tow! The goal was to get as many people up in the air as possible with the thought some would come back to learn to soar. It seems to have worked.

“Opening Day” had started as an idea of Larry Tuohino, the SSA Region 12 Governor South. “I wanted an event that would be friendly to pilots, crew and prospective glider pilots to kick off the soaring season at Hemet-Ryan gliderport. We’ve had such a wet winter I thought we needed an event to get everyone to come out of hibernation. Something that would stimulate the eyes, ears, nose and tastebuds was needed. When I presented the idea to the various groups at Hemet (Sailplane Enterprises, Cypress Soaring, and OCSA) everyone quickly agreed to join in and we were off!”

(continued on page 3)

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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:

Grob 103	N158SS
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:

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

(from page 1) Larry's initial thoughts of flying, food and live music were soon joined by Art Wallace and Ivan McFadden's desire to debut a special video they had been working on since last September. The video features the remembrances of Joe Stazneck, a man of many talents known by all who frequent Hemet for even a short period of time. Joe is 93 years old, still soars solo, can fix anything, and will do anything for anybody. This video would become the capstone of the evening.

Throughout the day the cars filled the parking lot. The flying weather was near perfect for rides. Marginal lift could be found to extend the flight times. Young children discovered SSA Soaring Coloring books with which to keep busy. Forty-five three thousand foot tows were recorded and nearly as many new people experienced Hemet soaring.

Then as pilots were tying down the ships at the end of the day the loud reverb of a three piece surf band could be heard firing up. Soon the crew and BBQs were gathered around the hanger of Ultralight Safaris. Toes tapped, bellies filled, and old friends remembered to the sounds of "Pipeline", "Walk Don't Run" and many many others as The Marauders cranked out the tunes of summer fun past. This may have been the first time soaring and surf music have mixed...not bad!

As the evening sky began to darken, chairs were moved into the hangar for the video debut. The room quieted with Joe Stazneck sitting front and center. Those who know Joe know that he doesn't search out the limelight. Ivan McFadden had set up a large screen and stereo speakers to great effect. There was not a bad seat in the hangar as Joe began his tales of thermals past. "An Evening With Joe" recounts the recollections of Joe Stazneck from his high school flying of model airplanes with Irv Culver, to competing against Hawley Bowlus, to working on the Spruce Goose, flying wave with Bob Symons, and on to the present. Joe is a Zelig-like walking history of soaring aviation. Art and Ivan had videoed Joe in several settings, cutting to period still pictures as Joe talked (a la Ken Burns).

So how did Hemet do regarding the goal of finding new soaring pilots? One club signed up a new member on the spot and both since have received emails from those who visited now wanting to join. Joe's often repeated phrase "and dawg gone if he didn't do it!" may become the Hemet rally cheer for 2005.... Art and Ivan's video will be soon accepted into the archives of the National Soaring Museum.

Many thanks go out to everybody who made the day memorable. It was a fun way to introduce new people to the sport of soaring. And everyone who participated is thinking about next years Opening Day.

Join us then if you can.

Flieger Hucksfeder



From the Chief Flight Instructor

The time has come again for most of us in OCSA that are currently flying the club equipment to review their status regarding currency of proficiency as well as the requirements of FAR's to maintain pilot certificate status. If you have not flown for a while, get a check ride with one of the instructors. If solo status, a 90 day currency ride with a CFI is required to continue flying solo. If of Private or Commercial status, determine if a BFR (biennial flight review) is needed. FAR's require one every 24 months.

Now that Larry of Sailplane Enterprises is the FAA designee examiner for the district, I am going to confirm with him so that each of we instructors have a viable knowledge of what he may be desiring from students recommended for their practical flight tests in the future. Larry and I will commit to a time and date so that Peter, Mary and Bill can be part of this future meeting soon.

By the way, I've been a strong advocate of reading materials related to special interests of which I have, thereby, giving me great exposure and insight to these interests! For example, *Soaring* magazine, *AOPA Pilot* magazine, FAR handbook, library and so on. Students should not look only to the instructors for all info, but should review SSA's store for various manuals that are helpful. Bob Wander recently wrote a great article of three parts under "Beginners Corner" in *Soaring* entitled "Tests you gotta take". He broke it down reasonably well so that reference to them can be made. Do review these if you missed them in the last issues of the magazine.

Another good part of the monthly *Soaring* mag is the articles on safety by George Thelen called "Safety Corner"! Much can be learned by reading about the accidents that have taken place whereby one can review their shortcomings to not commit the same many times tragic errors.

The Grob 103 (2 place) is now in current flying status by the club. I would like to see some practical safe requirement prerequisites established for members to qualify to fly this aircraft. It does not handle like a Blanik so off field landings would not be fun to retrieve!!!

Chief Flight Instructor
A.A. (Tony) Terrigno

Checklists provided by your OCSA Flight Instructors - cut out and take along.

<p>Pre-Takeoff Checklist: A A B B C C C D D E</p> <ul style="list-style-type: none"> A - Altimeter A - Adjust Seats and Pedals B - Belts B - Ballast C - Controls Check C - Canopy Closed C - Cable Connected D - Dive Brakes & Flaps Closed D - Direction of the Wind E - Emergency Plan 	<p>Pre-Landing Checklist: F U S T A L L</p> <ul style="list-style-type: none"> F - Flaps U - Undercarriage S - Speed T - Trim A - Airbrakes L - Lookout L - Land
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Waypoints

Accomplishments of OCSA members

David Watts - solo in the Blanik L13 4/16/05
 Roger Worden - first flight in PW5 4/19/05

Not-so-Trivial Trivia Question

How many documents and endorsements are required by the FAA for a candidate taking the practical test for the Private Pilot-Glider Certificate? *(Initial certificate, not adding Glider rating to an existing Private Pilot Certificate)*

Answer on page 6.

Warner Springs Campout Memorial Day Weekend

Mark your calendar for this fun event: May 28-30. In addition to eat soaring, there are many teresting sightseeing pportunities in the San Diego County hills. Watch the OCSA email and web site for further information!



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OCSA Roster

The roster published in Zero Sink now includes cell phone numbers. This should be helpful on campouts, in case of landouts, etc. If you want yours included, please email it to Roger for the next issue. While you're at it, please check to make sure your info is up to date. Note that there is always a current copy of ZS and the roster in the equipment shed.

Meet New Member David Watts



David joined OCSA this spring to get back into soaring. He was a sailplane pilot some years ago and decently decided to start soaring again. David holds an airline transport pilot rating and is a terrific addition to the club. He recently soloed in the Blanik L13 and of course got soaked afterward.



Dick LeBlanc "honoring" David's solo flight

Orange County Soaring Assn., Inc.

By Bob Gurr, President

Excerpt from *Soaring*, December 1962. Reprinted by permission of the Soaring Society of America.

During late 1959 a group of soaring enthusiasts jointly operated an L-K owned by John Ziler and referred to themselves as "Ziler's Zoaring Zealots." Shortly thereafter the group grew to number 18 persons who formed and incorporated with the State of California an organization known as "Orange County Soaring Assn." hereinafter referred to as "OCSA". The operating policy and bylaws were drafted after lengthy wrangling as to various methods to adopt which would result in the most equitable plan for club members...



... There is no hourly charge for use of any club equipment. The club has two instructors and no charges are made to students for instruction time. The main qualities of prospective members are cooperative attitudes toward club flight procedures, willingness to perform ground crew work and obviously some inclination to join work parties on ship repair and rebuild.

... The club has rebuilt its own P-R [*Pratt-Read*] and has done its own repair to training damage incurred on the leased L-K, thus holding treasury expenditures to a minimum. This has allowed the club to purchase outright the P-R and a zero-time L-K basket case which is now being reassembled. In addition, the club owns 70% of a 1-26, two tow cars, a winch, five chutes, one barograph, and one large box of assorted glider-type junk.

Always the prime target has been to provide the most flying time for the least cost with the most incentive

for work and soaring ... The ratio of flight group members to sailplanes has been found to work well at 10 to 14. We merely purchase another ship or restrict membership in order to hold this ratio.

Answer to Not-so-Trivial Trivia Question

Did you know you need **Fifteen** documents and endorsements? Here they are in CFR order:

1. Part 61.31(j)(1) requires a logbook endorsement in order to be PIC for each type of launch.
2. Part 61.35(a)(1) and 61.105(b) requires an endorsement for aeronautical knowledge.
3. Part 61.39(a)(1) requires passing the knowledge test within 24 months of the practical test.
4. Part 61.39(a)(6)(i) requires training time within 60 days of the application, in preparation for the practical test.
5. Part 61.39(a)(6)(ii) requires endorsement that the applicant is prepared for the practical test.
6. Part 61.39(a)(6)(iii) requires an endorsement that the applicant has demonstrated satisfactory knowledge in the areas missed on the knowledge test.
7. Part 61.39(a)(7) requires a completed application.
8. Part 61.87(c) requires pre-solo flight training.
9. Part 61.87(n)(1) requires an endorsement on student certificate (not logbook) for the specific make and model.
10. Part 61.87(n)(2) requires an endorsement for solo every 90 days.
11. Part 61.105(b) requires ground training for aeronautical knowledge.
12. Part 61.107(b) requires ground and flight training.
13. Part 61.109(f)(1) requires 10 hours of flight in a glider.
14. Part 61.109(f)(1)(i) requires 20 flights in a glider, including 3 training flights in preparation for the practical test within 60 days of the test.
15. Part 61.109(f)(1)(ii) requires 2 hours of solo time and at least 10 launches and landings.

Grob 103 Twin Astir Reactivated

OCSA's Blanik N82756 and Grob 103 have traded places: the Blanik is now idle and the Grob has been recalled to active duty. It's now fully insured, it's had its annual inspection, and it's rarin' to go. The Board has decided that the current primary training needs have declined and the number of pilots wanting to fly the dual glass ship has increased, so for about the next six months the Grob will be available to Flight Group members. The Board will reevaluate the needs after the summer season.



The Board also voted to amend the OCSA Operating Guide to ease the restrictions on flying the Grob. There seemed to be a belief that pilots needed ten instructional flights in the Grob before flying it as PIC, but no basis for that rule could be found. The current rule is that each pilot needs to be signed off by an OCSA instructor - the number and duration of flights required by each pilot is up to the instructors.

As you can see, it's already getting some action!



May 2005

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

June 2005

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

<i>July 2005</i>						
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 NO Gen Meeting
17	18	19	20	21	22	23 Mary Rust
24	25	26	27	28	29	30 Tony Terrigno

OCSEA & Regional Activities

May

5 Board meeting
 14-15 Coyote Dry Lake campout
 21 General meeting
 28-30 Warner Springs Memorial Day campout

June

No Board meeting
 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
No Board meeting
17 General meeting

January

5 Board meeting
21 General meeting

February

2 Board meeting
18 General meeting



Orange County Soaring Association



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

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