



Orange County Soaring Association



Zero Sink

The official newsletter of the Orange County Soaring Association

First Quarter 2006

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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25 Glider Pilots Attend Ground School

OCSA, Cypress Soaring, the Civil Air Patrol, and Sailplane Enterprises joined forces in January to conduct a Cross-Country Bronze Badge Ground School for local pilots. Organizers had estimated 15 would be interested, but quickly sold out the CAP classroom at 25!

Lead organizer Mary Rust called on the all of the clubs' instructors and created a course outline. Bob Wander's *Bronze Badge Made Easy* became the core text. CFIG's led most of the classes: Bill Laningham presented an overview on Airspace, Art Wallace guided everyone through Off-Field Landings, Chuck Gifford handled Temperatures and Speed to Fly, Larry Howell explained Cross Country Profiles, and Mary Rust conducted Badge Requirements, Glide Slopes, and the final exam. Student instructors also helped out: Larry Tuohino handled Crew and Equipment, and Dave Boyer discussed Thermal Index calculations and Sources of Lift. An awards ceremony and BBQ were to be held on Feb 18th at OCSA's Clubhouse.



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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
Blanik L-13	N87256
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 up front, and get 1 month free.

News of the Crews

New Member Steve Watkins



Steve already has his Private Pilot Certificate for Single Engine Power, and is now working on his glider rating. He's had some flights in both the Blanik and the Grob 103. Steve is a very active member, helping out with club activities, making friends, and learning a lot about gliding!

Welcome Tony Davis

Tony joined OCSA in January, looking to add a glider rating to his power Certificate. He also has lots of time in paragliders, so soaring already comes naturally.

Movin' On Up

- Jeff Donoho has been getting some instruction in the Grob 103 in addition to lots of time in the Blanik.
- Nicholas Ounanian recently soloed in a single-seat Grob 102.
- Jerry Clark recently completed the requirements and paperwork to receive his SSA C Badge.
- Roger Worden also recently completed the requirements and paperwork to receive his SSA C Badge.

Reminders

Remember, all Flight Group and Reserve members must complete an annual checkride with a club instructor to be eligible to fly club aircraft. These checkrides are to be completed by March 1.

Please sign the daily flight schedule in the office. Since Sailplane Enterprises is not currently providing a wing runner, the sign-up sheet helps the office staff keep track of tows and charges in the absence of radio communication. Betty thanks you!

Cleaning Up... Carefully

We appreciate everyone's efforts to keep the equipment shed and the clubhouse orderly and clean. But... before you throw away any aircraft parts or supplies, please check with a Board member or a long-time club member. Sometimes parts that look old or unfamiliar can be important and hard to replace.

Thanks from the SSA

Dear All at OCSA:

It is my very great pleasure to be the first to tell you that you have been named by the SSA Board of Directors to receive the SSA Certificate of Appreciation. Congratulations!

The certificate is being given for services rendered by members of this SSA chapter during the planning and conducts of the 2005 SSA Convention in Ontario, CA. It is only fitting that these important accomplishments be recognized and honored by the Soaring Society of America.

Again, my heartiest congratulations!

Sincerely,
Dennis W. Wright
SSA Executive Director

Safety Thoughts: Distractions on the flight line during pre-launch preparation

During the last half of '05, we had two members who suffered incidents due to distraction during their pre-launch preparation. What are some causes of pre-launch distractions?

◆ **Well-meaning persons talking to the pilot while he/she is doing their pre-launch preparations.**

This can be minimized by the pilot or wing runner advising the that it is time for them to clear the launch area. We can explain the reasons for this to them later.

◆ **Pilot feeling rushed during pre-launch period.**

Remember, you are pilot in command and the launch cannot take place until you command it. A possible solution is: Don't let the line person connect the rope until you are really ready. If you feel rushed or get interrupted, slow down and recheck everything. The tow plane will wait, the plane behind you will wait. If you think you are inconveniencing the tow pilot or those waiting in line behind you just think how inconvenient it will be for everyone if you foul the runway with an accident.

Many times the rushed situation is the result of some distraction. We should program our computer or GPS before we push out to the line or, if the line is long, while we are waiting at the back of the line. If your turn comes before you are prepared, push off and finish your prep. The pilots farther back in line will probably let you back in line.

We'll have more **Safety Thoughts** in the next Zero Sink.

Fly Safe and Fly Far
Jerry Clark

Work Day Dragnet March 11th

Consider this a Dragnet, so we want to give you "just the facts". There are only seven Board members and over 40 general members in OCSA. We need your help on March 11th. If only the Board comes, we work all day; if the membership comes, we work the morning and fly the afternoon. We want to get ready for the Family Soaring Contest which happens the following weekend. You know the routine; cleaning, polishing, fixing, and mending with a little hanger flying thrown in for fun. OCSA's new Operations Chief Jeff Donoho needs your elbow grease to pull it all off. Give him a call to RSVP at 562-418-3424 or email him at jdonoho@aol.com.



Invite the Family to Hemet on March 18th!

OCSA's season opening day family event is upon us...the Family Soaring Contest! This is an event for the whole family to enjoy Hemet's best season...the Spring. If you only bring your wife, girlfriend, mom, nephew, brother in law or your Uncle Fred one day this year to Hemet...THIS IS THE ONE!

While pilots are competing for timed flight, speed triangles, etc, the OCSA deck will be set up for a family BBQ with games and prizes for all who wish to participate. Members are encouraged to bring a side dish as we will run the food as a "potluck". A-M last names bring a salad, and N-Zs bring a desert. The club will get the grill going. This will be the chance for our crew to bond and plan the year's activities while we pilots are up in the air.

Competition will start around 9am and continue all day long. The SE "Early Bird Special" will be available all day long (not just the morning). A pilots meeting will be held at 9am but if you miss it you can check in later for your place in the flight order. Club and private ships are eligible for all events as we will use the CH handicap system to equalize the aircraft scoring. If you bring and fly a non-club member we'll give out extra points. Just think how a shiny OCSA trophy will look on the home fireplace mantel....

Also to prepare for the 3/18 contest, members are encouraged to come out for a work day on March 11th. Questions? Email or call HoUdini (Larry Tuohino) at the usual places.

The winter weather has already been above average so come on out. Make plans one and all to come to this year's *OCSA Family Soaring Contest!*

OCSA 4 SSA @ AMA

As in prior years, a contingent from OCSA worked at the Academy of Model Aeronautics convention in Ontario in January.

Since radio control pilots share many of the same interests and skills as "full scale" pilots, the AMA is a great place to promote gliding and the Soaring Society of America. SSA provides the booth and materials, and OCSA provides much of the staffing.

Working the convention is a great way to meet new friends and promote our sport!



The Dummy's Guide to Thermal Strategy

By Flieger Hucksfedder

Most days are not perfect. Lines of cumulus at 18k happen in Hemet only a couple of days a year...generally while you are at work or on days the glider port is closed! The more typical challenge is to stay up when the air is less than perfect. For this I present the *Dummy's Guide to First Thermal Strategy*.

It is amazing how often simple truths are ignored. Perhaps it's because most thermaling texts and instruction concentrate on your "circling" technique. I'm going to assume you know how to adjust your circle to get into stronger lift and will here look at an in-between step of a *first thermal strategy for weak lift*. The goal is "**to create a process to increase the probability of staying up on any day**". I'll present three basic hints and in then a six stage "scale" to gauge the day. If you've watched some pilots stay up when others have not, it's often because of the following three points. If you do know them, but ignore them (as I suspect is actually very common), then you have to take a cold shower and ask yourself WHY?!?!?

- ▶ Have a "1st thermal plan" before taking off. Sometime before running thru your final takeoff checklist finalize the plan. Consider starting from your furthest away search point and work back towards the IP. Look at clouds, birds, whirlwinds, wind shifts, ground formations, house thermals, and other sailplanes. You know the "text book" signs; I'm just asking you to consider them *before you take off*. The first thermal is crucial. Think about it before takeoff!
- ▶ Don't release in sink. If you and the towplane are sinking, then you are not paying bucks for the ride, so hang on, *why release in sink?* While you are on tow you are getting a free look at the lift (and sink) in the area. The tow pilots generally want to release you in lift, let them take you back thru it. Also, if just for safety reasons alone, take at least a 500ft tow over pattern altitude. Again, the first thermal is crucial.
- ▶ Take whatever first lift you find. 100 fpm is fine, take it. The goal of the first thermal is to gain at least 500 ft over the release height. *Then use that 500 ft to find better lift*. If nothing better is found return to the 100fpm *and repeat*. Do this over and over until you are successful. It will either get stronger or you'll get bored, or you'll have to move on. If you use this strategy, you've still probably stayed up longer than your over-anxious base-leg turning buddies....*the first thermal is crucial*.

We all hope to hit the boomers but what if those conditions are not available? Who gains respect...the pilot who stays up when others don't or fourth guy in line on the cloudstreet? When it's the end of the day and lift is weakening, which XC pilot will go on farther? You know the answers; now go out and practice in weak lift!

(continued on page 9)



(continued from page 6)

OK, say you've found that crucial first thermal. Now let's go beyond. From there I go thru "stages" of evaluating the lift and what I might be able to do with it. Here having a list of possible tasks pre-thought out becomes helpful. And again, it's very useful to fly on light lift days; those days are where you learn to fly efficiently, build stamina, and earn the respect of others. Obviously, if the first thermal was a real hat sucker then we skip a couple of stages.... Here are my "stages":

1. **"If I'm not Losing, I'm Winning"**. I've located the 1st thermal, it's weak, but I'm sustaining in zero sink. As I circle in it I use it to settle myself down and deepen my focus on flying. I look around for other gliders, dust devils, stronger lift in the circle I'm flying, etc, *anything* that might give me a "next step" idea. In other words, I'm reviewing my "1st thermal plan" from the air and looking out for something that might improve on it.
2. **"Easy Sustaining"** - Now probe for better lift. I may or may not have gained 500 ft but I've come up with my next low risk/high probability plan. It's time to try something. If it doesn't work then I will retreat to the sustaining lift again. The simplest idea is to open up the circle to explore the immediate area around you. By choosing a curved path rather than a straight line you can more easily return to the lift you've already located and besides you are in lift already thus it's highly likely somewhat stronger lift is very near you.
3. **"1st Good Climb"** – So how good is it? Taking the first good thermal to the top is helpful in that you get a data point on how good the lift really is. If I can gain 1500 ft+ then we are doing great and can explore more aggressively. If there are obvious signs of stronger lift, go there. If not, then try something that if it doesn't work will return you easily to that first thermal. If necessary, sequentially probe in all four directions, returning to re-climb the first thermal. Make a game out of re-climbing the same thermal. Believe it or not, I like days that stop at this "stage" as they provide safe practice for later on when XC you need to work yourself out of a hole.
4. **"2nd Thermal"** – It's no longer luck! You are still within glide distance of Hemet and you've probably moved on from the house thermal...hey this could be a good day! See how high this thermal goes to compare it with the 1st thermal. If you are considering cross-country, then refine your options. Note: If you're in a club aircraft and you're unsure of the glide slope to the airport, get some dual instruction before moving to the next stage.
5. **"Reach Out and Return"** – Start task/aim for 3rd thermal. At Hemet, this is generally a run at the "S-ridge", the Ramona Bowl, or the shear line towards Elsinore. Heading up to San Jacinto via the S-ridge is the "milk run" because if you maintain your altitude by a couple thousand over the ground you are (with light winds) always within glide distance of Hemet. Owning a simple GPS and having it locked on to Hemet can be a great confidence booster at this stage.
6. **"1-2 Thermals Away from Home"** – Worst is a short retrieve – ah, why not? Here you are heading towards Elsinore (or in a private ship Warner Springs or Toro Peak). The day is looking good and your confidence in finding lift is increasing rapidly (just remember landing out in a club aircraft could trigger a review of your OCSA flight privileges...might be better to consider locally getting your Silver 5 hour flight logged). If you need more help at this level, read Helmut Reichmann's *Cross Country Soaring* handbook. ;-)
7. **"Believe and Soar"** – Boomer Rock Star time. No problem finding lift and its taken you to 12,000 feet plus. You don't need my thermaling help, you need a good task planned, a prior car trip to check out the land out sites, and able ground crew to back you up at this point. That's another discussion and one you've probably heard often. While we dream of these days, they teach you little about thermaling...but go cat go!

So that's it. In a nutshell, focus starting with a plan on the ground on everything possible to improve your initial probability of staying up. Then seek to quantify rapidly how good the day is and then upgrade your plan. Those are the basics that IMHO are often skipped over.

<i>March 2006</i>						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 Board meeting	3	4 Bill Laningham
5	6	7	8	9	10	11 Tony Terrigno Work Day
12	13	14	15	16	17	18 Mary Rust General Meeting Opening Day
19	20	21	22	23	24	25 Bill Laningham
26	27	28	29	30	31	

<i>April 2006</i>						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Tony Terrigno Riverside Air Show
2	3	4	5	6 Board meeting	7	8 Mary Rust Coyote Lake Campout
9 Coyote Lake Campout	10	11	12	13	14	15 Bill Laningham General Meeting
16	17	18	19	20	21	22 Tony Terrigno SSA CFI FIRC Long Beach
23	24	25	26	27	28 March Air Show	29 Bill Laningham March Air Show
30 March Air Show						

<i>May 2006</i>						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 Board meeting	5	6 Mary Rust
7	8	9	10	11	12	13 Tony Terrigno
14	15	16	17	18	19	20 Bill Laningham General Meeting
21 Chino Air Show	22	23	24	25	26	27 Mary Rust Memorial Day Campout
28 Memorial Day Campout	29 Memorial Day Campout	30	31			

OCSA & Regional Activities

June

1 Board meeting
17 General meeting

November

2 Board meeting
18 General meeting

July

1-4 Owens Valley PW5 Campout
6 Board meeting
15 General meeting

August

3 Board meeting
19 General meeting

September

7 Board meeting
16 General meeting

October

5 Board meeting
21 General meeting





Orange County Soaring Association



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Dated material - please deliver promptly

In this issue:

Bronze Badge Ground School	1
News of the Crews	3
Safety Thoughts	4
Work Day	4
Opening Day	5
OCSA 4 SSA @ AMA	5
Dummy's Guide to Thermal Strategy	6
Club Roster	7
Calendar	10
OCSA & Regional Activities	11