



Orange County Soaring Association



Zero Sink

The official newsletter of the Orange County Soaring Association

Second 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.

General Mailing Address:

OCSA
P.O. Box 5475
Buena Park, CA 90622

Wind Cries "Tehachapi" for Memorial Day

OCSA has been "Tehachapi Dreamin'" for more years than anyone can remember. So much so that when the wind blows in Tehachapi it whispers the names of OCSA club members past.... Going back to when most of us still had hair (and before learning to love the "Bald Spot"), more OCSA E-ticket rides to glory have originated over "Testosterone" Mountain than on any other club campout location. It's an excellent location to learn mountain flying. You are invited to become part of this tradition.

The pre-campout OCSA club meeting at Hemet is Saturday May 20th at 11am. We will be firing up the BBQ so bring an interested friend to the club meeting. There we will finalize the "nosecount" for Tehachapi and decide which planes to take. If you can't make this meeting but are intending to come to the Tehachapi campout, email LarSwan@aol.com ASAP.

You'll have an opportunity to see vintage gliders at Vintage Sailplane Association Western Regatta, so bring your cameras. Extra special this year the VSA will host "An Evening with Jack Laister". A pot luck BBQ will be held at Jeff Byard's Mountain Valley Airport hangar at around 5:30 pm, Saturday, followed by an oral history session with Jack. We need to give VSA a count of how many will attend the Laister function.

93-year-old Jack Laister began gliding in the 1930s, designed the "Yankee Doodle" and others while an engineering student, crafted training gliders (TG-4/LK-10) and cargo gliders (CG-10) for the US Army during WW II, and advanced sailplanes (LK-46/9 and LP-15) in the post-war years. So come to Tehachapi and listen to Jack recount his soaring career.

Sunday night OCSA will gather at a local restaurant and recap the weekend's events. (No instruction at Hemet on Memorial Day weekend, as the instructors will be out camping out with us.) Tehachapi is the most spouse-friendly site we visit, so the crew can have a good time too! Antiques, fruit picking, garden tours, hiking, fishing, train loops, ostrich farm, etc are all within a short distance of the airport.

Board of Directors

President:
 Jerry Snedden (951) 780-4537
 jsnedden@adelphia.net

Vice President:
 Larry Tuohino (949) 548-7968
 larswan@aol.com

Secretary:
 Eric Strengell (909) 398-4876
 N44RZ@verizon.net

Treasurer:
 Nicolas Ounanian (909) 823-8625
 nounanian@aol.com

Maintenance:
 Harry Irvine (562) 429-4919
 heil23@earthlink.net

Operations:
 Jeff Donoho (562) 868-2190
 jdonoho@aol.com

Safety:
 Jerry Clark (562) 430-9737
 jerryandclaire@att.net

Ex-Officio Members

Membership:
 Larry Tuohino (949) 548-7968
 larswan@aol.com

Zero Sink Editor & webmaster:
 Roger Worden (714) 998-2044
 rsworden@aol.com

Flight Instructors

Bill Laningham (661) 822-5615
 diamondbill@mac.com

Mary Rust (951) 927-6236
 maryflies@adelphia.net

Tony Terrigno (760) 772-8480
 a_terrigno@msn.com

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	Membership Startup Cost	Dues
Club operations are conducted at Hemet-Ryan Airport in Hemet, CA with the following aircraft:	Flight Group initiation \$300.00	Monthly dues and any past-due amounts are payable on the first of each month. Send checks to:
Grob 103 N158SS	Flight Group monthly dues \$45.00	OCSA
Blanik L-13 N510CS	OCSA membership \$20.00	C/O Nicolas Ounanian
Blanik L-13 N87256	SSA membership \$64.00	17024 La Vida Court
PW-5 N982PD	Administration fee \$20.00	Fontana, CA 92337
	No-fault insurance pool \$20.00	Discount: Pay for 11 months up front, and get 1 month free.
	Total \$469.00	
	*Student and family dues are less.	

A Goldilocks Weekend at Coyote

OCSA's first Coyote Campout of 2006 was truly a "Goldilocks weekend"...not too hot, not too windy, but just about right. No major problems and plenty of good memories. Before the end of the weekend, the camp compound had grown to eleven vehicles, five aircraft, three trailers, and several tents. Esprit de corps remained high to the end on Sunday. As planes were packed to return everyone was still in a positive mood joking around with each other. Yes, we were a great group!

Despite the weather prognosticators forecasts of winds getting stronger thru the weekend, it was the Friday night early birds who actually faced the strongest winds. They huddled in the lee side of Jerry Snedden's rolling chateau trying to keep the campfire embers lit by placing boxes as windbreaks.



A new signpost for Motherload Rd made the turnoff off of Ft Irwin road easier to find. Yet still a couple of Nick Ounanian's invited guests, Steve and Kristina, got their truck and toy trailer stuck in the sand Friday evening and stayed awake until 4am digging out...so much for weekend relaxation. Nick's other friend, Kombiz, was an old high school buddy who revealed the kid inside himself by relating a story where he suggested to his wife (with a twinkle in his eye) that he had brought a model rocket kit for his young daughter because "every 10 year old kid should have a rocket". Cool...our kind of guy!

Saturday morning began with a strategic move of the entire camp to a down wind position on the lakebed. As the vehicles crossed the lakebed, Bill Laningham announced his arrival by strafing the line of vehicles with his Cessna 185. Pat Russette started the morning flying activities with an R/C helicopter demonstration. This technology has come far in the last few years. Pat was able to make the electric powered craft roll, fly inverted, and flip in all four directions. Tony Davis then followed with a demo of his powered parachute.

The armored steel cable was laid out, pilots meeting held, and launching commenced all in good order.



(continued on page 4)



Harry Irvine and Lynn Ericksen hooked the first thermal on Sat with a 600 ft “save” in Lynn’s 2-33. They were soon joined in the air by Pat’s ASW-20 and Larry Tuohino’s PiK. Pat got to 7,300 ft and Larry 6,300 in the cool spring air. Both made it to the Mojave River. Bill Laningham with Jeff Donoho connected for the longest student-instructor flight. And in the last round on Saturday, Jerry Snedden took over the reins of the Blanik and flew several guest flights. With a little prodding by the LB Poultry Tower, Pat Russette demo’d a low high speed pass beautifully arcing in front of the camp. Despite a leisurely late start, a total of fifteen tows on Saturday were recorded.

All hats were off for our tow driver, Estelle Worden, as she found her groove down three paths across the dry lake; each a fine tuning as the wind shifted. By the end of the weekend, she was training the observers on line breaks in working the massive swedging tool. A great job done by Estelle and thanks again to the Wordens for supplying the Coyote launch vehicle!

You also have to watch yourself around Sue Donoho, she is a jokester and packs a camcorder to record your worst moments. But tables turned after she joked about the (short) length of Jerry’s flights, she was paid back as her and Jeff struggled to put up their brand new tent in the breeze. In classic Keystone Cop fashion; tent pegs pulled, covers fluttered, words were muttered, etc. But by the evening the tent was up and included an “entertainment room” with DVD player....such luxury older club members never experienced!



Saturday evening festivities began with the traditional gathering of BBQs and the smell of seared red meat. Swantje’s Iron Pot Restaurant fed more than a few hungry birdmen a traditional stew of wild elk meat (courtesy of Lynn) with spatzle noodles. Around the campfire after dinner, Bongo Beatnik Lars, Jammin Jeff, and Swami Swan the Snake Charmer created an arabesque musical atmosphere. Next time pack the congas! Finally lights out, the end of a great day of flying was toasted with Goldschlager “bling shots” downed by a fire lit circle of friends under the cover of the infinite Milky Way.

Saturday night winds were calmer, most reported a great nights rest away from the city. Always the exceptions, Lynn and Harry reportedly stayed awake all night anxiously listening to the wind test the 2-33’s tie downs. A coyote was heard to howl.

Sunday morning, Tony “I know it’s not a PW-5” Davis again launched his powered parachute and entertained the morning coffee crowd with one of the most unusual flying apparatus as yet invented. Larry Tuohino and Harry Irvine began their Sunday with a coffee-cup-in-hand needle-in-the-haystack Hail Mary search for a lost Blanik bridle five inch flat J-hook. Larry has seemed to make a hobby of fruitlessly searching for lost objects....

(continued on page 6)

Safety Thoughts: Mountain Flying

Be Prepared ♦ Know the Hazards ♦ Know and Understand the Sources of Lift and Sink
Maintain Situational Awareness ♦ Always Know the Way Out

For about the last two seasons I've been wanting to go to Crystal and fly the DG-505 operated by the Great Western Soaring School. The inspiration and the opportunity came together on the first weekend of May.

After my arrival I met with Dale, my instructor for the flight. We went over maps and aerial photos of the area and discussed my level of experience/inexperience (mostly the latter) in preparation for our flight. We did a walk around of the field and Dale pointed out the landing options and we discussed the takeoff abort point. I received a cockpit briefing on the aircraft and launched. After the takeoff, I turned the ship over to Dale so we could look at the various landable areas near the field to use in case of a rope break and un-landable areas to be avoided and why. We took a 4300' tow to "Morning Mountain" where we released into about 2 knots on the south (sunny) side of the hill. While climbing in the lift, and throughout the flight, we discussed tactics and speeds to fly. We worked our way up the ridges to the various mountains and discussed the where and why of the areas lift and sink. We flew very aggressively through the sink, 70 to 90 knots directly toward the areas of expected lift on the next ridge or hill. We slowed as Dale pointed out that "we should find the lift about here" and he was right about 9 out of 10 times. We explored areas where multiple ridges merged and we climbed while circling mountains while discussing the why and wherefore of the lift. We also worked the developing convergence and we flew the full extent of the "local area" in the mountains. All during the flight, Dale pointed out areas that should be avoided and why (potential traps) and we explored one area which Dale advised was not recommended for less experienced pilots like myself and why. After working our way almost to the top of Mount Baldy a couple of times, we headed back toward the airport and since we had plenty of altitude we explored the local desert areas while Dale pointed out local landable and un-landable places. There are quite a few small private strips in the area, but some such as that used by a local ultralight operation are not suitable for sailplanes. Also, some of these strips do not welcome transient (sailplane) traffic. On down wind, Dale advised "don't get too far out" and "don't use the brakes (spoilers) too early". We flew angles and on base we encountered strong lift which required "full brakes now". We stayed with the full spoilers all the way to a smooth touchdown while maintaining our 60 knot speed until the round out.

Well, by now you're probably wondering if this is a "Safety Article" or a "Flight Report", so here's the point. All of us low time pilots should seek instruction whenever possible if we are considering flying in a new environment: "wave", "ridge", "slope", "mountain", etc., or if we want to improve our skills and safety in any flight environment. It is also good practice for "experienced" pilots to seek this type of instruction. You might be surprised to find out what you don't know that might help you fly farther, higher or faster.

Fly Safe and Fly Far,
Jerry Clark



(from page 4) Eric Strengell took advantage of the “cheapest tows in Region 12” to get a ground launch sign off and then proceeded to solo off of a ground launch for the first time. U-control kite flying became popular as the afternoon winds grew constant. At the end of queue on Sunday, Roger Worden became probably the most well trained OCSA pilot in “line breaks” after having three in a row. An axle entanglement snatched away from him his dream of a first solo ground launch. Curses, foiled again! This incident closed the weekend of flying on schedule.



It is at the campouts that OCSA as a family club really comes together. In a world where technology drives isolation, it's great to see a group act as a team to launch gliders. Whether flying, launching, or kicking back in a lawn chair, everyone participated and all had fun. While Coyote is often not considered crew friendly; Sue, Swantje, and Estelle all said they enjoyed the weekend and would come back again. Men we got some troopers!

With the weekend coming to a close, OCSA broke into teams, some rolling up the 2500 ft of cable, others disassembling the various planes, and a few clearing the camp. This activity was just coming to a close when Gunter Hansele of the Phoenix Club Soaring Gruppe came with two others to see what the Coyote buzz was about. While they came too late to observe operations, they were impressed with the lake bed and said they would arrive earlier next time. The winds finally came up on the drive back, but everyone made it home safely.

About the only negative heard by this reporter was many forgot to apply sunscreen and for the first time in 2006 burned their skins. Video shot by Sue and others promises a great show at this year's Awards party.

All who made it to work on Monday had a great morning water cooler story to tell!



This is why we do it again and again...

Flieger Hucksfedder

News of the Crews

OCSA Members Donate Winch to Club

With the interest in ground launching continuing to grow nationally, several OCSA members recently got together and contributed the funds to purchase a winch for OCSA. We are a 501c3 non-profit corporation so these members will receive a substantial charitable tax deduction for their contribution. The "ground launch committee" group consists of Lynn Ericstein, Marcus Elmore, Harry Irvine, and Larry Tuohino. The winch is a Gehlein single drum with a Plymouth 389 8-cylinder motor. OCSA has been active in ground launching for many



years and this additional equipment will add capacity to that activity. The group has identified several locations to use the winch with Fall tests planned to identify the viability of each of those locations. Further equipment upgrades are being considered so give OCSA a thought as a tax-deductible donation for 2006.

Next time you see them give Lynn, Marcus, Harry, and Larry an appreciative round of applause!

New Member

Please welcome Irv Powalka to OCSA. Irv already has his Private Pilot - Glider certificate, having flown a number of aircraft at other clubs. It's been a few years, but Irv is ready to take to the skies again. You'll find him at Hemet-Ryan getting checked out with the club instructors.

Waypoints

- David Watts soloed in the Grob 103 on April 8
- Eric Strengell received his signoff for ground launch at Coyote Dry Lake
- Roger Worden received his signoff for ground launch at Coyote Dry Lake



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

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

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

OCSA & Regional Activities

September

- 2-4 Tehachapi campout
- 7 Board meeting
- 16 General meeting

October

- 5 Board meeting
- 21 General meeting

November

- 2 Board meeting
- 18 General meeting

December

- 2 Christmas party

January

- 4 Board meeting
- 20 General meeting





Orange County Soaring Association



C/O Roger Worden
3147 N. Hartman St.
Orange CA 92865

Dated material - please deliver promptly

In this issue:

Tehachapi Memorial Day campout	1
Coyote Dry Lake campout	3
Safety Thoughts: Mountain Flying	5
Club Roster	7
News of the Crews	9
Calendar	10
OCSA & Regional Activities	11