



Orange County Soaring Association



Zero Sink

The official newsletter of the Orange County Soaring Association

Third 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>

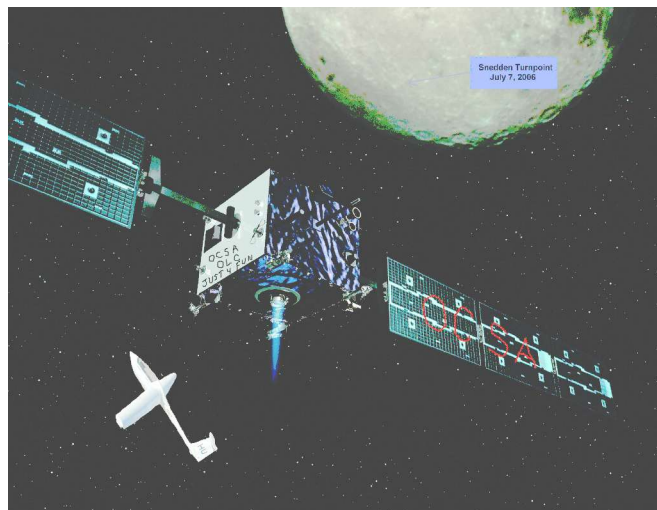
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ESA Satellite Expected to Crash OCSA's Tehachapi Weekend

According to an eminent JPL scientist, this year's Labor Day campout may include an event to top all that have preceded it. So if it's been awhile since you've been at an OCSA campout, consider this one the one not to miss. If you don't believe the headline, check for more details on the European Space Agency's SMART-1 satellite crash at www.esa.int.



OCSA's PW-5 and a Blanik will go to Mountain Valley Airport for another weekend of flying, feasting, and camping out under the stars. Mary Rust will appear as our CFIG.

If the weather is poor there are new activities to tempt us from the airfield including a new indoor go-kart track in

Bakersfield that is rumored to be better than anything you remember from your teens. Check it out at www.bakersfieldkarting.com

On Saturday night we will join in the cookout with the Sailplane Homebuilders Builders at Jeff Bayard's hangar. Bring a side dish and something to grill. If we get a group together Sunday night will be the trip to Bakersfield for go-karting and pizza.

So this is the year to bring the telescopes, the O2, and your driving gloves.
C-ya-there!
—Flieger Hucksfedder

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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.

Tonopah 2006

by Dave Raspet

Jan and I took our Ventus to the Las Vegas club's safari to Tonopah in July. The Las Vegas club sponsors the trip and provides support but they can't get enough sailplanes to make it economically feasible for Frank Donnelly the tow pilot, so they open it to other pilots to make Frank's minimum of 12-15. The towing went well with little contention. Frank usually launched us all in less than 1 1/2 hours.

We had a great week. The Las Vegas club provided oxygen and a full range of social events. The whole group was very friendly and helpful. We had barbeques at the field and a couple of group trips in to restaurants in Tonopah.

The Las Vegas club includes a range of pilots from serious cross-country to pilots content to soar within gliding range of the airport. The longest flights were by Paul Robinson (YZ) and Greg Arnold who ran downwind on a 20 knot day for over 250 km in 2 hours, then spent 4 hours fighting the headwind to get home. Paul's flight set a couple of Nevada state records. I flew some short tasks (160-230 nm), a couple of days around the airport, and one 4 turn-point 530 km task.

One of the beginner pilots from Las Vegas was there to get his silver distance. He flew from Tonopah to the town of Austin and returned, and got his 300 km Diamond goal flight. (That is the same route Bill Laningham used to get Oscar Alonso and me to fly our diamond goal and gold distance in 1999.)

The week began with overdevelopment on the first Saturday, and Sunday we had some OD in the Tonopah area that forced us all down by about 3:30. From then on the area dried up and by late in the week we were flying blue thermals. Tonopah is 5500 ft and we flew mostly in the 11-14k range. One pilot got to 17.9k. I don't think I ever got to 17k. Every day was soarable, with my average rate of climb for the days ranging from 4.4 knots to a low of 3.3 on the day I flew the 500 km task.

The area around Tonopah is not very populated, so on some routes it's 50-60 miles between airports. But the route to Austin, for instance, has good landing sites about every 20 miles. There is a well-surveyed database for the area that includes over 340 landing sites (a number of them are obviously dry lakes). On one task I flew having 55+ miles between airports did cause some pucker but there were dry lakes available and I stayed high enough that it was never a problem.

The Las Vegas club goes to Tonopah every July, usually the weekend after the fourth. As I mentioned they are extremely friendly and the flying is very low key. Tonopah is an excellent site to begin cross-country flying and get gold distance at the very least. Jan and I are already planning to go back next year.

Grob 103 Off-line - Blanik On-line

OCSA's Grob 103 will be taken off the line this month for repairs both cosmetic and due to a recent AD. We hope the ship will be back on the flight line in spring of 2007. Both canopies are to be replaced, and the elevator serviced to comply with a factory Airworthiness Directive. Our second Blanik L-13 will be placed back in service after its annual inspection and some minor repairs. Cost of the repairs will be covered through insurance savings and membership fees. So note: enrolling a few new members to cover the cost will expedite the repair!

News of the Crews

OCSA Pilots Earn Bronze Badges

by Mary Rust, OCSA Flight Instructor

This soaring season has seen three of our members receive their Bronze Badges! The Bronze Badge was designed to give soaring pilots a way to learn many of the important skills needed before safely venturing out on their own cross-country flights. Achieving the Bronze Badge is not a simple task, as it involves several sub-tasks, such as a minimum of 2-two hour flights, 2 simulated off-field accuracy landings with the altimeter covered, and a lengthy written examination. Congratulations to the following members of OCSA who earned their Bronze Badges this spring and summer:

- Jerry Clark
- Jerry Snedden
- Roger Worden

OCSA President Earns 4 Awards

On July 7, after several attempts earlier in the week, Jerry Snedden flew a flight for which the SSA awarded him his Silver distances and duration, Gold altitude, and his Diamond goal!

Launching from Bishop (4,200' MSL) on a semi-blue day, Jerry worked for over an hour to get up onto the White Mountain ridge, one time sinking to a low of 2189' AGL before finally recovering and getting underway. Turning the PW-5 north he flew 40 miles to his start point passing White Mountain at 16,940' before reaching his start gate at Boundary Peak 10 minutes later (at 17,700 ft!), then pinched his way south to Cerro Gordo crossing the Westgard Pass twice, and finally barreling back again to Boundary. Landing after flying 5 hours and 35 minutes, much of the time at over 14,000', his feet were numb but his feeling of accomplishment was sky-high!

New Member Greg Van Grunsven



Greg took a few gliding lessons some years back, and now joins OCSA to resume soaring in earnest. He had some great flights with Tony Terrigno on the day he joined. Welcome, Greg!

New Member Bill Rhinehart

Bill joins us from the R/C soaring community, having flown Open Class competition. (Bill should feel right at home - lots of us flew the small stuff before going "full scale".) Look for Bill to start his soaring training soon!

Waypoints

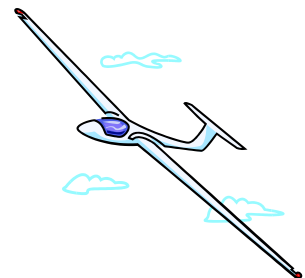
Tony Davis:

- Purchased an HP-11
- Soloed in the Blanik L-13

Jerry Snedden:

- Silver distance & duration: 315km, 5h 35min
- Gold altitude: 11,506 ft
- Diamond goal flight

All in one flight!



Safety Thoughts

Following my own advice

Early on the morning of June 25th Dan Rihn, Clare and I went Tehachapi for a day of soaring. I felt well prepared for a silver distance flight to the north and was excited about the day. After we had assembled and pre-flighted our ships, we pushed out to the launch area. I had the L-Nav and GPS-Nav all set up. Clare and I pushed out. I got strapped in and was all ready to go. Going through my pre-launch check list with the line person ready to hook us up, "altimeter set, belts tight, canopy on/closed, controls free/trim set - trim set - trim?". Something was wrong with the trim mechanism! I looked down and saw the trim spring was broken. **Time to abort.** We opened the canopy, got out and pushed off the ramp. Not being able to launch was a real bummer, but **because we had been prepared and I had taken the time to do a thorough check list**, I did not launch in a broken airplane. We (N44BT and I) lived to fly another day.

Spin training

You might remember I wrote about my spin training in the January '05 *Zero Sink*. I'm going to bring up spin training again because the Soaring Safety Foundation (SSF) is pushing this issue and Bob Wander has an article on the subject in the current issue of Soaring magazine. I will again encourage everyone who has not taken a "Formal" spin training class to do so. By "Formal" I mean a course using a ground school session, air work consisting of various types of spin entry, and a written test. Sailplane Enterprises has a syllabus which includes a written test which I think they will let our instructors use. What I don't mean by "Formal" is going up with an instructor and doing a couple of spins; that is better than never doing it at all, but falls far short of "spin training". I am also encouraging everyone who has taken spin training to do a refresher. Many stall-spin accidents happen to experienced pilots.

I also hope that some will take a course like that offered by California Flight Center at Long Beach, which consists of:

- Ground school and flight training
- 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

Fly Safe and Fly Far,
Jerry Clark



Photo by Jerry Snedden

The instructor schedule was being built at press time. Please check the web site for the latest info.

<i>September 2006</i>						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 Tehachapi
3 Tehachapi	4 Tehachapi	5	6	7 Board meeting	8	9 Dust Devil Dash Tehachapi
10	11	12	13	14	15	16 General meeting
17	18	19	20	21	22	23
24	25	26	27	28	29	30

<i>October 2006</i>						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 Board meeting	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21 General meeting Region 12 Awards Banquet
22	23	24	25	26	27	28
29	30	31				

November 2006						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 Board meeting	3	4
5	6	7	8	9 AOPA Expo Palm Springs	10 AOPA Expo Palm Springs	11 AOPA Expo Palm Springs
12	13	14	15	16	17	18 General meeting
19	20	21	22	23	24	25
26	27	28	29	30		

OCSA & Regional Activities

December

- 2 Christmas party
- 7 Board meeting

January

- 4 Board meeting
- 20 General meeting

February

- 1 Board meeting
- 17 General meeting

March

- 1 Board meeting
- 17 General meeting

April

- 5 Board meeting
- 21 General meeting

OCSA Just-for-Fun Contest Debuts

To promote soaring achievement and friendly competition, OCSA presents the Just-For-Fun Contest for Southern California flights. The prize in this honor-system contest is "bragging rights". It's open to all pilots and students, whether OCSA members or visitors. There are three categories: Altitude Gain, Duration, and Distance, and each flight you enter counts for all three. Flights can be solo or dual - student flights with instructors or mentors qualify! Distance flights can be out-and-return. Enter your own flights on line, and then check the standings for an instant look at who's in the lead! (Thanks to CFI Mary Rust for inspiring this contest.)

The OCSA Family Soaring Contest continues as in previous years, but now you can enter your flights on line! This contest is only for OCSA members, and trophies are awarded at the end of the year. Flights must originate from an OCSA "base of operations", and have certain validation requirements. OCSA members need only enter their flights once to be entered in both contests!

Check it out at <http://www.ocsoaring.org/contest>



Orange County Soaring Association



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Dated material - please deliver promptly

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