



Orange County Soaring Association



Zero Sink

The official newsletter of the Orange County Soaring Association

Second Quarter 2007

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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OCSA Is Rockin' On All Cylinders

The OC Soaring Association has had a phenomenal run in the first quarter of 2007. We have torn the cover off the ball. It actually all started last year as debts were paid off and the Board looked six months down the road and approved a major facelift on the Grob 103 Twin-Astir. The cost of this improvement put our collective feet to the fire to win a substantial increase in membership. With a price smashing \$25 ground school we made our recruitment goal. In fact, we had to turn away some potential students because our clubhouse could not fit all that were interested. You OCSA old-timers, when was the last time you heard there was a waiting list at OCSA?

Then all the work and planning began to pay off. Both Blanik L-13s hit the spring flight line ready and able to back each other up. Mary Rust wins the most active SSA Instructor of R12 Award. Less well known is over the winter, Mary also had engineered a major quality upgrade in our training program. Next, our club members collectively stepped up on potentially the most game changing financial bet yet...a major upgrade of the OCSA winch. Then fresh out of the box, the Grob 103 reappears now flashing it's big ol' baby blue canopies. Four ships to fly, ground school, the "Just For Fun" contest, two-instructor Saturdays, "Soar Into Spring", and now the Memorial Week "Winchfest" campout, Family Pool Party...OCSA has the programs!

The foot on the "new member" accelerator has been eased back. We now need to control our growth to keep quality up. Finally a problem we like to have! We have cancelled our appearances at SoCal air shows. Our new members are the best ever, already pushing the boundaries of our "country club". And add to the mix two new well qualified CFGs in Jim and Rob. Remember my "Dreams" speech from the last issue of Zero Sink? We are there. We did it in three months. Now we just have to keep moving incrementally forward with improvements to maintain OCSA as "the place" to enjoy club soaring. Keep the ideas and enthusiasm flowing!

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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	N82756
PW-5	N982PD

Membership Fees

General Membership	\$25.00
Flight Group initiation	\$300.00
Student initiation	\$150.00
Family initiation	\$150.00
Flight Group monthly dues	\$55.00
Student Flight Group	\$25.00
Family Flight Group	\$25.00

Note: Dues have changed as of January 1, 2007

Dues

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

OCSA
C/O Jerry Snedden
15403 Colleen Ct.
Riverside, CA 92508

Discount: Pay for 11 months up front, and get 1 month free.

Wave Soaring at California City

There I was at 17,000 feet, fighting for control of the Grob 103 in a turbulent rotor. Could the airframe survive these forces? Would the Grob be flipped into an inverted flat spin? Should I bail out now? Yes, No, and No because Cindy Brickner of Caracole Soaring was in the back seat to introduce me to mountain wave soaring. We had taken off from California City in a 20 kt crosswind at 30 degrees right, towed in rotor bumps that realigned my vertebrae, and released in wave lift. Rotor turbulence seems different from thermal turbulence – it's



confused and confusing. Sharp horizontal and vertical gusts combine with rapid accelerations and decelerations to keep you tightening your harness every few minutes. The variometer indicated that we were at times gaining 1,000 fpm on our bumpy way up to 17,200 feet. Above 14,000 feet we were breathing supplemental oxygen through nasal cannulas and could have easily soared higher, but my bare feet were beginning to crystallize in my sandals. More importantly, we didn't have ATC clearance to enter Class A airspace above 18,000 feet. The view was inspiring – Edwards AFB, the Honda test track, the southern tier of the Sierra Nevadas, and Highway 14 stretching into the Mojave Desert. I thought that I even saw my house in Whittier. ATC kept Cindy advised of power aircraft crossing below our altitude – it was a new experience for me to spot an airplane below the sailplane. My previous knowledge of wave soaring was limited to what I had read in various soaring books. But, up here, wave dynamics could be seen in motion. The cloud-free Foehn gap produced by the strong sinking air on the lee side of the mountains was clear. The upward flow of a cap cloud seemed only yards away. Fly too close to the rotor cloud and its silent power will bounce your head off the canopy. Cruising in the windward lift of the wave was smooth and fast as an elevator. With Cindy's guidance, I fly to the lee side of the primary rotor to catch the down elevator. We fly a descending route being careful to stay upwind of the runway – a normal approach would be difficult if we were downwind of the field bucking a 20 kt headwind. Cindy flies the descent in heavy turbulence using 1/3 spoilers to touchdown in a 20 kt headwind - we roll to a stop without touching the brake. Cindy leaves the cockpit to assist with the tow back to the ramp – I stay in the cockpit to “fly” the plane in the strong wind to keep the wingtips off the asphalt. At last, I'm flying solo – sort of. This was an adrenaline adventure that I hope to repeat many times – only next time I'll wear socks.

Sumner Blanchard
OCSA Secretary

VP's Message

I want to take a second to thank everyone in making the spring soaring day a success. It was long hours but fun. Don't forget we have 29 Palms coming! General meetings, family day. Check the calendar. On our family day how about a pot luck? Bet Jenna would like that, we have our wives make a special dish, come and share?? Sounds good. Well, keep an eye on the club calendar and see you soon.

Jeff Donoho
OCSA VP

News of the Crews

New Instructors

OCSA is thrilled to welcome two new instructors! With these gentlemen on board, we're able to ramp up our flight instruction schedule, sometimes having two instructors on Saturdays. That's a good thing - see last quarter's articles about an influx of new members! Please give them a warm welcome.



Rob Morgan joined us several months ago and has been working with many students. He has lots of experience in both the L13 and the Grob 103. When he's not in the back seat instructing, you might find him flying his Ximango motorglider.

Jim Bagley is our newest instructor. He flies over from 29 Palms in his 1956 Cessna C152. Jim is a real estate broker and a commercial pilot and flight instructor. Find out more at his web site, <http://www.jimbagleycfi.com>



Waypoints

- Marc Forsyth took his first solo flight in the Blanik L13 on April 21. He followed that up with another solo flight that day of an hour and 20 minutes!
- Tony Davis accomplished his SSA "C" badge

New Members

- Cliff Bramlette
- Desiree Bramlette
- Jack Kelly, PPG
- John Roe, PPG
- David Stewart

Operations Report

Refrigerator - The clubhouse now has a new refrigerator that I hope will last more than a year. Since I joined the club 5 years ago, we have gone through 3 refrigerators. I initially thought that we were operating on low voltage but the reading was 115vac with and without the refrigerator being on the circuit. Maybe the first three refrigerators were suffering from old age like some of us. Two things that could have contributed to the refrigerators failures were dirty coils and/or the trailer being so hot during the summer time. There is nothing we can do about the heat but we can keep the unit clean. The new unit does not have a freezer section so do not plan on storing anything that has to be frozen. This unit is not very tall so we need someone to build a platform about 2 feet tall to raise it off the floor.

Parachutes - We normally have the chutes repacked close to the expatriation date. If any one plans on taking a chute for a period of time. Make sure it will not be out of date when it is returned.

Relocation of gliders - Larry Howell said that we could place our ships in any location as long as no one complains. If anyone can figure our how to get the second Blanik closer to the flight line, let me know.

Club house and flight shack - Both were cleaned up and reorganized at the Work Day. Let's keep them in some semblance of order.

Dick LeBlanc
OCSA Operations

Grob on the Go

Our Grob 103 will be at the Women Soaring Pilots Association seminar in Avenal June 18-24. Mary Rust is instructing, and OCSA is supporting the event by loaning the Grob. You can help by assembling and disassembling the ship!

Safety Thoughts

Soaring Signals and Launch Procedures

An observation: I have observed several club members who are running wings for OCSA ships are not familiar with the all of the appropriate signals involved in the launch operation. It should also be noted that the “wing runner/line person” is responsible for controlling the launch and making the operation as safe as possible; even if that means delaying the launch if a potentially unsafe condition exists or is developing.

A short quiz: Any pilot who has soloed should be able to answer these questions without looking them up. Please answer the following questions by e-mail to jerryandclaire@verizon.net. You can also forward any questions to me.

1. What should you do if the towplane rocks its wings?
2. What is the signal that the glider should give to the towplane if the glider can not release from the rope?
3. What does it mean if the towplane fans the rudder rapidly while you are on tow, and what should you do about it?
4. What is the signal that the wing runner gives the towplane to take up the slack in the rope?
5. Whose responsibility is it and what is the proper signal to stop the launch if an unsafe condition develops or if an unsafe situation is perceived during the launch?
6. How many signals are there that can be given by the glider or the towplane?
7. What is the reason that the 200' altitude is so important during the first part of the aerotow?
8. What should you do if you are on tow and lose site of the towplane?
9. What are some things that you should watch for relative to the tow rope during preparation for launch?

Answers may be found at the bottom of page xx.

Fly Safe and Fly Far,
Jerry Clark
OCSA Safety

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We have a great platform, leading edge programs, and the finest group of guys and gals I've had the pleasure to affiliate with. In the background we are often supported by our extended family, the large group of OCSA alumni. With a strong positive cash flow even more opportunity will open up in 2008.

Thanks to everyone General, Flight Group, CFG, and Board Members for their efforts to make it happen. Respect the club aircraft as a group resource with safe conservative flying. Let's get through 2007 with zero damage to the aircraft. Just keep it safe and 2008 will be great! And now summer's here and the time is right, for flying on cloud streets!

Believe and soar,
Larry Tuohino
2007 OCSA President

T-Shirt Contest No, not that kind! When the current supply of OCSA t-shirts is depleted, we'll be changing to a new, modern style - designed by you! Send us your design or sketch. You don't have to be a great artist - we'll get a professional to turn the winning design into final artwork. Get your design to Roger Worden, either electronically or on paper. We'll post them on the web site, vote in the fall, and announce the winner at the Christmas party.

<i>June 2007</i>						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 Mary Rust
3	4	5	5	7 Board meeting	8	9 Peter Foley Hemet-Ryan Air Show
10	11	12	13	14	15	16 Peter Foley Mary Rust Jim Bagley General Meeting Family Contest
17 Father's Day	18 WSPA @ Avenal	19 WSPA @ Avenal	20 WSPA @ Avenal	21 WSPA @ Avenal	22 WSPA @ Avenal	23 Jim Bagley
24	25	26	27	28	29	30 Mary Rust Rob Morgan

<i>July 2007</i>						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4 Independence Day	5	6	7 Peter Foley
8	9	10	11	12 Board meeting	13	14 Jim Bagley
15	16	17	18	19	20	21 Mary Rust
22	23	24	25	26	27	28 Peter Foley
29	30	31				

August 2007						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 Board meeting	3	4 Jim Bagley Tony Terrigno
5	6	7	8	9	10	11 Jim Bagley
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	31	(1) Labor Day - Tehachapi Campout

OCSA & Regional Activities

September

1-3 Labor Day @ Tehachapi
8 Dust Devil Dash
15 General Meeting

October

4 Board meeting
13 Corona Air Show
20 General meeting
20 Family Soaring Contest

November

1 Board meeting
17 General meeting - elections

December

2 Christmas / Awards party

January

3 Board meeting
19 General meeting

February

6 Board meeting
22 General meeting

Go Fly Zone



Answers to **Safety Thoughts** quiz: 1. Release immediately. 2. Move out to the left and rock your wings. 3. Check the condition of the glider, probably spoilers are open. 4. Swing your downward-pointed arm back and forth as if you are swinging a bucket. 5. Anyone who sees something wrong should stop the launch by giving signal of waving arms over the head. 6. Eight, including both left and right turn. 7. Below 200' it is not safe to do a 180° turn to land on the runway behind. 8. Release immediately. 9. Knots, scuffed areas, frayed areas.



Orange County Soaring Association



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Dated material - please deliver promptly

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