



Orange County Soaring Association

Zero Sink

The official newsletter of the Orange County Soaring Association Fourth 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>

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

Winter Comes and OCSA Continues

Ho! Ho! Ho! 'Tis the season to reflect on 2007. OCSA members have much to be thankful for with 2007 coming to a close. Without a doubt we have had a great season: many solos, many PPGs, and many new members. The challenge in 2008 will be to keep up the momentum while not overtaxing our capacities to train, optimizing the aircraft usage and continuing to improve on the traditional level of fun activities and campouts. Not a bad problem to have, we're confident with the current level of enthusiasm it is possible. OCSA is rapidly regaining its historical position as the innovative club to watch in SSA Region 12. And more is in store, keep the ideas flowing!

But not all is perfect as we go into 2008 with the loss of our beloved Blanik 51OCS. The Board has instituted a new operations rule requiring that new members, regardless of experience, accomplish minimally 10 dual flights with a two instructor approval before solo. This is not a major hurdle but insures that every new pilot has received a thorough field and aircraft check-out. The member involved in the incident has stepped up and paid 100% of the deductible, which means there will be no "special assessments" passed on the membership. We now need to find a replacement aircraft ASAP. Keep your ears open....

Good news comes in a change in how we are going to run our Holiday Awards Party. Roger and Estelle Worden have graciously offered the use of their beautiful home as the site for the party. Mark your calendars for Sunday, Dec 2nd. The club is buying the main courses and everyone is invited with no charge. With a potluck format just bring a "side" and a gift for the raffle. This is more informal, the food top notch, and will be a lot more comfortable for everyone socially. Tell the spouse, email pictures to Mr. Snedden, and -again- mark the calendar today.

Personally this has been a great year for me, with a Board that has gone out of its way to keep the club safe, financially fit, and fun. A greater bunch of glider guiders I have yet to see working the same thermal together so well. Let's see a few more Commercial and CFG ratings amongst us and we will definitely take this club to another level.

A Grateful Thanks To All,

Larry Tuohino
OCSA President 2007

Board of Directors

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

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

Secretary:
 Sumner Blanchard (562) 908-0785

Treasurer:
 Jerry Snedden (951) 780-4537
 jsnedden@roadrunner.com

Maintenance:
 Tony Davis (951) 927-0161
 dlvtofly@msn.com

Operations:
Cliff Bramlette (949) 496-8222
bramlette@cox.net

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

Mary Rust (951) 927-6236
 maryflies@roadrunner.com

Peter Foley (925) 708-5340
 paddyboyfoley@yahoo.com

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

Jim Bagley (760) 367-7726
 jbagley@29palms.com

Rob Morgan (858) 385-7833
 LS-484@sbcglobal.net

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.

Minutes from General and Board meetings can be found on the Members page of the OCSA web site.

Flight Operations

Club operations are conducted at Hemet-Ryan Airport in Hemet, CA with the following aircraft:

Grob 103	N158SS
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	\$55.00
Student Flight Group	\$25.00
Family Flight Group	\$25.00

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

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

News of the Crews



- **Tony Davis** achieved his Private Pilot certificate
- **Sam Brown** got his Private Pilot Glider add-on
- **Roger Worden** flew in the Dust Devil Dash, his first contest flight and landout

New Members

- **Gali Goldwasser**—General
- **Steve Barker**—Flight Group
- **Steve Willems**—Flight Group
- **Tim Gluckes**—Flight Group

New Officer

Cliff Bramelette became the new Operations chief for the remainder of 2007.

Coming Events

Looking ahead to January 11-13, plan on attending and helping out at the SSA booth at the **Academy of Model Aeronautics (AMA)** convention. It's held at the Ontario Convention Center, and is one of our most successful community outreach efforts. Members will be needed to help set up and tear down, as well as to man (er... "person") the booth to talk with attendees and promote soaring and the SSA. This is very fun event!

Your OCSA Board is already planning the spring trips. Ground launching at **Coyote Dry Lake** is tentatively scheduled for April 19, 2008, with April 26 as an alternate date in case of bad weather. Rumor has it we might be joined by a local ballooning club! Watch the email for further information.

OCSA Just-for-Fun Contest

Don't forget to enter your best flights in the OCSA online contest by November 30.

Quotable Quotes

"What flying teaches you is to overcome fear with knowledge."

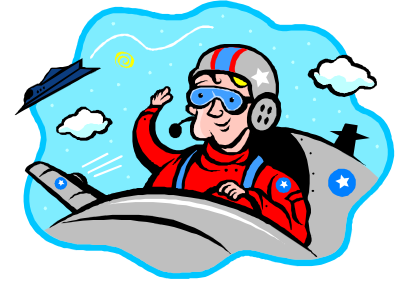
-- Oliver Smithies
2007 Nobel Prize winner
motorglider pilot



Safety Thoughts: Situational Awareness (SA).

Simply put, situational awareness is knowing what is going on around you. Where are you, where are you going, what is the plan for getting there? What is the air mass you are in doing at the moment? What do you expect the situation will be in 30 seconds, 1 minute? What will you do if it doesn't do what you expect? Where will you land if you encounter severe sink in the next 2 minutes?

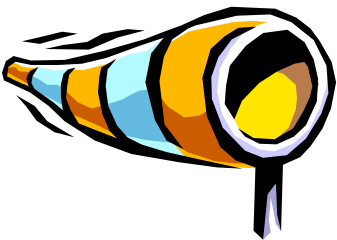
These are some of elements of SA; actually everything that may affect your flight are elements of SA. It is very important for pilots to maintain SA at all times.



Part of a pilot's responsibility is to be familiar with the controls and instruments in an aircraft before taking off on a flight; this familiarity contributes to SA. There have been several incidents and some accidents in Blanik L-13's because the pilot was not sufficiently familiar with the flap and spoiler handles and applied the wrong control at a critical time during the approach and/or landing. This known problem is the reason that the L-13 flap handle is fitted with a unique grip. Similar things have happened in other types of aircraft such as a pilots' cycling the landing gear when they thought they were operating the spoilers.

This type of error can be reduced by not removing your hand from the spoiler handle after checking the spoilers during your pre-landing check. This contributes to the pilot's SA during the remainder of the pattern and landing.

What is your plan if you encounter severe sink while in the landing pattern? Will you speed up, clean up the aircraft (stow the flaps & close the spoilers), move the pattern closer to the runway, shorten the pattern or all of the above? What is the effect of having the flaps deployed on the L-13 when trying to escape sink? What is the maximum flap-extended speed? Several years ago I flew with a CFIG in our club who taught us to deploy the flaps after turning down wind so we would be correctly configured if we did encounter severe sink in the pattern. Is this part of your plan? On windy days I prefer to land without the flaps. We need to remember that flaps are used to increase drag during landing; by definition they are intended to let us make a steeper approach without gaining excess speed.



Similar considerations apply to windy conditions. What about windy conditions with severe sink? Sometimes the two go together.

The above is intended to evoke some thinking about the points mentioned and not to give any specific direction. The conditions we are flying in are constantly changing and we need to be continuously updating the data which makes up our Situational Awareness. The closer we are to the ground, the more critical our SA is and the more rapidly we need to update the data.

Maybe you should discuss some or all of these points with your instructor the next time you fly with one or during your next flight review.

Fly Safe and Fly Far,
Jerry Clark

Safari to Burro Bend by Charles C. Carroll

Lesson 1: "Keep flying the damn thing! God may intervene, save your a**, and make it a learning incident!"

This was a while back, 1979 to be exact. Burro Bend airport is a dry mud flat across from the Burro Bend Cafe, about 6 miles past the turnoff to Borrego Springs, euphemistically called an "emergency landing site" when it's not all mud! But it is nice and level, and soft, kinda crunchy too, and big enough on 270 and 340 degrees, unless some dune buggies are drag racing at the time. A converted school bus named "The Elephant" (because it was Navy gray and lumbered along) held all the gear needed to hold an offsite fly-in. There were just a few of us: 1 tow plane and 3 gliders (2 2/33's and a red1/26). This particular time I was the only rated pilot other than the instructor (an ex-Navy jet jock), the other 3 were pre-solo students. He told me to stay up as long as I could, unless he turned on the beacon on the Elephant indicating one of the other rated pilots showed up after my takeoff.

I helped launch the 2/33's and then strapped in and waited for the tow plane to return. The launch was smooth 'til we got over the mud hills south of the field, but then I think on reflection I found a shear line of converging warm and cooler air. I finally got on line and went toward the bombing range (they told me later!). I found good lift over the B24 graveyard and made it to 9k or so, then played around for most of 3 hours.

Wind from west! Shadows showing on the ground. Better head back to Burro Bend. Due west, not making much headway... put nose down! Better. Not much. More speed! Lots of altitude. Passed over the Blue Inn at 3k. 3miles to go! Lots of dust in the air close to the ground. See the beacon on the Elephant. Gonna be short! Rocks and low hills! Instructor will kill me. 1 mile! 500 AGL, not gonna make it! How about the road? Nah, too snakey and the banks are gonna make the wind impossible!

Aim for the beacon! Slow to 50... zero sink...but barely making any head way. Try 55! Walking in, not losing much altitude either. 400 yards to go- what are they doing? Standing in line 60 feet in front of the Elephant, my instructor in the middle (so he can be the first to the wreckage and insure there will be no survivors?) "Thank you lord! I had a good day! It's a good enough day to die."

What is he doing? Arms out stretched, then touching his nose? Slow to 42 or so! Hmmm? Only about 10 mph ground speed?!? Multiple tie-downs on the 2/33's. The wind is blowing 25 mph! Holy **** he wants me to hit him on the nose! Crazy! OK LDO! You taught me, I'm yours! (I remembered his stories about bad conditions landing on carriers and hoped I had correctly interpreted his signals.)

I put the wheel on the ground and rolled to him at about 6 mph. At about 10 feet he gave the old "cut" sign and I put the nose down hard and pulled the spoilers! He tackled the nose, and the rest of the crew (including his wife) pounced on the wings to keep it down, and walked it to the wind shadow of the elephant, tied it down, THEN he let me out.

All was jubilant for a while, then 15 or so minutes later I got the shakes so bad I had to sit down. He came over and said only one thing: "Fly the plane! Let God land it!"

There might come a time when you must depart the aircraft, but there may be a time when its too late to. DON'T QUIT FLYING THE AIRCRAFT! Give God time to figure out how it will land!

[Ed. Note: Mr. Carroll is a former OCSA member who may make his way back to the club someday soon.]

OCSA Holiday Party and Awards Dinner

Sunday December 2, 4:00 p.m.

**2007 Soaring Awards
Installation of 2008 Officers
The Year in Pictures
Raffle**



Paper Airplane Contest

Please RSVP to Roger at rsworden@aol.com or 714-998-2044

*Members are encouraged to bring a fun gift for the raffle—
proceeds go to OCSA.*

**Turkey and Ham
provided by OCSA**

Pot luck by member's last name:

- A-G Takeoff (salad)
- H-P Cruise (side dish)
- Q-Z Landings (dessert)

Soft drinks provided

BYOB if you prefer something
a little stronger!

**At the Home of
Roger and Estelle Worden**



Jim Bagley, Certified Flight Instructor

- Flight Review (BFR)
- Primary to advanced personalized flight instruction
- Commercial aviation services
- Motorglider rides over Joshua Tree National Park
- Scenic and photographic flights

(760) 367-7726
 (760) 861-4541 Cell
 ATP, CFI, CFII, MEI, CFIG and Advanced Ground
<http://www.jimbagleycfi.com>
[Mailto:jbagley@29palms.com](mailto:jbagley@29palms.com)



December 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 TBD
2 Holiday party	3	4	5	6	7	8 Tony Terrigno Mary Rust
9	10	11	12	13	14	15 Jim Bagley General meeting
16	17	18	19	20	21	22 Mary Rust
23	24	25 Christmas Day	26	27	28	29 No instruction
30	31					

January 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 New Years Day	2	3 Board meeting	4	5
6	7	8	9	10	11 AMA Convention	12 AMA Convention
13 AMA Convention	14	15	16	17	18	19 General meeting
20	21	22	23	24	25	26
27	28	29	30	31		

Instructor schedule is always subject to change. See the OCSA web site for updates.

February 2008

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

OCSA & Regional Activities

March

- 6 Board meeting
- 15 General meeting

April

- 3 Board meeting
- 19 General meeting
- 19-20 Coyote Dry Lake campout
- 26-27 Coyote weather alternate

May

- 1 Board meeting
- 17 General meeting

June

- 5 Board meeting
- 21 General meeting

July

- 3 Board meeting
- 19 General meeting

Go Fly Zone



The
Picture
Page

Labor Day
At
Tehachapi





Orange County Soaring Association



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

Dated material—please deliver promptly

In this issue:

President's Message	1
News	3
Situational Awareness	4
Safari to Burro Bend	5
Holiday Party!	6
Calendar	7
Tehachapi Trip	9