



Orange County Soaring Association



Zero Sink

The official newsletter of the Orange County Soaring Association First Quarter 2008

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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Connecting with Nature

Connecting with nature is an essential part of being alive. "The tonic of wildness," as Henry Thoreau said, "is crucial to our health and happiness". Add a large dose of adventure...and the intrigue of soaring becomes clear. OCSA is a gateway to developing the skills to connect to a dimension of nature of which most people are unaware and will likely (unfortunately) not have the opportunity to experience. We are lucky.

At our January OCSA meeting we discussed our 2008 "Dream List" and 2008 OCSA Calendar. We are now moving forward with many fun activities and improvements planned. Check our website calendar for updates.

But first a word of caution about our group hull insurance. Every year that we go "claims free" we get a reduction in our yearly cost of insurance. Have too many claims and we lose our hull insurance. Simple as that. We had a canopy damage claim on the G103 in 2006 and we lost a Blanik in 2007. We are now paying the highest scheduled rate. Insurance is by far our largest expense. An accident in 2008 could put us on the "watch list". We in OCSA share the aircraft. Damage results in a loss of use to all. Besides the obvious concern about personal safety, I bring these basic facts up so everyone understands why we must fly our aircraft conservatively, why the instructors will place restrictions in your logbooks, why you must not take on the attitude of the "watch me/test pilot". We operate OCSA as a "beginners club", damage claims will happen, but if you want to go "into the danger zone"... *buy your own aircraft*. I certainly fly my Pik-20 differently than I fly the OCSA G103...but not by all that much. Enuf" said.

In California we are blessed with some of the greatest soaring in the world and this year OCSA will once again provide members with the opportunity to experience it. We will continue with our traditional beginner/intermediate training at Hemet but will offer more advanced members an entry into cross-country soaring by basing our G103 thru the summer months in Tehachapi.

Your soaring year is starting up; get ready, nature's "tonic" of carving silently thru the air is yours if you step forward. Clear out the mental and physical hurdles, and commit to step further into nature's world of the sky.

Believe and Soar,

Larry Tuohino

OCSA President 2008

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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.

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** has begun flying his HP-11
- **Jeff Donoho** has begun flying the PW-5
- **Dave Raspet** is now an OCSA instructor

OCSA Private Pilot Ground School

The OCSA PPG Ground School kicked off on Feb. 23 with nine students! If you're a student pilot and missed the first week, get in touch with Mary Rust.



2008 Just-for-Fun Contest

This year the Board has made one simple rule change to the OCSA Just-for-Fun Contest. To continue to encourage new pilots to compete among themselves, there are now two divisions: pre-Silver and Silver. Each submission must now state whether the pilot held an FAI Silver badge at the time of the flight. Results will be tabulated separately for the pre-Silver and Silver divisions. This essentially sets up a "novice" and "expert" division to keep things fair and fun! See the complete rules on the OCSA web site.

SSA Convention Report

Check out Larry Tuohino's report from the 2008 Soaring Society convention in Albuquerque. It's now available on the OCSA web site, on the Reports page.

Blaniks on the Way?

OCSA is in the process of buying not one but *two* Blanik L13's to augment the club fleet. If all goes well, the first ship should be available to fly in just a week or two. Watch the club email for further news!

Annual Checkrides are Due!

Remember, all members who intend to fly club gliders must take an annual checkride with an OCSA instructor during the first quarter. And the Soaring Safety Foundation's "First Flight" program recommends that every pilot's first flight of the year be with an instructor. It's a great way to clear out the cobwebs if you haven't been flying much due to the wintry weather!

Learn to Crew for Cross-Country

Dave Raspet (SAS) needs crew for the 2008 cross-country season from Crystal. All expenses paid to crew for weekend. See long distance soaring up close and personal. Contact Dave at 714-962-8575 or raspets@aol.com.

Retire The Debt!

\$25,000 Matching Challenge

SSA Chair Dianne Black-Nixon announced at the ABQ Convention's general member meeting that she is offering a 'Matching Challenge Grant' for a total of up to \$25,000 for your donations to the SSA. Mark your tax deductible donation check with 'Matching Challenge Grant' or call the SSA office with your credit card number. Deadline is April 30th, so to avoid forgetting, do it now. Take advantage of this generous opportunity to retire the SSA's debt!

Larry Tuohino

SSA Region 12 Governor

Back In The Saddle

Region 12's "BITS" Spring Safety Seminar will be held on March 22, 2008, at the Winnett Center at Cal Tech in Pasadena, from 8 am to 5 pm. Registration fee is \$65, and includes a catered lunch. RSVP to cindyb@caracolesoaring.com. Send check to RESCO, 26500 W. Agoura Rd. #102-726, Calabasas, CA 91302-2969.

OCSA Completes CFGI Ground School

In January, four OCSA members began the process of achieving their commercial and instructor ratings under the guidance of Mary Rust. Also teaching at the 4-week class were Rob Morgan, Larry Howell, and Dave Raspet. Student instructors are Larry Tuohino, Jerry Snedden, Al Cangahuala, and Roger Worden.

First Flight in my HP 11A by Tony Davis

The prep for the first flight is the most important part of the whole operation, thinking of the possible emergencies and the possible actions to take if needed, from rope breaks to no brakes

After rigging and getting very nervous I needed to stop to have lunch. And then go for it! All went well with just a small amount of porpoising on the takeoff due to the very effective ruddervators. As soon as I got a handle on the pitch I found that it flies "on rails" on tow with the nose hook I chose to tow slightly fast (70 knots) on the first flight, and that proved to be just a bit fast with 10 degrees of flaps. That flap setting is just right giving a nice view of the tow plane and just enough drag to help with slack rope. I used 60 knots on the next flights and that seems to be about right.

After release at 5000' I proceeded with stalls first and found the break to be crisp with no flaps and getting progressively more docile, with more buffet with the addition of flaps. So in the landing configuration it has plenty of warning before the stall.

Next on the list was slips, and I found more than enough control authority to achieve about a 1200fpm descent rate without going to the stops on the ruddervators. So getting down without the flaps would not be much of a problem. But getting it on the ground after the flare would use up some ground. Hemet has a long paved runway on the glider side and quite a bit of overrun at each end. It was soft mud on the day of the first flights. As I found out, not having much braking after landing can be a bit of a problem and is going to get corrected with a Tost wheel brake and a different actuation system. The single pedal on the right is hard to find after landing!

So I was lucky on the second flight. I was No.5 to land and pulled off to the right close to the tiedowns and still did not need the brakes! Those 90 degree flaps are amazing at using up energy at the flare and giving a low energy landing!

Now that I had the emergency procedures taken care of, on to normal landings. The main thing to remember is to have plenty of energy just in case it's needed; it's hard to get back once you use it up and very easy to get rid of with half of the trailing edge of the wing hanging down. As our Chef flight instructor says "airspeed, Airspeed, AIRSPEED". With 60 deg. of flaps it's very hard to maintain 50-55 kts without feeling like you're going to drag the nose of the ship on the ground! So don't use them 'til you have the runway made, and then still wait a little longer. It will surprise you just how fast it will come down without gaining speed or energy. Speed brakes or spoilers can never accomplish this and lower the stall at the same time, so I feel that flaps are much safer than spoilers, giving you more of a safety margin once you learn how to use them! My CFI had never flown a flapped ship so I had to rely on tips from Dan and a few other club members that have owned HP's.

I had to wait for a few weeks for flight #3 and managed to find some lift for a very short time (still winter in So. Cal.) and then landed after a 3k tow for another short flight with much better results on the approach and landing (keep thinking stay high). #4 was another high tow and some playing around with the Polar numbers (anybody have a polar for the HP-11)? I was using Winpilot to get some point of reference and one of the local pilots spotted me and met me when I landed and wanted to know how come I was up cruising all over the valley and P7 was down already. To his disappointment I told him I had taken a high tow. And then I had to admit that I had to visit the overrun on the approach end of the runway. I was not high enough on final and too much flap out. P7 informed me that he hit the mud also, so we both ended up washing our ships that day. Seems I need to fly the whole pattern at 700-800' and then just dive for the end of the runway with 60-90deg. of flap depending on conditions!

I'll just have to continue to refine the approach. Come to think of it, isn't that why we fly?

Safety Thoughts: Soaring Signals and Launch Procedures by Jerry Clark

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. One important thing to remember when running the wing during launch, **don't hold** onto the wing, **don't push** the wing, keep your hand in a position where it can't be caught or entangled with the wing tip wheel or skid, and run the wing as far as you can until it moves away from your hand.

A Short Quiz: Any pilot who has soloed should be able to answer these questions without looking them up. (answers on page 7)

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 if an unsafe situation is perceived during the launch?
6. How many signals are there that can be given by the glider of 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?

On Another Subject: Pre-Flight Inspection After Maintenance:

On two different occasions, I have known of tools being left in aircraft after maintenance. The first time was when my partner and I did the first annual on our Libelle: we found a small brush that was apparently used during some previous maintenance; it was in the belly under the seat pan in the area where the tow release cable is routed and could have easily fouled the mechanism.

The second occurrence was more recent and involved the club's Blanik N82756. After the ship had been pre-flighted and test flown for return to service, a club instructor found a tool that had been used during the repair of the fuselage bulkhead inside the tail cone.

Always assume that a tool or loose part has been left in the aircraft after maintenance, and then make sure you find it.

To help prevent this type of problem, always keep track of all tools and parts used during maintenance or inspection of an aircraft.

Fly Safe and Fly Far,

Jerry

March 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 9:Ground school Mary Rust
2	3	4	5	6 Board meeting	7	8 9:Ground school Tony Terrigno
9	10	11	12	13	14	15 Work Day 9:Ground school 12:General mtg Soaring contest Jim Bagley
16	17	18	19	20	21	22 No GS Region 12 BITS Peter Foley
23	24	25	26	27	28	29 9:Ground school Rob Morgan
30	31					

April 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 Board meeting	4	5 9:Ground school Tony Terrigno
6	7	8	9	10	11	12 Region 12 FIRC Peter Foley
13	14	15	16	17	18	19 11:General mtg Jim Bagley
20	21	22	23	24	25	26 Coyote trip Mary Rust
27 Coyote trip	28	29	30			

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

May 2008

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

OCSA & Regional Activities

Answers to Safety Quiz

June

5 Board meeting
7 Hemet-Ryan Airshow
14 General meeting
14-15 Family Soaring Contest

July

10 Board meeting

August

7 Board meeting
16 General meeting
30-31 Labor Day Tehachapi trip

September

1 Labor Day Tehachapi trip
1 Board meeting @ Tehachapi
6 Dust Devil Dash
20 General meeting

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 going wrong a perceives something is wrong should stop the launch by giving the signal of waving your arms over your head.
6. Eight, including both left and right turn.
7. Below 200' it is not safe to do a 180 degree turn to land on the runway behind.
8. Release immediately.
9. Knots, Scuffed areas, frayed areas.



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Dated material—please deliver promptly

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