



Orange County Soaring Association

Zero Sink



The official newsletter of the Orange County Soaring Association Third 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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OCSA Launches Into the Fall With Varios Pegged

So much is happening right in OCSA now that is good. The OCSA Board has worked long to position OCSA as the most innovative soaring club in SSA Region 12 and our success is now showing. As we expanded membership, the club now is struggling with a “capacity to train”. As I talk to other clubs, often they report their membership is substantially down. Somehow OCSA is bucking the trend and many would love to have our “problem”! Your dues keep the planes flying, so stick with us. The Board is now focusing on “training efficiency” as the #1 area for improvement in 2009. Hang in there, if we can take OCSA up one more notch, the best will be yet to come!

Best stuff that no other club is doing? The Condor Flight Simulator, the successful Coyote Campouts, the consistent steps achieved towards a safe winch launching program, the XC capability in Tehachapi we are establishing, the balanced approach re: “family social activities”...all these things create positive momentum towards building our “soaring country club”. October looks to be packed with great family soaring activity.

Also, now is the time to consider contributing more than just your dues. Think about how you can help. There is always a job to be done. Volunteer efforts are how this club has been successful for now FIFTY YEARS! Yep, in 2009, we will be celebrating OCSA’s 50th anniversary. Get ready.

And by the time you read this the Tehachapi Labor Day Campout should be over with hopefully many good stories to tell. We will rehash the event at our Sept General meeting on Sept 20th. See you there.

Do mark your calendars for COYOTE DRY LAKE on Oct 11/12 with a rain date for the following weekend. Nick is tuning up the winch. We will have instructors. I’d expect this to be bigger than the successful spring event. BRING THE KIDS AND BRING THE TOYS!

Finally, after a summer of basing their ships in the desert, we soon will see the backflow of private pilots to Hemet. To celebrate this homecoming, the entire Hemet gliderport will host a HOMECOMING PARTY on Oct 25th. OCSA will run its “Family Soaring Contest” the same day. Food, music, friends, family, prizes and, oh yes, *soaring* is planned.

Remember, *attitude* is the difference between ordeal and adventure.

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	Membership Fees	Dues
Club operations are conducted at Hemet-Ryan Airport in Hemet, CA with the following aircraft:	General Membership \$25.00	Monthly dues and any past-due amounts are payable on the first of each month. Send checks to:
Grob 103 N158SS	Flight Group initiation \$300.00	OCSA
Blanik L-13 N82756	Student initiation \$150.00	C/O Jerry Snedden
Blanik L-13 N25BS	Family initiation \$150.00	15403 Colleen Ct.
PW-5 N982PD	Flight Group monthly \$55.00	Riverside, CA 92508
	Student Flight Group \$25.00	
	Family Flight Group \$25.00	
	Discount: Pay for 11 months up front, and get 1 month free.	

Plastic Pilot Certificates

The FAA issued a Final Rule on Feb. 28 requiring a conversion to plastic pilot certificates. Two years after this rule becomes effective, private pilots may no longer exercise piloting privileges unless they hold counterfeit-resistant plastic certificates. Student pilot certificates are not affected. To make the replacement process as quick and easy as possible, visit <https://amsrvs.registry.faa.gov/amsrvs>

Solos!

Greg Van Grunsven soloed in the Blanik June 14:



Steve Willems took his solo flight on August 20:



Approach & Landing — from a Student' s Perspective

If you're struggling with controlling your speed and rate of descent as you strive for that perfect landing, your OCSA instructors recommend "Approach & Landing" on Brian Rogers' excellent web site at http://myweb.tiscali.co.uk/miskin/gliding/gliding/x_approach_and_landing.htm. It's too long to include in its entirety, but here are a few choice excerpts:

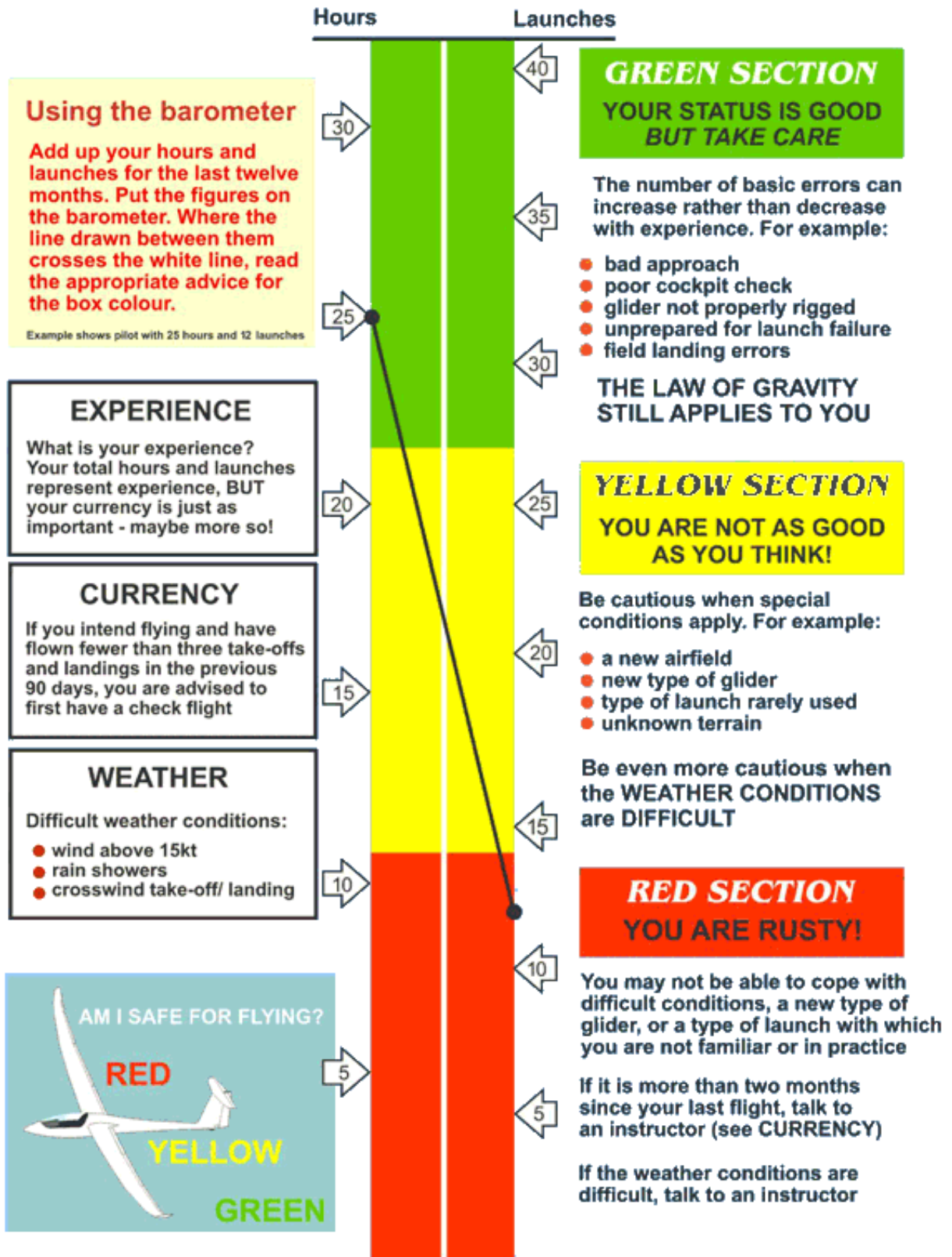
"A fundamental of approach control is to use the airbrakes to control your rate of descent. At the same time you need to use the stick (controlling the nose attitude) to control your speed - which is more critical near the ground to avoid a stall or spin. ... This all takes a bit of getting used to. It is tempting at first to lower or raise the nose in order to 'aim' at the runway. But if that is left unchecked the speed can rise or fall alarmingly leading to serious trouble. Early in training, the instructor normally operates the airbrakes during the approach and landing to let you get the hang of speed control. Then he operates the stick and lets you practice using the airbrakes to control the rate of descent. During the approach: Control *speed* with the *stick* (pitch attitude). Control *rate of descent* with the *airbrakes*"

On ballooning: "As the ground rushed up ... rushing rather too fast I sensed - I glanced at the airspeed indicator and to my horror we were accelerating above 65 knots - whoops ! I started the round-out early to reduce some of the speed and made a final airbrake adjustment to correct the gliding angle. Inevitably all the excess flying energy resulted in a balloon as I had raised the nose too fast. Rather than flying parallel to the ground at about 10 feet, we were starting to climb again. I correctly held the nose where it was to let the glider start descending again. I remembered that if you push the stick forwards while ballooning you might simply nose-dive onto the runway, unless the balloon is really severe. Despite using up rather more runway than planned, we were now settling back into a reasonable float. I kept the stick coming back slowly to keep raising the nose and losing speed and to sink us gently onto the runway."

On under/overshooting: "[The instructor] ... opened about half airbrake and lined us up towards the reference point. He said he was using a reference point of the yellow line across the runway that marks the start of the usable tarmac... A key technique on the approach is to keep the reference point stationary in the view over the nose. If your speed and rate of descent are constant and so is the reference point then you are heading straight for it. The instructor then opened full airbrake and as we descended more steeply the reference point slowly slid up in the view ahead. This was a sure sign that we were now on an undershoot trajectory that would result in a landing short of the runway...Then the instructor closed the airbrakes to reduce our rate of decent, and the yellow line sank down again - and kept moving down indicating that we were on an overshoot trajectory that would make us fly past the runway. Then with the airbrake set at roughly half again, the reference point settled back into a stationary position in the canopy above the nose. All the time the speed had been almost exactly 53 knots."

PILOT CURRENCY BAROMETER

How safe a pilot am I?



OCSA Provides Condor Soaring Simulation at Hemet-Ryan

OCSA is now providing the Condor soaring simulation program for use by club instructors and students on a computer workstation in the clubhouse at Hemet-Ryan airport. The system includes a force-feedback joystick rudder pedals, large screen, and sound to provide a realistic training and practice environment. (Technically it's not a "simulator" as defined by the FAA, as it does not fully simulate the cockpit environment or provide motion.) The force-feedback joystick allows some realistic aileron resistance, and provides a shaking warning to simulate pre-stall buffet. The rudder pedals are important to enable students to practice coordinated turns. Our setup provides terrain to simulate flying over Germany and Colorado. One of our club members is developing a terrain file for Southern California.

There has recently been quite a bit of interest in using PC-based flight simulation software to augment the glider training environment. Some instructors have found that students can cut their training time requirements (and therefore costs) fairly dramatically by using glider-specific simulation for instruction and solo practice. We hope to eventually integrate Condor simulation into the OCSA flight training curriculum.

Quick-start instructions on how to get started with Condor are provided at the workstation in the clubhouse. Several OCSA members are familiar with Condor, and can provide tips to help students get off to a good start. Check it out next time you're at the field!

The PC and monitor were donated by members. The rest of the equipment and software were funded by OCSA.



Hemet-Ryan Gliderport

Hemet Home Coming Hangar Jam One

Saturday Oct 25th 3 to 6:30 pm

The end of summer potluck BBQ for all local
hang glider, soaring, balloon, and ultralight pilots

Featuring an open mike musical battle of the geezer rockers with members of the Traveling Kevorkians" and "The Saps".

Bring your spouse, your kids, your musical instruments!
Free Admission ...BYOB

September 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Tehachapi trip Board Meeting	2	3	4	5	6 Peter Foley Dust Devil Dash
7	8	9	10	11	12	13 Rob Morgan
14	15	16	17	18	19	20 Jim Bagley General Meeting
21	22	23	24	25	26	27 Tony Terrigno
28	29	30				

October 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 Board Meeting	3	4 Rob Morgan
5	6	7	8	9	10	11 Coyote trip
12 Coyote trip	13	14	15	16	17	18 Peter Foley General Meeting Coyote alternate
19 Coyote alternate	20	21	22	23	24	25 Mary Rust Homecoming pty
26	27	28	29	30	31	

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

November 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Jim Bagley
2	3	4	5	6 Board Meeting	7	8 Tony Terrigno
9	10	11	12	13	14	15 Rob Morgan General Meeting Elections
16	17	18	19	20	21	22
23	24	25	26	27 Thanksgiving Day	28	29 Mary Rust
30						

OCSA Activities

December

7 Holiday party & awards

January

8 Board meeting

17 General meeting

February

5 Board meeting

21 General meeting

March

5 Board meeting

21 General meeting





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Dated material—please deliver promptly

In this issue:

President's Message	1
Plastic Pilot Certificates	2
Solos!	3
Approach & Landing	3
Pilot Currency Barometer	4
Condor Soaring Simulation	5
Hemet Home Coming	5
Calendar	6