



Orange County Soaring Association



Zero Sink

The official newsletter of the Orange County Soaring Association Fourth 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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General Mailing Address:

OCSA
P.O. Box 5475
Buena Park, CA 90622

The OCSA Annual Awards Party 'Tis The Season To Celebrate!

The approaching year end brings a change in focus for OCSA members. We've had some exceptional accomplishments this season. While some days with good soaring are still ahead, the focus shifts towards building skills, studying/taking written exams, adding ratings, and thinking about next years plans for all of us individually and OCSA as a club. The club really needs more commercially rated pilots and, of course, maintenance on our aircraft/equipment is never ending.

Our next formal group activity is our Holiday Awards Party which will again be a potluck at Roger and Estelle Worden's home in Orange. This venue has worked very well for the club. The club supplies the turkey and the members bring the side dishes...and there is no charge! Family is invited, so get the December 7th date into your family's holiday calendar. More info and RSVP will be found elsewhere in this issue of Zero Sink.

Around the time you read this, OCSA elections for 2009 at the Nov General Meeting will have happened. We have had a very fun and productive 2008 Board. I am happy to announce that volunteers have stepped forward so next year's 2009 Board will continue the momentum we have built up as an organization over the last few years. Now is the time to think about how we can do to improve OCSA for next year...get your ideas to a Board member now!

Finally, a Sailplane Enterprises program very popular in years past has been reintroduced. The "Early Bird Special", ie, three 700 ft pattern tows in a row before 11am at a discounted price. This program gives the advanced student a chance to perfect their takeoffs and landings. Combined with an afternoon high tow and one gets in four circuits in one day for a quite reasonable price! Note the program fell apart a few years ago because multiple pilots would arrive too late, not complete the three tows, and then complain to SE. Note, if a "high" tow is behind you in line at 11:05 am then you have really torpedoed the program. Arrive early, have the aircraft pre-flighted by 9am and with good ground organization it is quite possible to get in a solid six and maybe nine pattern tows in before 11am.

Well that's about it. Hug your loved ones,
as the best in life is yet to come.

Larry Tuohino
OCSA President 2008

Joy to You & Yours

Board of Directors

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

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

Secretary:
 Steve Willems (714) 606-7847
 stevewillems07@yahoo.com

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 (619) 501-0695
 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

Dave Raspets (714) 962-8575
 raspets@aol.com

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	
Blanik L-13 N82756	Student initiation \$150.00	OCSA C/O Jerry Snedden 15403 Colleen Ct. Riverside, CA 92508
Blanik L-13 N25BS	Family initiation \$150.00	
PW-5 N982PD	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.	



Safety Thoughts

By Jerry Clark

Some safety-related items for your Christmas wish list:

- Pocket Survival kit, REI item #708135, Adventure Medical Pocket Survival Pack. It really does fit in your pocket. This item contains many useful items such as a small compass, fire starting elements, whistle plus others.
- Pulse Oximeter, Check Mate brand (LCD display) or FlightStat brand (LED display). I feel this is a valuable item to monitor your O2 saturation. This will help you prevent hypoxia and many people may be surprised at how low their saturation actually is while still being "FAA" legal.
- A small "Pocket Flashlight", a bright LED type may be the best choice.
- A PLB (Personal Locating Beacon), a ARC ResOFix model #2897 is a popular choice. It mounts easily to your parachute harness.
- A good pocket knife or multi-tool with a good knife in it. Both is even better.
- A S.M.A.K. Pak Survival Kit from Silver Parachute Sales. This item attaches to your parachute harness and contains a hook knife, whistle and signal mirror.

Please note that all of these items are intended to be carried in your pockets or on your chute harness. This does not supersede the need for a land out kit in the aircraft. These items are to help your survival in the event that you become separated from your aircraft; after all that is the reason that we carry a parachute. Also, think about having your cell phone secured in a pocket, on your belt or on your parachute harness. It won't do you any good in the cockpit pouch if you are separated from the pouch as noted above.

Fly Safe and Fly Far

OCSA Holiday Party and Awards Dinner

Sunday December 7, 4:00 p.m.

**2008 Soaring Awards
Installation of 2009 Officers
The Year in Pictures
Gift Exchange**

*Please RSVP to Roger at rsworden@aol.com or 714-998-2044
Bring a gift to exchange—limit \$15 or "white elephant".*

**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**



A Loss and a Lesson

© Rick Lockwood ricklockwood@hotmail.com

Although power pilots might not have known it, “General Aviation” lost an icon a short while ago. A world class pilot of such renown that anyone who has been in his field of aviation for any length of time would have known his name. I started flying sailplanes with “Orange County Soaring Association” in 1969, the name “Dick Johnson” was already synonymous with “Soaring”. From those days of my youth to more current times I remember reading flight performance data of practically every current sailplane (of its day) in “Soaring Magazine” authored by Richard Johnson. He wrote more than one hundred articles with meticulous descriptions of flight characteristics, plots and graphs the way only an accomplished aeronautical engineer can do. This is how I came to know, Dick Johnson, the pilot that held eleven national championships and one world title. On his last flight, it was said that his sailplane slipped behind some trees not far from the airport--that’s where the wreckage was found with its sole occupant within. Dick was 85 years of age.



About a year ago “General Aviation” lost another icon, Steve Fossett. Splashed about on most news broadcasts, news papers, and magazines, Steve was the torchbearer for the adventure that aviation can be. Having flown around the world nonstop in a balloon not on the first attempt but on a successive attempt, showed us all that fortitude is rewarded. Soaring was also a passion for Steve. But Steve needed more of a challenge, a challenge to go where no one had gone before. He and Einar Enevoldson flew their sailplane, in a mountain wave, to an altitude where only a few “Black Ops” air force jets have flown before. They achieved an altitude of 50,699 feet and did so without the need of an engine, this was just one of 116 records Steve Fossett has held. But on a routine flight in a Decathlon, an aircraft well known for its relatively docile handling and wide flight envelope both he and his aircraft went missing. Steve was 63 years of age.



Both pilots and their aircraft were quite capable of making a successful off field landing, but neither pilot did, and these pilots were far too competent to simply lose control of their aircraft. The only scenario that makes any sense to me is that both pilots suddenly became incapacitated while at the controls. In fact, both pilots may have died at the controls. This is not unheard of as there are stories of pilots who were not alone when they collapsed and a passenger took over the controls and landed the aircraft. Presumably, there must be some other stories we haven’t heard about because the outcomes must have been fatally less than successful. This concern has prompted many flight schools to offer a “pinch hitter” course, which teaches very basics of piloting skills. Pilots’ spouses are encouraged to take the course just in case an emergency of the worst kind might occur. As pilots, we blend responsibility (the protection of life and property both on the ground and in the air) with the utter joy and contentment we find in flight. But to fulfill our responsibilities as pilot, and to gain the pleasures of flight, we must remain cognizant at the controls. But how long any of us will remain in control of our own person is truly a question? Young people feel that they are invincible, but as we age we realize this not the case. Although I don’t have the facts and figures to back this up, it appears that the average age of pilots, at the airports I visit, is getting older. Look around; see if you don’t see more gray hair than you used to. Flight is often a solitary thing and puts us in touch with nature, it is unlike any other activity I know. But as pilots, we have responsibilities to others and need to consider changing the way we fly, as we get older and start logging less solo hours and start logging more “Pilot in Command” hours. If someone you love was going Scuba diving, at any age, you would want them to have a “buddy” diving with them. This “buddy” system works for flying, too. The older one gets the more one should look for multiplace aircraft and a “buddy”, or “buddies”, to fly with. As an older pilot, you have a wealth of experiences to share with others. You may also find that you “an old dog” so to speak, can learn a new trick or two. And you may find a camaraderie that’s been missing in your flying. You may find friendships stronger than before. You may also find that young pilots will be inspired by you. And, if you need someone to take the controls even for just a few seconds, you’ve got your “buddy”.

Fly the buddy system whenever you can and make it home.

Silver Badge #6700

By Harry Irvine



On October 17, 2008 a letter was generated by the Judy Ruprecht, the SSA Awards Coordinator, otherwise known the Badge Lady, informing me that I had been awarded Silver Badge #6700, and thus ending a 28 year quest to obtain a Silver soaring badge that began on April 14, 1980.

I set my sights on the duration leg of the Silver Distance triad. As most of you know you have to stay up for 5 hours or more. On April 14, 1980, I flew 5 hours and 12 minutes, at Hemet in Blanik N99966. On this flight I only gained 3,300 feet over the release altitude. It was a strange day indeed weather wise. There was one huge cloud over the field, and I flew back and forth along the edge of it for a couple of hours, and also used other thermals. During this flight I watched a 2-33 slip up into the cloud, and luckily right back out again. A recording barograph was used to document the flight. This was my 104th flight in a glider.

I then contemplated the altitude gain and on August, 15, 1980, with an altitude gain in excess of 3,281 ft, it was completed. This was done in a 2-33 N5707S, at Hemet, CA during a 30 minute flight using a barograph to record the momentous event. The altitude gain for a Silver Badge is a snap, especially in the summer. This was my 107th glider flight.

The next attempt was for Silver Distance. I flew 39 miles, from El Mirage Field, to Lucerne Valley, CA in a 1-26, N683U, on Sept 4, 1980. This was a 3 hour flight, and I only gained 3,500 ft over my release altitude. I did not go far enough as I had gotten off too high. I got low over Victorville, and circled over a net work of streets for a yet to be built housing tract, but finally got back some altitude and then headed east again, getting low again, and after picking out a most excellent out landing site, I landed in a farmer's field. I was greeted by the buxom wife of the farmer, who asked me why I had not landed on the runway. I looked and saw a Cessna right next to the runway, that I had not seen from the air. That old "tunnel vision" had me in its spell. Again an old fashioned barograph was used to record the flight. This was my 111th flight in a glider.

There was a 13 year hiatus on cross country attempts, but then on Sept 4, 1993, flying out of Tehachapi, CA I landed my venerable Schweizer 1-23 at Inyokern, CA. I was flying in the Dust Devil Dash contest, and had packed aboard a recording barograph, and had an official observer seal it and the like. My strategy was to follow the last year's contest winner, who was flying a 1-26, land where he did, and take second place. After a bit I thought he was not following the right road, so I did and soon figured out I was over the Randsburg road, and not Highway 14, and I was way east of the Sierras. I maneuvered around and somehow approached the Inyokern Airport from the east. Inyokern looked so wonderful, I could not get away, so I landed. Silver distance in the bag. Again my claim was denied due to taking too high of a tow. This was my 362nd glider flight.

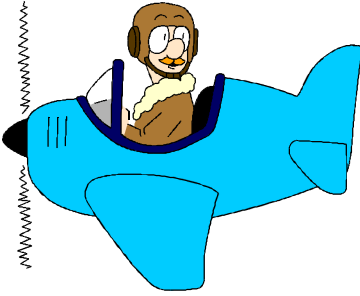
My next attempts at the Silver Distance were made in 2007, in the era of the secure data logger. Now at the urging of my Silver Distance mentor Mr. Ian Cant, of Tehachapi, CA, I packed along his data logger and used a remote start point, and a remote finish point, with the Mountain Valley Airport being no farther away than 19 miles away. Well within gliding distance while flying my Standard Cirrus N72ZZ In 2007 there were numerous attempts that either fell short, or the data logger failed.

At last on Sept 10, 2008, after a summer of trying, it all came together. My remote start point was about 10 miles or so south of the Mountain Valley Airport, and the finish was the Kelso Valley Airport. The distance was 31.5 nautical miles, and it took 45 minutes to complete the task, for an average speed of 43 knots. My starting altitude was 12,500 above sea level, and finishing was 13,250 ft. So I gained altitude during the flight. My max altitude was near 15,000, according to the data logger. This was my 810th glider flight.

So how can you do such a flight at Hemet? In the era before the secure data logger, I never felt comfortable doing a fly out from Hemet, and land at Warner Springs, due to the lack of good landing spots, but now all of that is changed.. You can launch out of Hemet, use Skylark Field as your remote start point, and Banning Airport as your remote finish, and then fly back to Hemet, and you will have your Silver Distance. The OCSA has the data logger, and a wonderful ship, in the PW-5. So don't wait for 28 years like I did.

Bad Tow Position

By Chris Mannion



How badly can one get out of tow position? I am loath to admit that in my case, pretty badly. This is one of those “Boy was that dumb” scenarios which fortunately had a happy ending; nevertheless it is worth recounting in this column so that perhaps you can all benefit from my mistakes and lessons learned.

During the OCSA Family Weekend I planned to fly in the Club contest with my step-son Ricky who of late has had a burgeoning interest in airplanes (he’s enlisting in the Air Force) and he was worth an extra 5-points. At my skill level, every little bit helps (and you know I wanted one of those slick trophies on my fireplace mantel). We had verbally rehearsed the flight so that there would be no surprises for Ricky, and so that he could take an active role in the flight by scanning the sky around us for other aircraft. With these preparations finished, I strapped Ricky into the back seat of the Grob and climbed into the front seat. As our tow pilot taxied past us I signaled that I wanted a 4,000 foot AGL tow by *crossing my arms across my chest* (if this sentence strikes you as odd, it should; more about that later).

The take off and aero tow were uneventful: at 11 AM the sky was calm, and I used the aero tow to explain to Ricky the principles of taking off and flying formation with a tug at the end of a 200 ft. rope. I called out our various altitudes and told him how as we ascended every 100 feet I knew what our landing options would be, how we kept the nose of the glider aimed at the tow plane’s outside wing and matched its bank angle, and how we managed the towline so as to avoid getting slack in the rope. As we ascended through relatively smooth air to 3000 feet AGL, and the tow plane headed South toward the airfield in a straight line, it occurred to me that Ricky might learn something by seeing how we “box the wake” of the tow plane in order to sharpen our piloting skills. Although *I had not indicated* to the tow pilot prior to take-off that we planned to box the wake, I reasoned that with the tow plane headed South in a straight line and with another 1000 feet to go before release, it would be a simple matter to perform a ½ box and return to high tow position.

Therefore, I began “Well Ricky, we indicate to the tow plane that we intend to box the wake by descending down through the prop wash and vortices to low tow position, and return to high tow position.”

We smoothly descended to low tow position. So far so good. However, while we were in low-tow position, the tow plane began a turn to the left. Curiously, it was a steeper than normal turn, one that was steeper than I cared for when boxing the wake, but no big deal, so I said “Gee, I would rather not box the wake in a steep turn, so let’s just return to normal (high tow) position until the tow pilot completes his turn.” Thus, we slowly returned to high tow position. However, rather than settling into a good tow position, I noticed that I had “overshot” high tow position and was now higher above the tow plane than I cared to be. So I explained “OK, we’re a bit above the tow plane. We will gradually return to our normal tow position by slowly descending while yawing the fuselage slightly to increase drag and prevent gaining on the tow plane, and hence avoid accumulating slack in the rope.” So far so good, except that the tow plane seemed to have stopped climbing and indeed seemed to be descending, and the slack in the tow rope continued to accumulate. I commented out loud “Wow, we must be flying through an area of huge sink.” At the same time, the noise of the wind in the cockpit increased quite noticeably. While I was situationally aware of this anomaly, I was principally focused on managing what had by now become a rather large bulge in the tow rope that was creeping back toward our right wing. Strange, I thought, no matter how much I yaw away from the rope, it keeps creeping back toward the glider and I cannot seem to get down into the normal high-tow position (yes, I was above the tow plane). And, alarmingly now, I was slowly creeping up on the tail of the tow plane. I glanced again at the loop in the tow rope and noted that the “J” in the rope had disappeared under the nose of the glider. And, for the first time I glanced at the airspeed indicator, and what I saw really got my attention: we were approaching 100 knots.

Although not an especially experienced pilot, it was not difficult for me to conclude at this moment it was appropriate to “GET OFF TOW IMMEDIATELY.” After a quick glance to the right I pulled the release twice and saw the tow rope begin to fall away. I banked slowly to the right and as I came around searched over my right shoulder for the tow plane. After gaining a visual on the tow plane half a mile away and several hundred feet below us, I leveled our wings and con-

tinued our flight. I was disturbed by my inability to restore myself to a good tow position and perplexed by how difficult it was to deal with the slack in the tow rope, but since I had other pressing matters on my mind (i.e., flying the plane) I filed it away and figured I would re-visit this topic after we landed. At 11 AM there was not a great deal of lift and we were soon enough running the pre-landing checklist, dropping the gear and heading toward the IP.

Ricky and I eventually took another flight later in the afternoon and stayed up for almost two hours. Later that evening I thought carefully about what had happened. It really bothered me that I could not re-establish a good tow position. Although not perhaps the best pilot on tow, I usually can deal with a fair amount of slack in the tow rope and get back behind the tow plane. However the fact that we were approaching 95 to 100 knots did not make any sense. If anything, yawing should slow us down (more drag), and it should have helped us descend to the correct position behind the tow plane (less lift). The picture did not make much sense to me, unless, of course, the tow plane was in its normal after-tow-release descent configuration with nose pointed down and throttle shoved forward, descending and gaining speed to boot. *Kind of like a tow pilot would do if he thought the glider behind him had just released from tow.* Duh!

I stopped in to talk to Larry Howell the following weekend. Although I felt pretty stupid about getting in such bad tow position, I was nevertheless interested in learning from my mistakes. Larry confirmed that if I had not coordinated with the tow pilot prior to take-off that I wanted to box the wake, and in particular if the tow pilot understood he was giving a 3000' tow, then when he looked in his rear-view mirror and saw the glider was not there, he assumed I had released.

From the **Tow Pilot Training Course**, Soaring Safety Foundation & Civil Air Patrol:

Slack Rope

During tow the instructor may demonstrate and practice slack rope recovery procedures... Be alert for these maneuvers and do not mistake the climb and dive maneuver as a release... **When the tow pilot has positively observed and confirmed the release of the tow line (assumption of release is not acceptable) the pilot of the tow plane may begin a left turn and initiate the descent. In some instances the glider will release with slack in the tow line.** This soft release may not be detectable by the tow pilot. If there is any doubt of the release status in the mind of the tow pilot, the tow pilot should continue the tow and confirm the release via radio or visually.

And a little further on:

A thoughtful CFIG or glider pilot will communicate the intention to maneuver behind the tow plane.

Well, that last sentence sums it all up: had I planned my flight carefully from beginning to end I would have had in mind prior to take-off the notion that I would be boxing the wake and indicated this to the tow pilot.

Hence, lesson #1: if you want to box the wake, indicate this to the tow pilot before take-off. At my previous soaring club we would often box the wake on tow without any such prior arrangement; however we were in *radio contact* with the tug hence we could announce our intentions while on tow. At Hemet, we do not have radio communication with the tug therefore the best way to practice is to indicate to the tow pilot prior to take-off that you're going to box the wake.

In addition, the tow pilot had expected me to be off tow at 3000 feet AGL. Accordingly, lesson #2: don't confuse the signal for a 3000 foot tow with the signal for 4000 foot tow. This seemingly innocent confusion is probably of little consequence most of the time, since the tow plane usually will keep towing until you release. That is unless you want to box that wake and haven't told the tow pilot. In that case, the confusing hand signals can cause some problems.

Moreover, it did not occur to me while on tow that the tow pilot mistakenly thought I released. Therefore, lesson #3: always consider the possibility that the tow pilot may one day look in his rear-view mirror and, not seeing you there, begin his steep, left hand descending turn. I have a great deal of faith in the competency and professionalism of our tow pilots, but it is not outside the realm of possibility that on a busy day (such as the OCSA Family Weekend) the tow pilots are eager to blaze a path back down to the runway and hook up another glider.

Finally, last but not least, lesson #4: when in doubt, release the tow rope.

This Season

By Tony Davis

OK, I know that It is the end of the season but I'm not ready to quit flying. It has been my first year as a private pilot and after 40 years of trying to get it and my own ship (since I was 10 years old and had my first flight) I've had some good flights in my little HP-11. Nothing earth shattering, just good flights! My most recent flight was only 30 minutes, but it was one of those flights that you just look at the wing tips when you are on glide between thermals that you get a chance to reflect and say "This is what it's all about!"

I chose this airplane because it is the best bang for the buck and now the challenge is to figure out how to get that bang out of this new aircraft (to me with 2000 hrs of Paraglider time). It's tough sometimes to figure out just how to get what you know it should do out of it, and just how did they do it in the 1960's when it was designed and made? With a lot of investigation and looking at my ship, there seem to be some small changes that I can make to get better performance but most of them have to come from the pilot, so that means more flying when my schedule will allow it!

The powers that be let me have one more flight. I still did not go anywhere but I learned something about how to fly my ship in light lift. I just spent a whole hour in the same thermal! I made it from release at 4500' to 6000' then went to look for some lift elsewhere then came back to the same thermal. I decided to see just how fast it likes to fly on the way back (I already knew how slow it likes to fly: 45kts stall, best thermal speed 52-55kts). It's fast but this time I did not bother to tape it, so it was some what noisy at 100kts. So that answered the question about how it likes to fly, now to put it into practice - and that's for next season.

The first thing to remember is that it was designed before the really good airfoils for sailplanes were developed, and trying to keep that shape in a metal wing was not easy. The craftsman who built my wing did a very nice job. During my research I managed to find a picture of my wings being built in his basement! Not much I can do to them to make an improvement.

The next place to look is the fuselage and tail section. Can't do much with the fuse but I can work on the tail. It's a V tail so it just needs some sealing on the ruddervator gaps to reduce the drag, and that should bring my L/D up close to the advertised value. I have measured it at 35:1 without the tail being sealed (the wings have seals on the ailerons and flaps). So I figure I'll gain a point with the tail, some clean up on the gear doors and let's try it next season... unless the weather gets good for Christmas!

Accomplishments This Quarter

Harry Irvine	Silver Badge
Jerry Snedden	Diamond Goal and Distance
Roger Worden	Silver Distance and Altitude

Parachute Packing Interval Extended

The FAA's final rule amending the regulations governing the packing intervals for certain types of parachutes was published in the Federal Register on November 19, 2008, and becomes effective December 19, 2008. The amendment extends the required packing interval from 120 days to 180 days.



My Star Lit Sky

Recently, I was standing outside my abode at the foot of the mountains that shield me from the artificial light of the Los Angeles Basin. I was looking at the heavens with my uncorrected vision, spending moments of my life in awe of the sight. I see a part of the universe...and I see beauty and an unaltered future. The universe will continue...beyond any human attempt to alter it. In human life terms, there will always be the Milky Way, the constellations, the sun and the moon.

The night sky refreshes my soul, for it is a fixed element than cannot be altered. No weapon of destruction, no evil plot, no religion, no government, no cult or conspiracy will ever change the night sky.

So, in these times of evil gangs and terrorists and the resulting warfare, I look to the night sky to enjoy the stars and the moon and feel the peace they bring...for they are real. As I stand looking at the star lit sky, I pass many moments of my life knowing that eternal things exist...no matter the fools that attempt to control all of life.

So, my friends, you are almost countless...and you demonstrate and reveal your friendship in so many ways...Your friendship endures even as I fail at times. When you look at the star lit sky, know that I will always share the communion of your friendship.

With love for you all,
Fred Robinson



December 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 Jim Bagley
7 Russell Holtz Holiday Party	8	9	10	11	12	13 Peter Foley
14 Russell Holtz	15	16	17	18	19	20 Tony Terrigno
21 Russell Holtz	22	23	24	25 Christmas Day	26	27 No instructor
28	29	30	31			

January 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 New Year's Day	2	3
4	5	6	7	8 Board meeting	9 AMA Expo	10 AMA Expo
11 AMA Expo	12	13	14	15	16	17 General meeting
18	19	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 2009

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
22	23	24	25	26	27	28

March

5 Board meeting
21 General meeting

April

2 Board meeting
18 50th Anniversary Celebration

May

7 Board meeting
16 General meeting

June

4 Board meeting
20 General meeting



Mountain Valley Airport
Tehachapi, CA



Orange County Soaring Association



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

Dated material—please deliver promptly

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