



Orange County Soaring Association

50 Years

# Zero Sink

**The official newsletter of the Orange County Soaring Association First Quarter 2009**

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 Jeff Donoho: [membership@ocsoaring.org](mailto:membership@ocsoaring.org)

Club operations are conducted at Hemet-Ryan Airport. Call (951) 658-6577 for directions to the airport, or go to our web page: <http://www.ocsoaring.org>

Zero Sink is published quarterly. Please email contributions to [webmaster@ocsoaring.org](mailto:webmaster@ocsoaring.org). Contributions may be edited for content.

**General Mailing Address:**

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

## Gear Up for Our 50th Anniversary!

We've had quite a variety of weekends lately with OCSA. Some that give us a good glimpse of our potential and others that remind us of projects which need to be completed.

OCSA's 50th Anniversary Party is close and drives much of our activity. Even closer is the start of our OCSA Ground School with the expectation of a pick up of up to a half dozen new club members. We have projects to finish before the weather turns soarable and all of our thoughts turn 100% to aviating!

The 50th Anniversary of OCSA is truly a monumental organizational achievement. OCSA was formed in 1959 by a small group of visionaries who saw the need for an organization to support family soaring. Our "soaring country club" has long been a tent pole of SoCAL soaring activity focusing on the training of new pilots. Now as a club, we have over 1000 "alumni" members. Get ready for a large group to visit on April 18th.

To help out, Sailplane Enterprises has generously donated to the club some temporary hangar space to expedite our ships upgrades. In trade we need to go around the entire gliderport area and do a general trash clean-up (tires, old batteries, etc) and of course we have our spring mowing of the weeds staring us in the face. As a club, "many hands make for short work", not to mention low dues! All good stuff to get done in anticipation of our spring thermals.

Your help and patience is appreciated. It's your club, consider helping make your 2009 the best ever for everyone. We are a club, we do things together to help all. I invite everyone to find your "place" to run our combined dream forward.

OK, off my soapbox. Bring on the anniversary cake and thermals!!!!!!

*Larry Tushino*

OCSA President 2009

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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
Blanik L-13	N25BS
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 *\*\*New Address!\*\****

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

OCSA  
 C/O Nate McLaughlin  
 1000 S. Gilbert Street, #175  
 Hemet, CA 92543

**Congratulations to Members Achieving Their Goals**

Congratulations to **Roger Worden** for passing the Commercial Glider Written test! He is getting closer and closer to becoming a CFI!

Congratulations to **Nick Ounanian** for passing the Private Glider Written test!

Congratulations to **Steve Willems** for earning his **A & B** - FAI Badges!

—Mary Rust

## OCSA Winch Takes Off at Hemet-Ryan

Several members and instructors have been gathering at Hemet-Ryan Airport in the cold, early morning hours on Sundays to train on and refine winch launching procedures. With the winch placed at the west end of the field, and the launch point beyond the east end of Runway 22, we're able to use over 4,000 feet of our Spectra cable. Typical launches have been achieving 1,000' to 1,400' AGL with little or no wind to assist. As more winch "drivers" and instructors become trained, we'll be looking at ways to integrate winch launching into OCSA operations on a regular basis.

"The winch flight with Peter was the first for me in 20 years. Peter let me do the flying the second launch... felt like old home. Let's do that some more!"

—Nate McLaughlin



### The \$45 BFR

By Roger Worden

It was biennial Flight Review time for me! I tried to arrange to do it in January but due to a last-minute mixup, it didn't work out. The requirement for the Flight Review is either an hour of flight time or three launches to pattern altitude. So we decided that three winch launches would do the trick! Since I was last up last week and didn't get to launch, the group let me go first today and graciously let me get in three flights.

Flight 1: I'd forgotten just how fast the winch accelerates the glider. Zero to about 55 mph in about 3 seconds. That really gets your attention! Nice, smooth rotation into the 45-degree climb. It took me a little while to get the hang of the speed adjustment, but once I got in the groove it was very stable at 50 knots indicated airspeed (on my front indicator, 55 knots on the back one). The cable back-released at 1,000' AGL.

Flight 2: The startup acceleration didn't catch me by surprise this time. Another smooth climb to 1,000' AGL. I didn't time it, but it really only takes about 30 seconds at that speed and angle. I tell people that have been to Disney's California Adventure that it's much like the California Screamin' roller coaster, with its quick acceleration into a 45-degree climb - but 10 times as high! There was absolutely no wind, or we probably would have gone higher faster.

Flight 3: This time I could really detect the round-over at the top of the climb and released at 1,100' AGL. That was high enough to do a few turns before entering the pattern for landing (since the instructor wants to see more than just up-and-down). No lift of course; these flights were from about 8:20 to 9:00 a.m.

My instructor was well pleased with my launches, flights, and landings, so that took care of my BFR flights and the club's annual checkride requirement. And at \$15 per launch, this was much less expensive than three aerotows! Our club pres was rather pleased that we're already demonstrating the value of winch launching.



## Get checked out in SE's slick DG-500

by Chris Mannion

If you're like me and wondering what to fly this summer at Hemet when the club Grob is up at Tehachapi, maybe you'll want to take a gander at Sailplane Enterprise's DG-500. It's a very comfortable, very well-appointed two-place glass ship that will outperform the Grob and is a heck of a lot of fun to fly. It rents for \$60 per hour which, while not exactly inexpensive, is within the realm of reason for two club members to split, along with a 2,000' tow, for an hour of high performance flying at 40:1 versus 36:1 in the Grob. I flew the DG-500 a couple of weeks ago and would offer these observations:

- a) Handling characteristics: the DG-500 is very similar in size and weight to the Grob Twin Astir, hence handles on take-off roll in a manner very similar to the Grob in that you have to work to keep the wings level. However, you'll first note that the DG requires far less aileron input than the Grob in order to keep the wings level and less rudder input to keep it tracking down the runway centerline, probably owing to a slightly longer empennage than that on the Grob. In the air, the DG also is noticeably more responsive than the Grob which by comparison often requires a fair amount of muscle to impart a rolling motion. Boxing the wash also seemed a little cleaner owing to the more effective rudder on the DG. I've never been very good at wing-overs but they seemed to be a little more coordinated in the DG. Add to this a secure trim system with a trigger on the control stick that you release to lock the trim in place (the Grob's trim handle doesn't stay where you set it).
- c) Payload: about the same as the Grob (242 lbs max in front and back, and 160 lbs solo in the front).
- d) Ergonomics: The DG-500 is far more comfortable in the back seat than the Grob. For those of you who (like myself) are 6' or taller, this is welcome news. The back cockpit is downright cavernous, and the ergonomics superior to the Grob, i.e., there is good lower back support and one does not have to scrunch down until parallel to the ground in order to obtain enough headroom to close the canopy. On the other hand, the front cockpit is a bit more narrow than the Grob, and I found that I had to move my leg a bit to reach the dive-brake handle, but legroom and headroom are at least as roomy as the Grob.
- e) Instrumentation: the DG offers nicer instrumentation than the Grob, and also has a G-meter in case you're wondering how many negative G's you're really pulling. Both front and back cockpits have push-to-talk switches on the control sticks and boom mikes.
- f) Overall feel: although I didn't find much lift on the day of my checkout ride, from a "seat-of-the-pants" perspective I think that one can "feel" the lift a little more easily in the DG and this should aid with centering thermals.

The best part is that Larry Howell is kindly providing free instruction and check rides in the DG-500 (of course, you pay for the glider and the tow, but if you're good you'll pay just \$30 for the glider and do just one 3,000' tow; otherwise, you'll probably need a couple of pattern tows). You can find the DG-500 flight manual on-line. Larry will do a thorough pre-flight inspection with you and then sit down and discuss (i.e. quiz you) on basic piloting skills before you take to the air. If you haven't done it, this half-hour with Larry Howell is *in and of itself* worth the price of admission and will make you a better pilot. Larry will show you the correct pitch attitude of the glider for landing while you're sitting on the ground so you can have a mental picture on

*Continued on next page*

final. (Helpful hint: Larry's pet peeve is pilots who smack the tail boom of the DG into the ground). Next, you'll take one 3,000' tow (I chose to box the wake on the way up to get the feel of the controls) and after release he'll encourage you to do a few maneuvers just to "get the feel" of the glider (I chose a wing-over). Then you'll do the standard stalls/slow flight maneuvers, steep turns, and so forth. Basic stuff that you'd do on your BFR or spring check-out. In the pattern, do not (I repeat, do not) fixate on the landing area...make sure you look to your left also since this is where the tow plane and sometimes other power traffic will come from. Otherwise you're liable to get cuffed on the ear by Mr. Howell in the back seat. I did not think landing the DG was very much different than the Grob, just have airspeed discipline (50 knots) in the pattern and make small adjustments with the dive brakes. Once on the ground the disk brake is very effective, and you have a nose wheel in case you overdo the brakes.

Anyone want to split a tow in the DG?

### DG Flugzeugbau Specifications – DG-500 T Elan trainer (DG-500/22 in parentheses)



- Span 18.0 m./ 59.1 ft (22.00 m./ 72.2 ft)
- Area 16.6 sq. m. / 178.6 sq.ft. (18.29 sq.m./ 196.8 sq.ft)
- Aspect ratio 19.52
- Airfoil Wortmann FX-73-K-170/20 root; -170/22 tip
- Empty weight 390 kg. / 860 lb. (445 kg./ 981 lb.)
- Payload 225 kg. / 496 lb. (305 kg. / 672 lb.)
- Water ballast 160 kg / 353 lb
- Gross weight 615 kg. / 1,356 lb. (750 kg./ 1,653 lb.)
- Wing loading 37.05 kg. / sq. m. / 7.59 lb. / sq. ft.
- (41.0 kg. / sq. m. / 8.40 lb. / sq. ft.)
- Structure CFRP/GFRP

### Performance

- L/D max. 40 109 kph / 59 kt / 68 mph
- (47 111 kph/ 60 kt./ 69 mph)
- Min. sink (0.51 m/s / 1.67 fps / 0.99 kt)
- 80 kph/ 43 kt/ 49 mph)

## March 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Russell Holtz	2	3	4	5 Board meeting	6	7 Tony Terrigno Ground School
8 Russell Holtz	9	10	11	12	13	14 Jim Bagley Ground School General Meeting Work Day CalCity Wave Camp
15 Russell Holtz CalCity Wave Camp	16 CalCity Wave Camp	17 CalCity Wave Camp	18 CalCity Wave Camp	19 CalCity Wave Camp	20 CalCity Wave Camp	21 Russell Holtz Ground School CalCity Wave Camp
22 Russell Holtz CalCity Wave Camp	23	24	25	26	27	28 Tony Terrigno BITS Pasadena
29 Russell Holtz	30	31				

## April 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 Board meeting	3	4 Mary Rust Ground School
5 Russell Holtz	6	7	8	9	10	11 Rob Morgan
12 Russell Holtz	13	14	15	16	17	18 Peter Foley General meeting 50th Celebration
19 Russell Holtz	20	21	22	23	24	25 Jim Bagley
26 Russell Holtz	27 R12 Contest	28 R12 Contest	29 R12 Contest	30 R12 Contest		

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

# May 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 R12 Contest	2 Tony Terrigno R12 Contest
3 Russell Holtz	4	5	6	7 Board meeting	8	9 Rob Morgan
10 Russell Holtz	11	12	13	14	15	16 Peter Foley General meeting
17 Russell Holtz	18	19	20	21	22	23 <i>Mary Rust John Chapman Tehachapi trip</i>
24 Russell Holtz <i>Mary Rust John Chapman Tehachapi trip</i>	25 Memorial Day <i>Mary Rust John Chapman Tehachapi trip</i>	26	27	28	29	30 Hemet Airshow Jim Bagley
31 Russell Holtz						

## June

- 4 Board meeting
- 20 General meeting
- 20 Family Soaring Contest
- 21 Family Soaring Contest

## July

- 2 Board meeting
- No General meeting*

## August

- 5 Board meeting
- 15 General meeting

## September

- 3 Board meeting
- 5-7 Labor Day trip to Tehachapi
- 12 Dust Devil Dash at Tehachapi
- 19 General meeting





# Orange County Soaring Association

50 Years

C/O Roger Worden  
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Orange, CA 92865

Dated material—please deliver promptly

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