



Orange County Soaring Association

50 Years

Zero Sink

The official newsletter of the Orange County Soaring Association Second 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

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. Contributions may be edited for content.

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From the President

For a sport for which no one gets involved with the intention of making money or as a career choice, there have been some incredible efforts being expended by members to make this club function this soaring season. The winter upgrade of the ships, trailers, and clubhouse all required significant effort. The “behind the scenes” organization of the 50th Anniversary and the Tehachapi Campout paid off with great memories. The team effort that exudes on each of our “winch weekends” is a few hours of pleasure to be remembered. If you have not been out to any of these events, you really are missing something. OCSA is back and we are moving forward with training and social events geared for everyone who can love a Blanik.

Coming up next is a GPS seminar and an “Accelerated Bronze Badge” program. If you want to fly in Tehachapi, these are a “don’t miss”. Check the calendar now!

Regarding new members: our involvement in the Hemet Airshow appears to be working. We already have one new member, and several prospective members are coming to our June 20th General Meeting. We collected well over a hundred email addresses that we can tap for future membership.

We have the cash flow to make the next annual insurance payment.

This Zero Sink’s Prez column is short because I’m off to Parowan for a week of soaring and hiking in the Zion and Bryce National Parks. What more can I say? It’s as easy as 1-2-3...it is time to 1) treat the equipment better than if you owned it, 2) fly safe as your loved ones expect it, and 3) have as much fun as possible!

Larry Tuohino

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 Steve Willems
 3496 Wimbledon Way
 Costa Mesa, CA 92626

Congratulations to Members Achieving Their Goals

Jerry Snedden accomplished his third Diamond flight.
Greg Van Grunsven achieved his Private Pilot-Glider certificate.
Larry Tuohino accomplished a 750-kilometer flight
Nick Ounanian, Chris Mannion, Steve Willems and Jeff Donoho received their Ground Launch (winch) endorsements.

Memorial Day Tehachapi Trip

One of the highlights of belonging to OCSA is the opportunity to take trips to other soaring sites in California to stretch our wings, learn new skills, spend time together as a group, and connect with old friends. This May's trip was very well attended, with at least thirteen OCSA members, several wives, and a friend or two. Some stayed in RV's, some in motels, and some in tents, but all gathered at the airfield for three days of soaring... well, flying if not actually soaring. The thermals were flyable but just barely. The mountains were working a little for some people. The shear line was there but tough to work. Many people flew—



but most flights were under an hour and stayed in the valley. The skies were clear and the winds were not too strong, so it seems everyone got a flight or two in the Grob 103 or the Blanik, most with a copilot or an instructor. Quite a few squeezed into the “Map Room” for a workshop on cross-country planning conducted by Larry T. Sunday started off with a bang as the world's highest-flying glider laid down a sonic boom! The Grob, which will be staying at Mountain Valley for the summer, received a couple of improvements: it now has a connector for the Volkslogger (thanks Tony!) and the oxygen lines got an overhaul (thanks Steve!). Between the potlucks at the hangars, and the spaghetti feast put together at several campsites, everyone enjoyed some wonderful dinners. Many thanks to all who made the trip possible by towing glider trailers, hefting wings and fuselages, instructing, leading, repairing, running wings, pushing gliders uphill and down, playing and singing, cooking and serving, filming and photographing, washing, inspecting... Whew! A lot of work, but a lot of fun.



Check for Stowaways

by Wolf Elber (courtesy of WSPA)

While I was working in the hangar this morning, with the hangar door open, I had a visit from a local exterminator to see if we needed help with vermin.

The young, black female came in through the open hangar doors while I was working on the 2-33. She indicated that she was not interested in money, and that she was primarily interested in rodent surveillance. I indicated to her that we do have occasional problems with mice in the Office near the fridge, and that we had also seen them in the bathroom, and pointed those facilities out to her. Without any further agreement she went off to check those places out, while I continued working on the gliders.

Some time later, she came back fully satisfied out of the bathroom and went back outside. I say that, because she slithered very quietly, not bothering anyone, but left with a significant bulge in her midriff.

Just to make a point, a 30-inch Blacksnake like that may one day sleep off her "rodent high" in the belly of one of our gliders, and not wake up until we get to 3000 feet.

PLEASE INCLUDE AN INTRUDER TEST IN YOUR PREFLIGHT CHECKS. YOU WOULD NOT BE THE FIRST PILOT TO TAKE A CAT OR A SNAKE FOR A GLIDER RIDE.



Changes in Regulations

by Frauke Elber (courtesy of WSPA)

Two years after this rule becomes effective, paper pilot certificates may no longer be used to exercise piloting privileges. Five years after this rule becomes effective, certain other paper airmen certificates, such as those of flight engineers and mechanics, may no longer be used to exercise the privileges authorized by those certificates. To exercise the privileges after those respective dates, the airmen must hold upgraded, counterfeit-resistant plastic certificates. Student pilot certificates, temporary certificates, and authorizations are not affected. To make the replacement process as quick and easy as possible, the Registry has recently set up a system that allows a certificate holder to request a replacement certificate using the Internet. Paper certificates need not be surrendered in this process. Certificate holders may access this system by going to the following address: <https://amsrvs.registry.faa.gov/amsrvs>.

Those who transfer ownership of U.S.-registered aircraft have 21 days from the transaction to notify the FAA Aircraft Registry. Those who apply for aircraft registration must include their printed or typed name with their signature. These changes are responsive to concerns raised in the FAA Drug Enforcement Assistance Act. The purpose of the changes is to upgrade the quality of data and documents to assist Federal, State, and local agencies to enforce the Nation's drug laws. These amendments became effective on March 31, 2008.

50th Anniversary Celebration



The 50th Anniversary Celebration on April 18th was a terrific event which drew some of OCSA’s “Founding Fathers” as well as many members from throughout the club’s history. A special Lifetime Achievement award was presented to Tony Terrigno. Photos from the day will be available on the OCSA web site.



Safety Thoughts—Summer Conditions are Coming

by Jerry Clark

Summer means hot weather and strong soaring conditions. Hot weather means high density altitude. We should all review the affects of high density altitude on the performance of the aircraft we are flying and the places where we take off and land.

Strong soaring conditions can cause strong winds, sometimes quite variable in direction near the ground during both take off and landing. These same conditions will often cause a lot of turbulence in the pattern and on final approach, even during roll out after landing.

Strong conditions can also include strong cloud suck, be prepared to escape from under the clouds before it’s too late. Remember the requirements for cloud clearance change above 10,000 feet.

These same conditions that produce strong up can also produce extremely strong down bursts. We should all review the stages of development of cumulus clouds and thunder storms.

Also, don’t forget to be prepared to use oxygen on flights in aircraft so equipped (OCSA Grob 103 and PW-5); if you are not familiar with the O2 systems in the aircraft you are flying, please consult with an instructor so you can be prepared. You will need your own cannula or mask and connection hardware.

Please review the airborne signals between the sailplane and tow plane, especially those related to emergency or potential emergency situations.

Fly Safe and Fly Far

June 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 Board meeting	5	6 Tony Terrigno PDA/GPS class
7	8	9	10	11	12	13 Mary Rust Bronze Badge class
14	15	16	17	18	19	20 General meeting Family soaring contest
21 Family soaring contest Father's Day	22	23	24	25	26	27 Peter Foley
28	29	30				

July 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 Board meeting	3	4 No instruction @ Hemet
					Independence Day trip to Tehachapi	
5 Trip to Tehachapi	6	7	8	9	10	11 Jim Bagley
12	13	14	15	16	17	18 Tony Terrigno NO General Mtg
19	20	21	22	23	24	25 Peter Foley
26	27	28	29	30	31	

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

August 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Mary Rust
2	3	4	5	6 Board meeting	7	8 Jim Bagley
9	10	11	12	13	14	15 Tony Terrigno General meeting
16	17	18	19	20	21	22 Peter Foley
23	24	25	26	27	28	29 Mary Rust
30	31					

September

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

October

1 Board meeting
 17 General meeting & Family Soaring Contest

November

5 Board meeting
 21 General meeting & elections

December

6 Awards dinner





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Dated material—please deliver promptly

In this issue:

President's Message	1
Accomplishments	2
Memorial Day Tehachapi Trip	3
50th Anniversary Celebration	5
Safety Thoughts	5
Calendar	6