



Orange County Soaring Association

50 Years

Zero Sink

The official newsletter of the Orange County Soaring Association Fourth 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. 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:
mem_officer@ocsoaring.org

Club operations are conducted at several Southern California gliderports. For information go to <http://www.ocsoaring.org/ClubInfo/locations.htm>

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OCSA Takes A Licking But Keeps On Ticking!!!

Another year has come to an end. To quote Dickens' *Tale of Two Cities*, "It was the best of times and it was the worst of times." Unless you have been under a rock and have not been monitoring developments on our Google SSHT newsgroup, you know the worst so for now let's focus on the "best of times"!

One thing that attracts someone who stays with our club is the comradeship that can be enjoyed when we share a higher goal. Whether in our chartered task of developing new soaring pilots, or as an afterglow of teamwork achieved in efficient winch launches, or the steeling up of our backbones in the face of a government encroachment of our right to fly, OCSA becomes a vehicle for an opportunity which is so often missing in modern life. The chance for true fulfillment. It is difficult to make others...the smug, the dumb, the scared, or the greedy...realize the essential passion for life that is achievable when we stand together with our combined oars in the water propelling our passenger ship towards a common goal. Such a feeling intensifies as a result of adversity and such are the times that OCSA is passing through. OCSA was on a great roll at the beginning of this year...until the County took away the punchbowl!

This year has seen the club's 50th year of existence celebrated with a gathering of founders, foundlings, and free spirits which will probably never be seen again. Our stationing of the G103 in Tehachapi was a success which now should be echoed at California City with its winter wave opportunities. The adoption of new training materials brought our training mission up to world class. Our ground launch activity was probably tripled as our winch team proved out the possible. Many member badges and "personal bests" have been achieved. A new ship or two have been added to the private fleet.

End of the year is the time to post your best flights to our online "Just For Fun" contest and if you have a trophy from last year sitting on your mantel, it's time to give it back so the next honoree's name can be engraved for perpetuity.

To bring all this good cheer together, we have our Holiday Awards Party coming up the afternoon of Sunday, Dec 6th. The Orr Family has offered their Tustin house for the event. More info is elsewhere in this issue of Zero Sink. Everyone is encouraged to attend.

Down but not out...that's OCSA... see you and yours at the Awards Party!

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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 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 Steve Willems 3496 Wimbledon Way Costa Mesa, CA 92626
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.	

Congratulations to Members Achieving Their Goals

Steve Willems achieved his Private Pilot-Glider certificate, and acquired a Jantar open class sailplane.
Tim Guckes achieved his Private Pilot-Glider rating.
Jerry Clark achieved his Gold badge, and his Diamond goal leg.
Larry Tuohino placed in the top 30 of the worldwide On Line Contest.
Roger Worden passed written tests for Commercial and Instructor ratings

First Flight in an Open Class Ship

By Steve Willems

Take-off: ground roll, “Rudder, rudder, rudder; don’t even think about steering with the ailerons. They exist solely for keeping the (where-do-they-end) wings level”. These were the last words from my instructor.

On tow: my first thought -- why is the tow plane slowing down? When will the slack come out of this rope? If I pull, will I fly past the tow plane?

The first turn: needs rudder; the second, more rudder; the third, even more rudder. Finally got it -- rudder, rudder, rudder, and then start to think about turning.

Flight: my first impression -- THE WORLD IS WITHIN MY GLIDE SLOPE. After soaring, for a time I thought “let’s burn off some altitude” -- 7,000 ft., 55 mph negative flaps, taking it up to 100+ mph. The aircraft goes from a low pitch wisely to melodies hum. The vario is just a blur now when suddenly windmills on the horizon as the S ridge disappears behind the canopy. Slowing back down to 55 mph and returning, the flaps back normal to evaluate, a quick glance at the instruments reveal what had not been expected.

I’m now at 8000 ft. In the next two hours I went from the nudist camp, three sisters, the S ridge, Ramona Bowl, behind the reservoir, across town, hang-glider hill and back to the N camp more times than in the last 2 years of flying at Hemet. After many speed-runs to the S and back and flying most of the day at best L/D, it was time to see what minimum sink was like. One click of positive flaps and slowed down to minimum sink... Well, went past the first time with a little shudder. The right wing dropped nose down and I overcompensated on the rudder and it recovered in 200 ft.. Next try found the craft and I in a very slow right hand turn after 30 minutes with the vario reading 50 ft per minute down and having gained 100 ft. I knew the gauges were probably not that accurate, but began to wonder after seeing all the other glass ships drop out of the sky. Was I the last ship up? I cracked the spoilers and started the descent home.

Landing: finished my checklist very early as instructed. Had actually practiced more than once at altitude including flying a full pattern, then entered the pattern at 65 mph and flew the pattern with the spoilers out about 1.5 inches. Lined up on the landing area and adjusted dive brakes to get on glide slope. TLAR, then moved the dive brakes in about half an inch to slow the descent. TLAR. When I went to flare I moved the stick back about 1 inch which worked for the DG yet was too much for the Jantar. We ballooned a little but it settled back down nicely and eased back with just a half inch or less on the stick and touched down smoothly. As I pulled the spoilers on full, I could feel the weight transfer to the landing gear and I was down. With the spoiler fully deployed, my left arm was trapped. When I lifted my left arm out I inadvertently dropped the left wing and recovered quickly, but it still touched. I focused on keeping the wings perfectly level and vowing that it would not happen again. I reached past the stick to pull the brakes and bumped the stick. As I was pulling, the right wing dropped but recovered before it touched.

As we rolled to a stop and popped the canopy, I realized: yes, we were the last ship to land on the last day of glider flights at Hemet-Ryan Airport. It was the best and the worst. I hope what comes next will bring as much education, world recognition, commerce and joy to Hemet-Ryan as the last 40 years of soaring has, but I doubt it.

2009 Dust Devil Dash OCSA Contestants

Congratulations to all!

Place	Pilot	Glider	Landing Place	Distance (Actual)	Distance (Handicap)
5	Larry Tuohino	PIK-20D-78	Elko, NV	420.24	399.23
6	Jerry Snedden	ASW-20A	Elko, NV	422.10	381.16
17	Bill Laningham	ASW-24	Bishop, CA	156.79	147.38
21	Tony Davis	HP-11A	Inyokern, CA	51.10	55.70

How many tires will it take to retrieve a wayward pilot?

First impressions of flying the Dust Devil Dash and the ensuing adventures that come along with flying XC
By Tony Davis

The day started off on the right foot and just kept getting better from there. It started with the pilots' briefing. When Ian finished the briefing, my crew was sitting on the other end of the bench from me and at the end of the meeting he stood up and I proceeded to make my first out landing! After picking my self up off the floor we started staging the gliders and my crew then had problems with the radio, we managed to get that fixed with a lot help from Harry Irvine and then we were off and running.

I managed to stumble into a boomer of a thermal right off of tow and took it to 10k and started north. Listening to the radio told me that maybe the weather forecast was correct: during the briefing the forecaster stated that going south or east would be best, but most of us went north and that proved to be the best direction. At the start I could hear others struggling to stay up, so by the time I made it to the south end of Kelso valley the clouds were telling me to stay to the east of the valley and that seemed to work for several of us.

You just had to be patient and wait for the thermals to start working and then follow them north. About then I spotted Ian working the same thermal I was working only much lower, and he was doing just fine in his 1-26, so that gave me more confidence that I could make my next check point. If he thinks he can make it then I can, right?

Even my PDA was telling me that I could make it to Inyokern, I just could not see the airport yet. I had no confidence in my ability to make it that far but as I was circling in this last thermal I looked back to Tehachapi and realized that I was definitely not making it back to Tehachapi without some work, so the only thing to do was keep pressing north. As I did I started finding better lift and by the time I made Boomer Ridge I was back to 10k and still finding good lift.

Now I'm thinking I'm starting to get the hang of this thing called flying XC, when I get a call on the radio that my crew is clueless to his location and he just blew a tire on the trailer! So I turn towards Inyokern (I'm passing it by now) and he tells me that Harry just stopped to help and then he calls again and tells me that the CHP stopped and asked if he needed a hand and that the spare is flat! Just as I received the first call I spotted a trailer on 395, and then I see a black and white pull up behind it so I know where he is but he doesn't!

So I make the hard decision to go and land at Inyokern and get him some help. Just as I'm starting to get going and the next land out is Lone Pine, I have to stop. Somewhere along the way to this adventure I lost sight of the other necessary items we need to fly XC and have a happy crew such as, is the trailer in good shape? Can your crew handle any situation that may happen? My father is 73 and I have no questions about his driving (he has been a pro all his life)

but he was having a hard time dealing with the changing of the spare or just unhooking the trailer! Now add to that I had neglected to brief him on the route that he would be driving and you get the results that I ended up with!



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Safety Thoughts—New Challenges and Opportunities

by Jerry Clark

The developments which have caused OCSA to leave Hemet and distribute our equipment at different locations will provide some interesting challenges and some great opportunities. Operating from different venues always presents challenges but in this case it brings with it the opportunity to see how other operations do things. When operating from a new location, we need to review the local procedures such as:

- How they run their launch
- What is the preferred pattern entry point and the recommended pattern altitude
- What are special conditions to consider, such as the displaced threshold at Warner Springs
- How do we deal with the mixed traffic (power & glider) at Cal City. It is a public use airport and is set up differently than Hemet was. Warner Springs and Elsinore are both private airports (as is MVA) and each of these operations will be doing things differently than we may be used to.

When going to these different airports, we need to be sure that we get a good briefing on the local operations and expected conditions. We need to make sure that we understand all of the points covered in the briefing and don't be afraid to ask questions to clarify any point we are not sure about. We should make sure we know where it is safest to land in case of an emergency. Where are the safest places to land off airport (like if we don't make it back due to unexpected conditions or bad planning).

Please review the airborne signals between the sailplane and tow plane, especially those related to emergency or potential emergency situations that you can expect when operating at these location, they may or may not be what we have been trained to expect. Also review the signals to expect before and during the launch, some of these may be different than we are used to.

Enjoy your experience at these different locations.

Fly Safe and Fly Far

(continued from page 4)

Thanks to the folks at Inyokern, I hitched a ride out to the truck with a tank of air to fill the spare with and rescue my dad from the clutches of 395 and call it a day - or so I thought! After getting back to the airport and derigging the glider we decide to head for home back at Hemet and get there in time for dinner. As fate would have it were not done with our adventure yet! We are just turning off of hwy 14 and on to hwy 58 at Mojave, and the same tire blows on the trailer again (we have only traveled about 60 miles)! So now we have no spare tire so we drop the trailer again and head back to Tehachapi to look for a spare to barrow so we can at least get the glider some place safe.

No luck finding a spare so we are left with leaving the glider sit on hwy 58 overnight until we can get a tire. (Remember this is late Saturday in the desert.) Larry and Jane of Skylark helped all they could but to no avail. Sunday we looked again in Tehachapi with no luck, so we headed down the hill to Mojave. We found a guy willing to come in and sell us some used tires and mount them on the wheels so we can get rolling again, all the while hoping that the glider and trailer are still there and undamaged. That's when our luck changed for the better, and we finally made it home late Sunday with out any further incidents.

Lessons learned: start working on getting a crew together well in advance of the flight, and both the trailer and tow vehicle need to be in good shape, not just the glider! Planning, planning, planning!!!!

November 2008

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

December 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 NO Board meeting	4	5
6 Holiday Awards Party	7	8	9	10	11	12
13	14	15	15	16	17	18 NO General Mtg
19	20	21	22	23	24	25 Christmas Day
26	27	28	29	30	31	

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

January 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 New Year's Day	2
3	4	5	6	7 Board Meeting	8	9
					AMA Convention—Ontario	
10	11	12	13	14	15	16
AMA—Ontario						
17	18	19	20	21	22	23 General Meeting
24	25	26	27	28	29	30
				SSA Convention—Little Rock, AR		
31						

February

4 Board meeting
20 General meeting

March

4 Board meeting
20 General meeting

April

1 Board meeting
17 General meeting

OCSA Holiday Party and Awards Dinner

Sunday December 6, 4:00 p.m.

**2009 Soaring Awards
Installation of 2010 Officers**

Gift Exchange

*Bring a gift to exchange
limit \$15 or "white elephant".*

Watch the OCSA email for more details!

At the Orr's Home

15503 Orchid Ave.
Tustin, CA 92782

*Please RSVP to
rsworden@aol.com
or 714-998-2044*





Orange County Soaring Association

50 Years

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Dated material—please deliver promptly

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