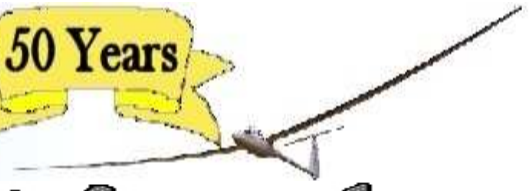




Orange County Soaring Association

50 Years



Zero Sink

The official newsletter of the Orange County Soaring Association Second Quarter 2010

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 the Membership Chairman:
mem_officer@ocsoaring.org

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

Zero Sink is published quarterly. Please email contributions to web_master@ocsoaring.org. Contributions may be edited for content.

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Sometimes the Stories Are Better Than the Flying

This has been a hard winter to shake! They say El Nino has reversed and this year will be wetter and cooler than previous. I think my personal longest flight this year remains my BFR!!! My "best time" was probably on the Wild Hogs Landout Site road trip. Hmmm, I need some air time quick!

Well maybe the flying has been a little weak (except for those few hardy pilots who chase the wave) but we have started to accumulate a couple of good OCSA stories to treasure. Remember the difference between xxx and adventure is attitude...and sometimes the best soaring stories happen on the ground. If you made our Memorial Day campout in Tehachapi and the May OCSA General Meeting you might have heard a couple of "good ones", if not then look a little further in this issue of ZeroSink. You'll find Tony Davis' land out in Kelso Valley report. Sometimes you win, sometimes you lose, but a good story can't be beat. Also we have some info on a recent winch test by Steve Willems and Nick Ounanian. Seems this dynamic duo had a tangle with the boys in blue but was able to out lawyer them when charges were to be pressed. A great funny story!!!

Regarding the fight to save soaring at Hemet, we have heard from the FAA that they hope to rule on the issue in mid-August. It's still up in the air, keep your fingers crossed that we are back in time for a fall winch workout. Check the SSHT webpage for updates: <http://groups.google.com/group/save-soaring-at-hemet-today?lnk=srg&hl=en>

Our Grob 103 and the PW-5 are waiting for Private rated pilots on the ramp in Tehachapi. Our two Blaniks are ready at Elsinore for training, rides, or members to "split a tow". Hopefully by the time you read this the weather has finally decided to turn summer and your flights have generated great memories.

I will be traveling about most of the summer, so I may not see too much of OCSA until mid-August. Take care, and fly safe.

Larry Tushino

OCSA 2010 President

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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	
Blanik L-13 N25BS	Family initiation \$150.00	OCSA
PW-5 N982PD	Flight Group monthly \$55.00	C/O Steve Willems
	Student Flight Group \$25.00	3496 Wimbledon Way
	Family Flight Group \$25.00	Costa Mesa, CA 92626
	Discount: Pay for 11 months up front, and get 1 month free.	

The Test Launch

by Steve Willems

It's alive, it's alive, the winch lives after a painstaking and brutal effort by Nick and two days of towing the winch from winch doctor to witch doctor. It lives!

We spooled out about 3,000 ft. of line and tested and rechecked everything then paused for the ambulance to pass, hoping it wasn't foreshadowing. Then the order was given to take up slack, followed by "Launch, launch, launch!" I accelerated smoothly against the uphill grade: 20, 40, 55, 60 mph, gently pulling back on the steering column. It was working! The excitement, the acceleration was better than I had ever felt before.

The excitement was short lived, as it turned into the panic of reality, I had not rotated and was not heading for a 2000 ft. launch, but hurtling at 60 mph in Nick's car towards the winch and Nick. After leaving some of Nick's tires on the hot asphalt, which would later turn into evidence when the second police car arrived, I managed to swerve and stop in time.

We explained to the first officer that this was a winch for launching gliders, not cars, and we were just testing it with a car. The officer scowled in disbelief and then went directly to frustration and made the statement that "this is a public street for cars" and then relished the obvious we were towing a car. Now even more frustrated, he was consoled by the second officer to arrive who asked only two questions: how fast do you have to go to launch a glider, and what speed did you get to?

Both officers walked away talking and came back smiling. They seemed happy that the problem was resolved. They had found a box in their black book that fit our violation: towing something faster than 55 mph. Just when everything had been resolved and the only thing left to do was the writing of the ticket, the two officers began to argue. The argument centered around who should get the ticket. The driver of the winch was stationary, and the driver of the car wasn't towing anything!

In summary, the cost of this exercise is 4 free winch launches for the winch doctors and our finest, along with about 750 miles worth of gas over 2 days, plus damages. Steve and Nick are both claiming post-traumatic stress syndrome and the loss of hair due to their near midair or car winch incident.

How Big Is That Field?

by Mike Muncey

So you find yourself facing an off-field landing and now you are trying to figure out if one of your candidate landing spots is big enough. Most people know to fly a 360 pattern to give the field a good look. But how can you tell the size of the field? One method I have used is to fly at about 60 knots on the upwind leg and time how long it takes you to fly it. 60 knots is 100 feet per second. If it takes you 15 seconds to fly over the field, it is 1500 feet long. This is probably the minimum "recommended" size for a field on an off-field if you have a choice. Much under 10 seconds, and it's going to be a squeeze. And if you fly over it in under 5, you probably don't have something usable. You can adjust this method to match your personal skill level, but remember to factor in that you will be stressed, you may not know the wind direction or speed, and you don't know the mental TLAR approach picture, so you may be less accurate than normal at your home field.

My Landing at Kelso International

By Tony Davis

I have had my first landout and learned quite a few things about what I should do and what I should not do! First thing I did wrong was to wait too long to decide to get out of the location I was in. But on the other hand I stayed within reach of a usable field. So that decision was valid but I did not think about the possibility of a retrieve before I took off, so my trailer was not ready. When a crew was rounded up to come and get me it was not loaded correctly and that contributed to the trailer problems.

What I did do was start a communication relay back to Tehachapi to let somebody know that I was not going to make it back. It was amazing how many people came up on the radio to help with suggestions and to let me know what was happening with my crew, and then to keep checking on me and my progress the next day when I went back to retrieve the trailer and the ship.

Although I managed to spend 1 ½ hours trying all the suggestions that I was given to get out of Kelso valley, I never managed to get high enough to make it to the next landout site. I wasn't sure about the location, since I missed the last Wild Hogs ride (my idea in the first place). It would have helped and I might have left Kelso International sooner and not tried to stick it out. But then again the trailer might have broken with the glider in it and may have damaged the ship also. So it saved me from having to file an insurance claim on the whole mess although I did damage a gear door on landing that was not due to the conditions at Kelso.

Now the first clue I had that things were amiss was that leaving the last good thermal I noticed that I could not achieve anything better

than 17:1 for a glide. I could not get back to Tehachapi because all the thermals had disappeared, so the only known good lift source that was within sight was the Rock Pile and I was making tracks for it.

When I arrived at the Rock Pile the only lift I could find was ridge lift with some bumps still in it and that was getting scarce also. After working it for an hour and a half and having 22T join me on that little ridge, I gave up trying to get out of there and settled on Kelso.



Tony Davis is out standing in his field!

TLAR at Elsinore

by Mike Muncey

Most of us are familiar with the TLAR (That Looks About Right) method for judging final approach for landing. But it occurred to me after flying at Elsinore that there are some differences when flying at this airport. The fact is that unless the wind is blowing really hard from the west, you will be landing on runway 11R--even if that means making a down-wind landing. This is different from most places where to change your pattern to match the wind. Unfortunately, this may lead to people forgetting to check the winds since they are sub-consciously thinking, "I'll be landing on 11R." But that is exactly what could lead to a dangerous situation. At most places, we learn a mental TLAR picture for landing into the wind. But that picture needs to be significantly adjusted if we are landing with a tailwind. But to know that you need to adjust the picture you need to check the wind direction.

Second, at most airports, you land somewhere in the middle of the field with safety margin on either end. If you overshoot, there is generally plenty of runway left to still land on. At Elsinore, you are targeting the east end of the runway. Almost the entire final is flown over the long runway, so being short isn't much of an issue. But being long could be a major problem. The point is that if you set-up for the "standard" into-the-wind TLAR picture, but have a tailwind, you might find yourself running out of runway very quickly with a hard stop at the end of it. So make sure you check the wind every time. If you have a tailwind, make sure you adjust the picture. My recommendation with a tailwind would be to aim for the first set of cones as well as setting-up a flatter picture for the approach. This will provide some more safety margin for an over-shoot. If you find yourself landing short--a convenience issue and not really a safety issue at Elsinore-- you can close the drive-brakes, speed-up 5 knots and float a long way in ground effect with that tailwind.

Fly safely!



Idioms, Colloquialisms, and the Winch

by Steve Willems

A stitch in time saves nine.	A winch in time saves 50 bucks.
Six of one or half a dozen of the other.	One tow or half a dozen of the winch.
'Tis better to have loved and lost than never to have loved at all.	'Tis better to have winched six times than to have towed once into no lift.
What's in your wallet: a tow or 6 winch's?	
Sex is like playing Bridge. If you don't have a good partner, you'd better have a good hand. -Woody Allen	Sex is like soaring. If you want to get off you need a good winch.
Those who ignore history are bound to repeat it.	Those who ignore winching are bound to pay for a tow.
'Do not go gentle into that good night' but winch to new heights that next day.	

June 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12 Mary Rust
13	14	15	16	17	18	19 General Meeting Peter Foley
20 Father's Day	21	22	23	24	25	26 Mary Rust
27	28	29	30			

July 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 Board meeting	2	3 <div style="border: 1px solid black; padding: 2px; display: inline-block;"><i>Tehachapi</i></div>
4 Independence Day	5 <div style="border: 1px solid black; padding: 2px; display: inline-block;"><i>Tehachapi</i></div>	6	7	8	9	10 Mary Rust
11	12	13	14	15	16	17 General Meeting
18	19	20	21	22	23	24 Peter Foley
25	26	27	28	29	30	31 Mary Rust

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

August 2010

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
29	30	31				

Go Fly Zone

September

- 2 Board meeting
- 18 General meeting

October

- 7 Board meeting
- 16 General meeting

November

- 4 Board meeting
- 20 General meeting





Orange County Soaring Association

50 Years

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Dated material—please deliver promptly

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