

September 1999

Hemet, CA



# Zero Sink 40<sup>th</sup> Anniversary Edition

## Welcome to the OCSA 40<sup>th</sup> Anniversary

This chronology has been compiled from OCSA *Zero Sink* newsletters and personal interviews with past and present club members. I have extracted items that reflect the behind-the-scenes activity conducted by individuals, both members of the Board and contributing club members.

Flying sailplanes is the common goal of each member; we each have our own memories of our first solo, badge flights, contests, and just soaring! Each of us appreciates the efforts of those leaders who or-

ganize and plan these activities. However, until we really read about the generous contributions of TIME, MATERIAL, EN-

ERGY & DEVOTION given by many individuals, we tend to forget the efforts made. Problems are solved, then pop up again and are solved again. It is a circle revolving in a straight line like a sailplane thermaling. Each time you complete a circle, you are either a little above or a little below where you started. You will notice that in this chronology things (campout adventures, "don't grab both wingtips," debates about new ships, etc.) re-



Noel Keller, OCSA pilot, instructor, board member, and head of 40<sup>th</sup> Anniversary Committee – photo from Dec. 1979 *Zero Sink*

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## Welcome From the President

Today we celebrate the 40 years of existence of the Orange County Soaring Association. It's a length of time that covers two generations of members interested in a common desire to make use of the clouds, thermals, ridges, and mountains to master the skill of motorless flight by using gliders. This reunion is a grand occasion to exchange information between earlier and newer members, giving insight into the dedication of our members throughout the years, making us an organization that is well thought of in

the soaring community. Our club has trained many pilots who have gone on to purchase their own aircraft and earn many



Ralph Fuller, OCSA pilot, instructor, board member, and current president – photo from May 1999 29 Palms campout.

soaring badges of achievement. What a great opportunity this occasion presents for reuniting friendships and stirring fond memories. After 21 years of being involved with OCSA, I'm proud of being active in this association with so many fine people. What makes OCSA an enduring entity? It's all you people who have contributed your time and talents and desire to fly these past 40

### Inside!

- Year-by-Year Highlights of Major Club Events
- Board Member Rosters
- Unique Photographs Covering 40 Years of Club History
- Locations of Club Operations

## Origins of the Orange County Soaring Association

The Orange County Soaring Association story began with Cliff Winters, a stunt pilot flying out of Santa Ana. Cliff had received a glider rating in Elmira, NY. He mentioned his idea to form a glider club to a friend Buzz Murray, who was working part-time for Jack Wolfe. Jack was building a BG-12 kit sailplane out of wood and was a member of Southern California Soaring Association.

Early in 1958 Cliff and Buzz formed a group of power pilots, each of which put up \$50.00 and bought a Baby Bowlus from Frank Keans in Bellflower, CA.

The Bowlus was a basket case. After many hours of work in Buzz's carport, the glider was taken to the airport to be rigged and tested. It went together great! But all the control surfaces worked together in the *same* direction! Back to the carport...

After being fixed, the glider was taken to Mile Square, then an outlying U.

S. Marine airfield for helicopters. On weekends, civilian pilots used it for practice. The ship wasn't registered yet; nevertheless, Ralph Gross, the bravest and the only one current in gliders, made the first flight off a 300-foot auto tow line.

A registration number was soon obtained – N21780 – and the initial group of participants were Cliff Winters, Buzz Murray, Jerry Babcock, Norma Heffner, Ralph Shadoan, Verne Carlson, and Ralph Gross. Articles of Incorporation were drawn up and signed on May 6. This document, however, was not filed with the state for over a year.

Meanwhile, another group of enthusiasts leased an LK-10A from Carl Ziler, called

“Ziler's Zoaring Zealots.” This group consisted of Ralph Gross, Jack Wolfe, Sam Horowitz, and others.

Since the Baby Bowlus was a solo ship, the new owners thought it might be a good idea to have a better training glider. A decision was made to merge the two groups. Corporation papers were filed September 30, 1959, under the name Orange County Soaring Association. The first directors were Jack Wolfe, Buzz Murray, Sam Horowitz, Bob Fleming, and Don Slotten.



John Wayne Airport, birthplace of OCSA.

The first club meeting was on November 16, 1959, at the home of Sam Horowitz. Sam was elected President that evening. It was noted that the club's most immediate concern was a lack of instructors, tow planes, and a more suitable training glider. With that meeting, the club was on its way.

After the club formed, it operated

only a very short time at Santa Ana airport (SNA), now John Wayne airport, on a quarter-mile drag strip north of the 3-21 runway, where the old control tower is now. In addition to a weathered winch, a Marine with a N3N (Stearman) provided some aero tow service. Walt MacFarlane was the first A&P, getting the LK-10A in service.

One day Walt towed the ship to Elsinore behind a pickup, getting a flat on the way, getting lost later on, and finally arriving via Bundy Canyon. That was the club move to Skylark airport at Lake Elsinore. →

The first annual dues:

OCSA \$5.00

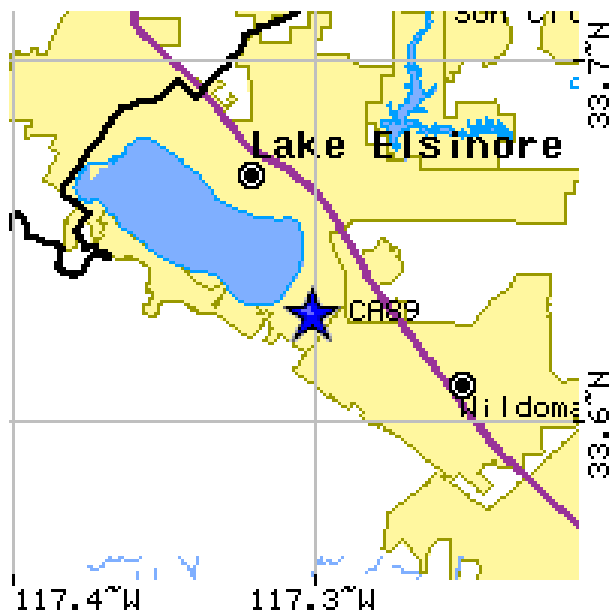
SSA \$10.00

Flight Group

Initiation \$25.00

Monthly Dues \$5.00.

## Skylark (1959 – 1969)



“Did you know that as recently as 1939 Skylark Field, where our flight shack stands, where our gliders are tied down, was covered by the waters of Lake Elsinore? The sand that now blows so freely about in the wake of takeoffs is really damp sand that has had 30 years to dry out..  
- Zero Sink, 1969

## 1963: A Year of Improvement

Although the origins of the club were well documented, club activities in the following three years were poorly documented. Through the kindness of Bob Gurr, statistics were compiled for 1963, revealing the growth and improvements of OCSA over the previous year:

President:  
Karle Jessop  
Vice-President:  
Unknown  
Secretary:  
Unknown  
Treasurer:  
Unknown  
Maintenance:  
Unknown  
Operations:  
Unknown  
Safety:  
Unknown

	<u>1962</u>	<u>1963</u>
Total # of Flights:	924	1011
Total air hours:	584	837
Average Duration:	38 min.	50 min
1-26 Utilization:	491 Flights	448 Flights
	349 Hr.	533 Hr.
1-26 Average Flight Time:	47 min.	65 min.
Pratt-Reed Utilization:	476 Flights	520 Flights
	235 Hr.	304 Hr.
Pratt-Reed Average Flight Time:	30 min.	35 min.

Pilot Proficiency: Bob Gurr is OCSA's # 1 Pilot for 1963, replacing Evan Turner, who was in the military and could not compete. Don Slotten had the greatest improvement, from 15<sup>th</sup> to 2<sup>nd</sup> place.

## 1964: Becoming a Three-Ship Club

President:  
Jack MacFarlane  
Vice-President:  
Unknown  
Secretary:  
Chris Hamilton  
Treasurer:  
Tommy Thompson  
Maintenance:  
Unknown  
Operations:  
Unknown  
Safety:  
Unknown

A decision was made to sell the unfinished LK and seek a used 2-22. Al Leffler persuaded the board to make the purchase. OCSA purchased a Schweitzer 2-22



from Holiday Soaring School. Tommy Thompson made the motion, which passed unanimously. The intention was to save the Pratt-Reed for fun rides, promotion, and passenger hops, with the 1-26 car-

rying the brunt of the training. Fred Harris Holiday Soaring got a new E-model for \$3659 FOB New York, plus crating charges of \$112,

approx. \$165 freight, and 4% sales tax. It was delivered to L.A. a week before the Torrey Pines meet. We became a three-ship club!

Also this year, Jack Elvis and Bob McCoy reached 16,300' at Elsinore in wave. (As far as *Zero Sink* has been able to

find out, the Skylark field altitude record is 17,500'.) The club record at the field to date had been 15,000', set by Bob Gurr, with his son Charles as a

## 1965: The First OCSA Ground School

OCSA co-sponsors Southern California Soaring Championships

At the invitation of the Associated Glider Clubs of Southern California, Ltd. (in San

Diego), OCSA co-sponsored the S.C. Championships in 1965 with the AGCSA. Club policy forbade the use of club ships in contests, but it was hoped that a number from

the owners' group would enter. Providing ground support and crewing was also an enjoyable and exciting experience for OCSA members.

*(Continued on page 5)*

## 1965: (Continued)

*(Continued from page 4)*

### First OCSA Club House

Karl Jessop liberated a contractor's small field house and secured permission from Skylark to place it on the field next to the water tank.

### The 99ers

During the third weekend in May OCSA played host to another group with hopes of promoting the soaring movement. They were the Women's 99ers, a group of women pilots in the area. The women did a fine job as "Glider Guiders" for the first time. Thanks to all for a successful fly-in.

### OCSA Pilots in Regionals

Bud Mears and Dave McNay in a Prue, Al Leffler in his LM-1, Carl Walters in his 1-23, and Tony Terrigno in his Cherokee II. Dave, a one-time Nationals winner himself, placed 4<sup>th</sup>, and Al took 6<sup>th</sup>. Tony was 17<sup>th</sup> in a field of 25, but was 4<sup>th</sup> among a group of eight under 25/1

glide ratio.

Fifteen months after the purchase of the 2-22, OCSA paid off the note and the ship was all ours. The Board commemorated the occasion by burning the note at the general meeting Monday night.



Instructor Gerald Kruska (left) congratulates Marvin Hobbs while Wayne Smith and Ed Santoya look on. They were part of a class of 13 who completed the 15-week session..

### A Fun Gathering at Tehachapi

Helen Dick, SSA SOCA Governor, wrote, "...an informal, old fashioned get-together is being planned for July 3, 4, & 5. Plan to

## 1966: More New Pilots

Several members took their first lessons in soaring: Al Krosner, Ford Baker, John Nordbak, Martin Risher, and Ted Hoffman. James Terrigno and Bill Pennock (on his 14<sup>th</sup> birthday) earned their A badges. Norm John and Wayne Smith soloed.

**Notice:** "The TG-2 is now at the field and assembled, ready to fly for all qualified pilots!"

- "OCSA decals are here for your car, sailplane, or whatever. 25 cents"
- Thanks to Norm John for making a wind sock,

and Richard Robinson for the pedestal with the cardinal compass points and model glider, both in the Flight Office.

- This year 42 Flight Group members enjoyed the fruits of labor, not only of the original 1959 group, but of hundreds who followed and contributed until OCSA's assets exceeded \$10,000. If in 1959, at the start, three ships, parachutes, barographs, radio, oxygen systems, tow ropes, etc., had been offered then for \$10.00 a month,

the founders would have been astounded. However, the Association is evolving into an organization which is attracting a wider spectrum of membership. During 1967 decisions will have to be made as to just what OCSA is trying to do.

- *National Geographic* is about to come out with its long-awaited article on soaring. It has been a long time in the making. The magazine's photographers flew on assign-

*(Continued on page 6)*

President:  
Ken Dunlavy  
Vice-President:  
Unknown  
Secretary:  
Rex Parrish  
Treasurer:  
Tommy Thompson  
Maintenance:  
Unknown  
Operations:  
Unknown  
Safety:  
Karle Jessop

President:  
Ken Dunlavy  
Vice-President:  
Bob Wright  
Secretary:  
Richard Robinson  
Treasurer:  
Tommy Thompson  
Maintenance:  
Karle Jessop  
Operations:  
Unknown  
Safety:  
Stan O'Donnell

## 1966: (Continued)

(Continued from page 5)

ment with OCSA several times during the past two years.

- In case you missed it in the June issue of *Soaring*, here is the LP-49 with designer-builder Jack Laister securing the rear section of the canopy. This first ship will be used for certification. Tony Terrigno, Jack Jordan, and



First Photo of Club LP-49

Murray Freeman will get the next three.

- Terry MacFarlane was

the first of the fledglings to receive instruction under the club aegis. Others introduced to soaring: Eric Freeman, Jim Terrigno, Norm Lamont, Jim Emery, Bill Pennoc, & Ted Hoffman. → This year OCSA also hosted an Explorer Scout troop.

## 1967: OCSA Meets the Space Age

President:  
Bob Wright  
Vice-President:  
Tony Terrigno  
Secretary:  
Norman John  
Treasurer:  
Tommy Thompson  
Maintenance:  
Karle Jessop  
Operations:  
Unknown  
Safety:  
Jack MacFarlane

- Annual Dues: \$5.00 OCSA, \$10.00 SSA, \$3.00 Soaring.
- 4th Annual Gold Badge Pilots' Banquet: The guest speaker on Mar 18 was NASA Astronaut Neil Armstrong. His talk was titled: "Soaring in the Space Age." He compared his Gemini orbital trip to atmospheric sailplane soaring endeavors. His sense of humor tickled the audience; when he reported the Gemini space capsule had an L/D of 0.15, the crowd of 190 diners, honoring 19 Southern California Gold badge pilots, responded with a loud ovation!

- It's Definite! We are getting a 2-33 and an LP-46. With only two ships available at the moment, the Flight

Group pressure for air-time grows ever larger as membership reaches an all-time high. Money is changing hands for the 2-33 in May & the LP-46 by July 15th.

- Soaring Postal Cards: George Uveges has put out a diamond-sharp postal card in vista vision and super Technicolor. It's a shot of a Foka on tow over Stead Air Force Base, NV.

Prices: 1 for 10 cents, 3 for 25 cents, 7 for 50 and 15 for a dollar (plus 4% state tax).

- OCSA Fleet: With four club ships and 41 privately owned ships, it looks like the thermals could get mighty crowded at Elsinore.

- OCSA's Karle Jessop was a featured guest on NBC's "For Your Information," a popular afternoon TV show hosted by Tom Hransen.

→ Shade at Last: It was intended that the OCSA flight shack be moved north and parallel to the San Diego shack and that a tarp be stretched between them.

- Aug.: Six new Flight Group Members completed their checkouts. Two students



Neil Armstrong, Gemini VIII Astronaut, is looking over the cockpit of the Prue with Bob Watt (L) and Dave Mc Nay (R) prior to flying their ship as their guest.

(Continued on page 7)

## 1967 (continued)

(Continued from page 6)

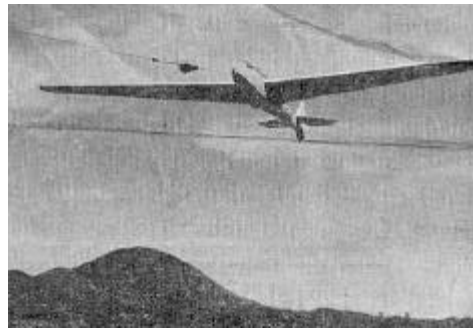
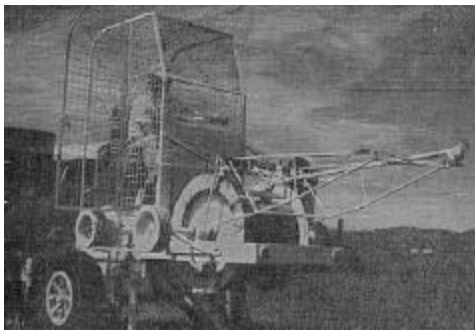
soloed: Dan Dickerson, checked out by Jessop, and Larry Schroeder, OK'd by Walker.

→ A Weighty Issue: Dan Dickerson reports that a special 35-lb. sand pillow used for ballast

when his 95 lb. son flies in the front seat is missing. It was left in the flight shack. It couldn't have been taken by a member, as most of them are naturally equipped with this much ballast.

→ Winching Decisions: To

sell or to keep...that is the question. The San Diego Club has upped its offer, but not enough for the Board...yet the winch stands unused. So, there will be a three-month wait to see if it is utilized or needed. If not, it



“This winch, powered by a Ford motor, hauls in a mile of cable to jerk sailplanes into the air. The plane then cuts away from tow, rides air up-drafts, or “thermals,” on its own, without power. Altitudes of 8,000 feet and flights of several hours are common with practiced soaring pilots. Orange County Soaring Association is a newly organized group of soaring enthusiasts who meet every week-end to take advantage of soaring conditions at

## 1968: The Sport Grows

The Walt Disney show “Wonderful World of Color” showed the film *The Boy Who Flew with the Condors*,

which was totally devoted to the sport of soaring. The filming was done around the Tehachapi area, and the

broadcast has caused the biggest surge of growth of soaring the community has ever seen. →

## 1969: The Club Gets a Towplane

→ An OCSA Towplane?: With the increase of interest in soaring, the Tow traffic has increased by leaps and bounds. The Field management does not want

to tow, preferring to have a commercial or club do the towing. The Board recommended a Tow Plane be purchased, for \$5000 to \$8000. They considered: a new

Citabria, a Super-Cub, and an L-5 with a radial engine, and one spare that would permit replacement during servicing. The combined ef-

(Continued on page 8)

President:  
Tony Terrigno

Vice-President:  
Unknown

Secretary:  
Unknown

Treasurer:  
Unknown

Maintenance:  
Unknown

Operations:  
Unknown

Safety:  
Unknown

President:  
Dave Jessop

Vice-President:  
Jim Seguin

Secretary:  
Bill Reed

Treasurer:  
Norm John

Maintenance:  
Jerry Chambers

Operations:  
Unknown

Safety:  
Norm Walker

## 1969 (Continued)

*(Continued from page 7)*

forts of Dave Jessop and Norm Walker resulted in the delivery on April 12, 1969, of a 1958 Piper Super Cub with 175 hrs, 150hp, and a Piper-installed tow hitch.

→ For about six months OCSA moved to Thompson Field, a Private strip about seven miles south of Skylark. Soaring Conditions were not good. The shear line would seldom reach that far south, and if it did it was late in the day. However, Dan Dickin-son flew his Silver Badge flight from there to Banning, only because he was saved by a thermal in the landing pattern at Skylark.

→ When Karle Jessop and Don Slotten announced they were going to go into partnership and turn their hobby into a business (Sailplane Enterprises), there was much shaking of heads among OCSA'ers. Both men had been instrumental in

bringing the club into existence. They had given unsparingly of their time and effort for years because they loved the sport.

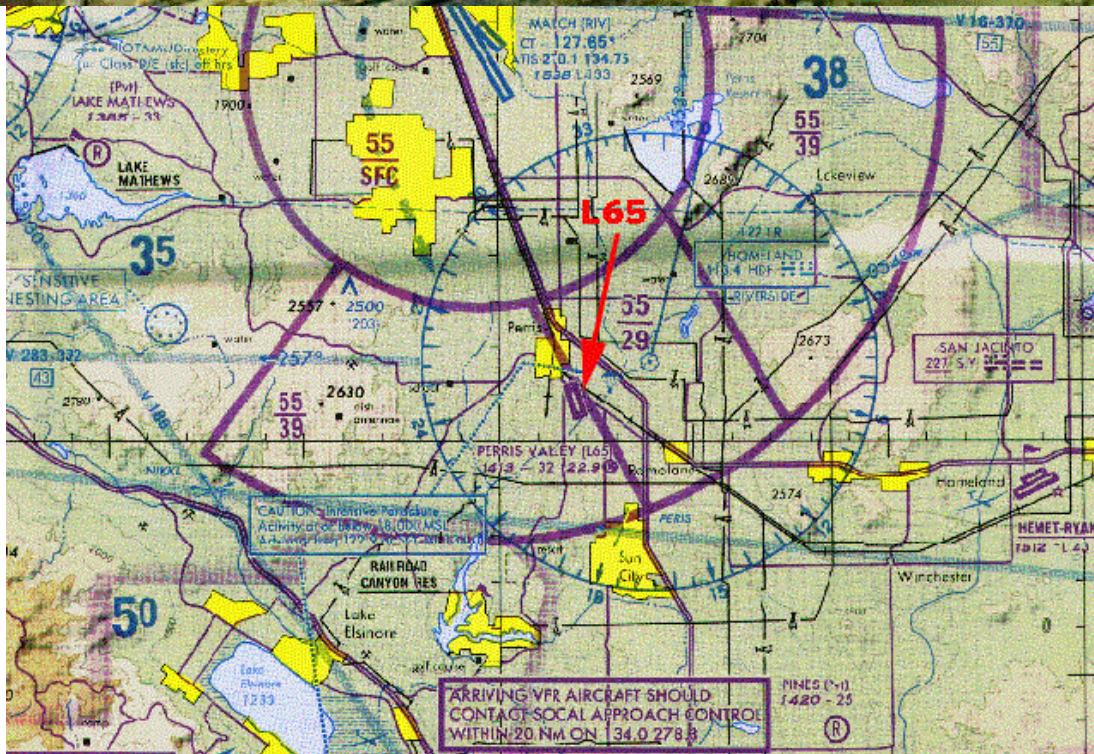
→ Verbal accounts relate that some problem developed between OCSA and the Skylark manage-

ment, resulting in OCSA's leaving Elsinore. →



The Birth of Sailplane Enterprises

# The Perris Years (1969 - 1990)



# 1970

No Zero Sinks Available

# 1971

## Letter To The Editor

Happiness is Soaring Either at Perris or Elsinore - by H. S. Thompson

Now that we are welcome back at Elsinore we have a choice; Which shall it be?

- At Perris, the parachutes drop right through our landing pattern, so we dodge them.
- At Elsinore, chutes drop on the northeast side of the power runway, while the glider runway is on the southwest side of the power runway.
- At Perris, when strong north or east winds blow, we have no ridge to soar on.
- At Elsinore, the ridge is within a 2000 foot tow and runs to Saddleback.
- At Perris, gliders take off down-wind most always.
- At Elsinore, gliders take off and land, most always, into the wind.
- At Perris, there is no lawn or shade trees.
- At Elsinore, acres of lawn and plenty of shade trees.
- At Perris: Shall we now plant trees so as to have a little shade three years from now? The airport owner is planning to buy land adjoining to the northeast and move the glides over there.
- At Elsinore, a new tie-down area will be installed for the OCSA gliders.
- At Perris, members' spouses and children rarely visit because of dust and no shade.
- At Elsinore, even the public likes to picnic there.

This year OCSA organized the First Perris Soaring Exposition. It was a big event with an air show, food booths, merchandise (and a big crowd). Ken Dunlavy said that a big event was a flight of three LK-10s (from OCSA, Wayne King, and Walt MacFarlane) flown over the field in formation, splitting off, and making their landings so that they all came to a stop at the same time and were able to get



Ed Sullivan takes over as editor of *Zero Sink*.



Frank Renek's solo ended with a bit of a walk.



Exposition Queen Alice Blackwood & President Ken Dunlavy.

out together. This was the start of the show. This may have been the last time Jack Laister saw all three ships in the air at one time.

On Thursday May 27, OCSA's First Annual Exposition Awards Dinner was held at the Elks Club in Santa Ana. The honored guests were the committee members that

labored long on the show, the pilots who performed so spectacularly, and their spouses. The highlight of the evening was the presentation of awards by Air Show Chairman John Gavin. He designed and presented plaques. At tending: Mr. and Mrs. Dean Englehart, Walt Mooney,

Skip Volk, Dan Dickinson, Ron Nicols, Wayne Smith, Norman John, Gene Sullivan, John Gavin, Dave Jessop, Jack Jordon, OCSA President & Mrs Ken Dunlavy, Ricky Lockwood, Mrs Sarah Schofield and Tommy Thompson. Mr and Mrs George Galton were

President:  
Ken Dunlavy

Vice-President:  
John Gavin

Secretary:  
D. Neilson

Treasurer:  
Ron Nicholes

Maintenance:  
Tommy Thompson

Operations:  
Unknown

Safety:  
Dan Dickinson

## 1972: The Exposition Grows

→ January: Dan Dickinson reports in *Zero Sink*, "A few people thought we didn't make enough money, but we more than doubled our treasury, and made a lot of new friends, (so, maybe a few enemies) for our club."

→ June 4: OCSA held its Second Perris Soaring Exposition. Events began at 9:30 a.m. with the arrival of Brenda Cline, OCSA's 19-year-old secretary, and President Dan Dickinson.

Brenda is an avid scuba diver and took her first glider ride today in an



Brenda Cline, 1972 OCSA Exposition Queen

LK-10. Events included hot-air balloons, the Far-

kle Family and Perris Valley Skydivers, high-performance sailplanes, Walt Mooney aerobatics in the 1-26, Dean Englehart aerobatics in his Stevens Akro, Rick Lockwood aerobatics in the OCSA 1-26, radio control model gliders, winch and aero tows, Jim Lasley aerobatics in the Aeronca Champ, and Dean Englehart aerobatics in the T-Craft. (Below are some ships on display at the Exposition.)

→ Perris Valley Report: Jerry Kierman, one of the owners, has had the main runway oiled to kill the dust problem that has bothered us for so long. He plans to expand the field, hoping to cash in on people coming to the area when the Perris Lake Dam is finished. Concrete slab was poured on Dec 15th in front of the flight shack; trees and grass were planted.

→ Woman's Auxiliary of OCSA will be organized by Carol Sullivan. It will consist of wives, girlfriends, and what

- President:  
Dan Dickinson
- Vice-President:  
Chuck Jennings
- Secretary:  
Marion Neilson
- Treasurer:  
Frank Renek
- Maintenance:  
Scooter Jessup
- Operations:  
John Gavin
- Safety:  
Tommy Thompson



Schempp-Hirth Austria SHK – Owner: Danny Pierson, Compton CA. Built in Germany 1965. 573 lbs. Empty. 39:1 glide ratio



Schweitzer 1-34 – Pilots: Jay Dement, Dan Dickinson, Terry Little, Frank Renek. First one flew in April 1969. 550 lbs. empty, 34:1 @ 55



Prue Standard – Owner: William L. Stowers, Lynwood, CA. Built 1961, one of three, 446 lbs. empty, 35:1 g/r



Cirrus – Owners: Tony Terrigno, John Helton, Herb Devies, Bob Embleton. All fiberglass, 753 lbs. Empty. Incl. water ballast, 44:1

## 1972: (Continued)



LK-10A (TG-4A) - Owners: Wayne Smith & Allan Krosner, Originally designed in 1942 by Jack Laister. Produced in quantity for the military, this glider was made in 1944. The present owners spent four years rebuilding it. 475 lbs. empty. 22:1 g/r.



LM-1 – Owner: William C. Meyer. Designed and built in Southern California by Al Leffler, Walt MacFarlane & Bill Meyer. The LM-1 first flew in 1963. It features a two-wheel retractable landing gear. Wings are from an early LK-10 and span 50 feet. 693 lbs. empty 30:1 g/r.



Laister LP-46 – Owner: Orange County Soaring Association. The LP-46 is the prototype for the highly successful LP-49, made by Laister Products in El Monte, CA. Standard Class. 475 lbs empty. 36:1 at 50 mph.

*Editor's Note – No Zero Sinks were available from 1973 – 1976, so it is difficult to tell what happened to the Soaring Exhibitions. We hope to fill in the gaps in future*

## 1977: The Second Battle of Midway

- OCSA put a limit of 60 members in the flight group, including instructors. Ben Canaster, who now owns PVA, is trying to buy the property to the north to be able to
- lengthen the runway.
- The September General meeting and program featured Don Taylor, a Retired Air Force Lt. Colonel who flew his homebuilt T-18 solo
- around the world. He was impounded for two weeks by the Navy at Midway Island until he and friends convinced the Navy that 144 gals of fuel would get him to

## 1978

No Zero Sinks Available

President:  
Jim Pendergrass

Vice-President:  
Al Krosner

Secretary:  
Jim Terrigno

Treasurer:  
Gary Loogman

Maintenance:  
Bill Campbell

Operations:  
Merrill Lowery

Safety:  
Ken Dunlavy

## 1979: The Work Party Year

- Lots of work on recovering the 2-22 and work on the Blanik in Jim Gallacher's equipment yard in Costa Mesa. Our proposed new landing strip at the south end of the field has been tentatively approved by the FAA.
- In May, OCSA starts a new service, a recorded update on status of aircraft, instruction, and field.
- Another OCSA milestone occurred on June 30. The entire fleet of ships (4) and towplane were available for flying out of our new strip at Perris Valley airport. The last launch at 5:15 p.m. still got strong lift.
- Jim and Dianne Pendergrass started a "Cross Country Group" for all members interested in X-Country flying. This was later renamed the "Advanced Flight Group" by Malcolm Kyle. The group had two rules: (1) that members be OCSA General Members, and (2) that persons damaging Club ships on AFG outings are responsible for the insurance deductible.
- Doc Haverty, Safety Officer, made and put up a glass-enclosed Bulletin board under the Gazebo.
- In December, the rains began...→

President:  
Ed Cook

Vice-President:  
Noel Keller

Secretary:  
Pat Hill

Treasurer:  
Ed Cook

Maintenance:  
Larry Meidel

Operations:  
Ed Cook

Safety:  
Doc Haverty

## 1980: Rain, Rain, Go Away

- The San Jacinto River floods half of Perris airport, forcing the club to pull aircraft out of the water and set up operations at Hemet-Ryan airport. Lake Elsinore also floods, forcing soaring operations there to move to other locations in So-Cal. Skylark moves to the north end of Perris runway.
- Feb. 10: Ed "The Red" Baron becomes a CFI. Recent solos: Red Davidson, Howard Sears, Ralph Mjelda, and Art Crabble.
- March 2: Cliff Combs solos. Cliff is hearing-impaired.
- March 9: Pat Hill receives glider license. She is the first woman in OCSA to hold glider and power ratings.
- Work begins after returning to Perris from Hemet. The north end of the landing strip is graded, grass is planted around the trailer, and plans are made for a patio and wash rack.
- At this time, inflation sets in – annual dues are \$12, SSA dues \$23, flight group initiation fee \$200, and monthly dues \$15.
- June 30: President Noel Keller resigns, due to transfer to the Naval War College in Newport, RI. Ed Cook becomes president, Malcolm Kyle becomes Vice President.
- Mandatory no-fault insurance appears, and a deductible fund is started at \$10 for flight and reserve group members.
- Donations are requested to repair the 2-33's warped wing.
- The tow plane has two accidents bending the prop. The first cost \$265, the second over \$1200. Flight group members are assessed \$50 each.
- September: OCSA Open House. Through Bob Jones' (OCSA Public Relations) efforts, the *Fullerton Daily News Tribune* publishes a full-page article on September 26 with "John" Cook in the caption under Ed Cook's picture. →

President:  
Noel Keller

Vice-President:  
Ed Cook

Secretary:  
Pat Hill

Treasurer:  
Mike Sanders

Maintenance:  
Allen Monroe

Operations:  
Jim Gallacher

Safety:  
Ralph Fuller

President:  
Ed Cook

Vice-President:  
Bob Franzke

Secretary:  
Pat Hill

Treasurer:  
Tim Greaves

Maintenance:  
Unknown

Operations:  
Red Davidson

Safety:  
Mike Sanders

President:  
Ed Cook

Vice-President:  
Bob Franzke

Secretary:  
Bill Dale

Treasurer:  
Tim Greaves

Maintenance:  
Gene Sullivan

Operations:  
Bill Campbell

Safety:  
Frank Newberry

President:  
Red Davidson

Vice-President:  
Pat Hill

Secretary:  
Mike Sanders

Treasurer:  
Noel Keller

Maintenance:  
Gene Sullivan

Operations:  
Ed Cook

Safety:  
Frank Newberry

## 1981: The Year of Upgrades

→ March: Red Davidson, Frank Newberry, and Ed Cook pour the patio slab and install the Tetrahedron. Keith Monroe and Bernie Kilcher, Jr. fill holes with sand. Dan Dickinson provides two new fruit trees. Ed Cook puts in a step in front of the Outhouse. Dan Dickinson does the design and Morrie Nelson does the digging for a new entrance sign. Sharly Davidson pro-

vides a new wind velocity pennant. Ralph Fuller provides the paint and Reed McManus provides the brushwork for the patio and trailer. Terry McFarlane and Company provide retractable gear and a fresh annual for the Blanik. Allen Monroe provides shelving inside the trailer.

→ The 2-33 is recovered at Red Davidson's place in

Costa Mesa. Walt McFarlane completes reworking the 2-33 wings. They are hauled out to Hemet, test flown on one of Don Slotten's 2-33s, and they check out fine.

→ October 18: John W. Giese gets his Private license at Perris from Examiner Don Slotten.

→ John Gavin builds a home in Wrightwood and invites the club to a

## 1982: A New Honorary Member

→ The OCSA Board unanimously bestows Honorary Membership to Jim Gallagher (left) for all of his incredible hard work making our field possible.



→ Don and Lois Slotten, long standing members and friends of OCSA, sell their sailplane operations at Hemet.

→ OCSA gets a new access road and runway apron,

thanks to Jim Gallagher, Red Davidson, Jim Hoppe, Morie Nelson, Ed Losing, Noel Keller, and Bob Van Houten. Special thanks to James

Gallagher, Jim's father, for donation of large drain pipes, and Ben Canaster for use of the water truck. The new road has a 15 mph speed limit.

→ Guest ride rates are raised from \$18 to \$20.

→ OCSA has an especially good campout and soaring at the SSA Homebuilders Contest Labor Day weekend at Te-

## 1983: Wedding Bells At Perris

→ The Chief Flight Instructor and Chief Tow Pilot are made *ex officio* members of the board.

→ The club shares the landing strip with the ultra-lights until Ben Canaster (Perris owner) can build a separate strip.

→ OCSA donates \$100 to the World Championships in Hobbs, NM.

→ "Patricia Ann Hill and E. Edward Cook request the honor of your presence at their Wedding Ceremony on April 2, 1983. Perris Valley Airport. Twelve O'clock

Noon."

→ Guest rides are abolished, one-day memberships created for giving rides.

→ Operations: 116 flying days, 1484 tows (16.48/day). 38 members in flight group.

## 1984: Silver Anniversary

- OCSA lease is renegotiated with Perris Valley owner Ben Canaster by Red and Noel.
- Drain pipes are installed across the runways.
- The 1-26 was recovered in Phil Caricof's shop in Costa Mesa.
- March 1: Flight Group monthly dues are raised to \$20.
- John Giese, former Chief Tow Pilot, moves to Reno NV. Thanks for being a great friend to all.
- June 3: A Cessna lands and runs into the Jump DC-3 parked on the ramp.
- Dennis Rampe, new *Zero Sink* editor, puts out a new slick full-color newsletter, and the club's 25th Anniversary is celebrated with a potluck dinner at Perris Valley airport.
- Operations: 117 flying days, 1063 tows (12.8/day). OCSA has 114 members with a 14% turnover the last three years; 23 members own/interest in a sailplane.
- OCSA Christmas party is celebrated in the upstairs of the Hansa House.
- What to do with the 1-26, and 2-33? Some say paint, do not sell the 1-26, use it for X-country training. Fred Baron opposes the sale of the 1-26 and wants a 1-34.

## 1985: Milestones and Records

- Improvements to the Field: New graded road with ditches, crowned landing strip, improved angle take-off strip and installed new water line, donated by Jim Gallagher.
- Ultralight squadron of America arrives at Perris Valley Airport.
- February 16: OCSA sets a new record for number of tows at Perris in one day - 27! Operations ran from 11:30 am to sunset. Rick MacFarlane was the Tow Pilot.
- Instructor Noel Keller takes daughter Brenda and wife Marjorie on his 999th and 1000th flights, respectively, plus ten additional flights that day.
- April 17: Sheryl and Allen Monroe spent a day on location shooting a television commercial for Mazda of America. When you see the Mazda RX7 ad with a sailplane in the background, keep in mind that it is the Libelle NIXE that belongs to Allen and Allan Arnold (both club members).
- April 24: Instructor Fred Baron and tow pilot Chuck Moore conduct the first mid-week flying at Perris for OCSA.
- OCSA tow plane makes an unapproved turn on the runway, buckling the landing gear, right wing, and prop. Ships are moved to Hemet, returning to Perris on November 16.
- Red Davidson has purchased a piece of construction equipment known as the "Blade" and hopes to have it at the field for maintenance of our landing strip and road.
- Solos in 1985: Herb Krause, Don Borchert, Sue Muncey, and Curtis Parks. Private Rating: Fritz Baeder, Doug Lung, and Ed Schafer.

President:  
Pat Cook  
Vice-President:  
Art Crable  
Secretary:  
Scott Winneguth  
Treasurer:  
Noel Keller  
Maintenance:  
Phil Caricof  
Operations:  
Red Davidson  
Safety:  
Ed Cook

President:  
Art Crable  
Vice-President:  
Ralph Fuller  
Secretary:  
Allen Monroe  
Treasurer:  
Noel Keller  
Maintenance:  
Bob Moberg  
Operations:  
Rick Lockwood  
Safety:  
Bill Lopez

President:  
Noel Keller

Vice-President:  
Bob Franzke

Secretary:  
Herb Krause

Treasurer:  
Sam Rutherford

Maintenance:  
Bob Manning

Operations:  
Allan Arnold

Safety:  
Ed Cook

## 1986: OCSA Works With the Government

- October: *Zero Sink* cover is a hand-colored cover (right) of Susan Muncy's outlanding (coloring by Noel Keller).
- OCSA started the year with 101 flights for January.
- The Line Chief duty is very important to the Club's operation. For this reason, the Operations Officer is organizing a training program for Line Chiefs and Assistant Line Chiefs.
- The field and road are in the best condition ever.



The road passed its first rain test in fine condition. Thanks to Red for grading the road. February is generally the rainiest month in Southern California.

- Another meeting with the FAA, USAF, Perris Airport and Balloon

People will be held at the Ontario TRACON office on Feb 18 at 1:00 pm to draft a final version of the letter of agreement to operate in the ARSA.

- The Feb 20 General Meeting is on Thursday night at 7:30 pm at the MCAS El Toro Aviation Physiology Training Unit. Petty Officer Stan Kosinski will cover several subjects appropriate for Glider Pilots. In addition, an orientation on night vision will be con-

President:  
Bob Franzke

Vice-President:  
Herb Krause

Secretary:  
Sue Muncy

Treasurer:  
Sam Rutherford

Maintenance:  
Hal Lord

Operations:  
Noel Keller

Safety:  
Ed Cook

## 1987: Some Good and Bad News

- Special thanks to Bryon Alexander, who joined OCSA in 1967. He has contributed much to the soaring community: CFIG, author, owner of a Scheibe 25 E Super Falke which he flew for an evaluation by the U.S. Air Force for training at the Air Force Academy. After 19 years Bryan has decided to pursue some of his other interests.
- Now it is time to reveal the Author of S.L.I.P.K. (Sticks, Levers, Pedals and Knobs) by Looney Gooney – I prefer the anonymity of “Looney Gooney” for several reasons. For one thing, I might get famous like Mark Twain or somebody and then maybe the

IRS won't catch me. Another reason is that “Looney Gooney” is you ... and you ... and ... you, too. And I can prove it. The “Looney Gooney” is a big, ugly bird which flops around awkwardly on the ground, trusts most everything and everyone, and when it launches itself into the air a casual observer is astounded it ever makes it. And it doesn't land so hot either. Sound familiar? But don't feel too badly, brother and sister “L. G. s.,” there's more. Once the “Looney Gooney” makes it and is really airborne, once it has “slipped the surly bonds,” so to speak, it's

another story. Then the “Looney Gooney” is a picture of grace and beauty. And that's what soaring is all about. This is all you get for now. But I'll be back - once a month if your editor will tolerate it. Don't forget to look over your shoulder from time to time because ... the “Looney Gooney” will get you if you don't look out!

- New Maintenance Officer Hal Lord takes on the challenge of putting order into the “FRIGHT SHACK.” This is a repeating cycle, however the circle does not seem to move.

(Continued on page 17)

## 1987 (Cont.)

(Continued from page 16)

- Hal Lord and Lloyd Collins transport the 1-26 to MCAS Tustin Open House for static display. Sam Rutherford helps with the event.
- Mike & Sue Muncey take 1-26 to MCAS El Toro in June.
- Herb Krause puts in a timed sprinkler system for our new grass.
- For \$12,000 OCSA buys a Lark from Bruce Kaposter of Houston, TX with an enclosed trailer, electric vario, radio, almost new interior, perfect canopy, excellent exterior, and new annual. Lloyd Collins volunteers to drive to Texas and pick it up; Kevin Laude goes along.
- Our field lease doubles, due to new flood control assessment passed on to PVA owner Ben Conaster.
- The second weekend in July, Bernie Gartner, running the line, sets a new record of 34 tows in one day. The Cessna 182 is at Orange County Airport for top overhaul by Walt MacFarlane, Noel Keller and Lloyd Collins.
- Saturday July 18th: CFIG Noel Keller checks out Lloyd Collins in the Lark; he notices in Lloyd's log book that he has not had a simulated tow rope break in the Lark. After a tow to 2,000 feet where stalls and other maneuvers were performed, a return was made to the field with a good pattern and approach and landing by Lloyd. A second flight was launched for pattern and simulated tow rope break with Ed Cook as Tow Pilot. At just above 200 feet AGL a simulated rope break was initiated by the CFI, and an accelerated stall occurred, resulting in a spin and a crash through trees and a power line. Both pilots were seriously injured. Noel suffered a broken back, left

leg, and pelvis, and has a concussion. Lloyd suffered injuries to his back. Lloyd recovers to walk and scuba dive again, with pain in his back. Noel loses 2 1/2 weeks of memory, including the accident. He spends 77 days in the hospital with an operation to decompress the T-8 vertebrae, recovers to walk again with a cane, but has permanent nerve damage.

- In October OCSA again does battle with the FAA regarding the proposed ARSA changes that would affect our ability to approach Perris from the East. We could not fly east of the field below 5,600 feet MSL. Noel Keller drafts a letter to the FAA. The proposal would require us to fly from the East to Sun City and then to Perris. The FAA agrees to maintain the current limit. We WIN!
- Treasurer Sam Rutherford reports in Oct. that

## 1988: Lots To Do

- Lots of things to do, according to President Phil Gross. Members are needed. George Najarian is setting up a new database for "Membership Development."
- Walt MacFarlane heads up an "Aircraft Survey Group" looking for a Lark sailplane for the club. Chuck Moore and Tom Payzant are setting up *Zero Sink* on the computer.

- There are 37,163 Glider ratings in the USA, 7190 in CA, 3618 in SoCal. 4774 Gliders in US Registry, 53 Larks in US.

- Bob Harris, who holds the World Altitude rec-

(Continued on page 18)

President:  
Phil Gross

Vice-President:  
Herb Krause

Secretary:  
Bob Moberg

Treasurer:  
Sam Rutherford

Maintenance:  
Bill Mackert

Operations:  
Hal Lord

Safety:  
Ed Cook

## 1988 (Cont.)

(Continued from page 17)

- ord 49,009 feet, will give a talk on Wave Flying.
- The National Geographic Explorer program scheduled Chris Woods' film of the 1987 Hitachi Masters of Soaring event "*Running on Empty.*"
- April: Carl Ziler (an OCSA founder) brings in his LK-10A for the 30th Anniversary party of the initial group. The tables were overflowing with Spring BBQ, and Sharley Davidson ennobled herself with a delicious Chile Relleno dish.
- Maintenance: Red and Shirley driving the van, drag the road and run-

way again. Pete Larsen drove a transit-Mix concrete truck out and filled anchor holes for tie downs and a new sidewalk.

- Change can come with great speed! One moment (July 20th, 4:20 pm) the Wednesday flight day is smoothly moving along, and a little rain starts to fall. Seconds later three sailplanes are destroyed, and damage to the Super Cub landing gear is incurred. The Board decides to lease another 2-33.
- The club received notice that Buzz Murray, a founding member,

passed away.

- Chuck Moore's membership development pays off with new CFGs, tow pilots, and Flight Group Members: Steve Lowery, Hank Marlowe, Jim Kendell, Larry Zucherman, Jerry Klopper, Carl Keil, Neal Brutsehz, Pat Russette, and Dave Louis. The club now has 53 Flight Group Members.
- First phone line to field installed by Don Gilliland and Jerry Kleoph (714 943-0405).
- Walt rebuilds former landing gear repairs made on the Lark and makes repairs on the control system.

## 1989: Insurance Issues

- The first Board meeting lasts five hours, mainly covering the \$10.00 no-fault deductible insurance payment per accident. We currently have three sailplanes damaged in the July storm and one claim for the Blanik, which is in dispute with the Insurance Adjuster. In the future, no-fault fees will be determined by dividing the amount of the deductible by the number of Flight Group members at the time of the loss.
- OCSA goes to Ocotillo Wells February 18-20, SSA convention at LAX

Feb 23-25.

- Two sailplanes are displayed at Norton AFB. Sharley and Red Davidson arrive at 5 am to help set up the Speed Astir; Bob Irving sets up his Cherokee II. Bill Machert, Megan and Bob Clark help out with the crowd, estimated at 350,000-500,000.
- A new Blanik, N3457, is now aboard. The club also purchased a damaged Blanik at Hemet for parts to get N80CS back in shape.
- The Chino Airshow is a success with Bob Irving in Charge; Long Beach

Airshow is July 15-16 with Bob Underwood in charge.

- A Sad August: Frank Newberry passed away after a short illness. Many attended his Memorial Service. OCSA lost a fine friend and real worker. We will miss him and his wife Dorothy, who will be moving North.
- The Tehachapi outing is a success, with 35 people attending.
- OCSA establishes a memorial plaque to be placed in the Club House.

President:  
Red Davidson

Vice-President:  
Ed Cook

Secretary:  
Pat Cook

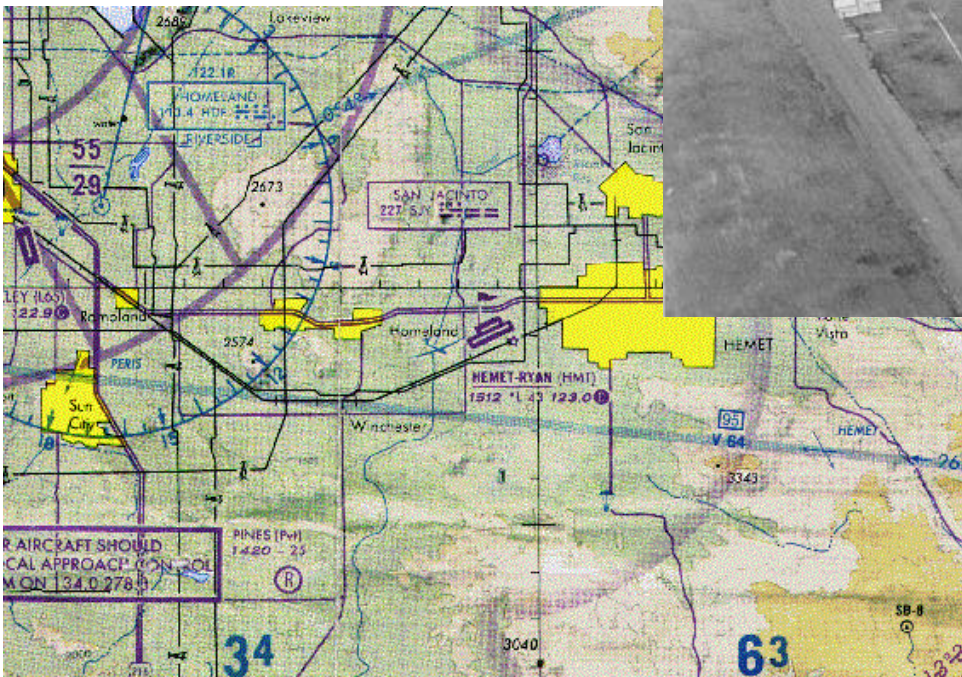
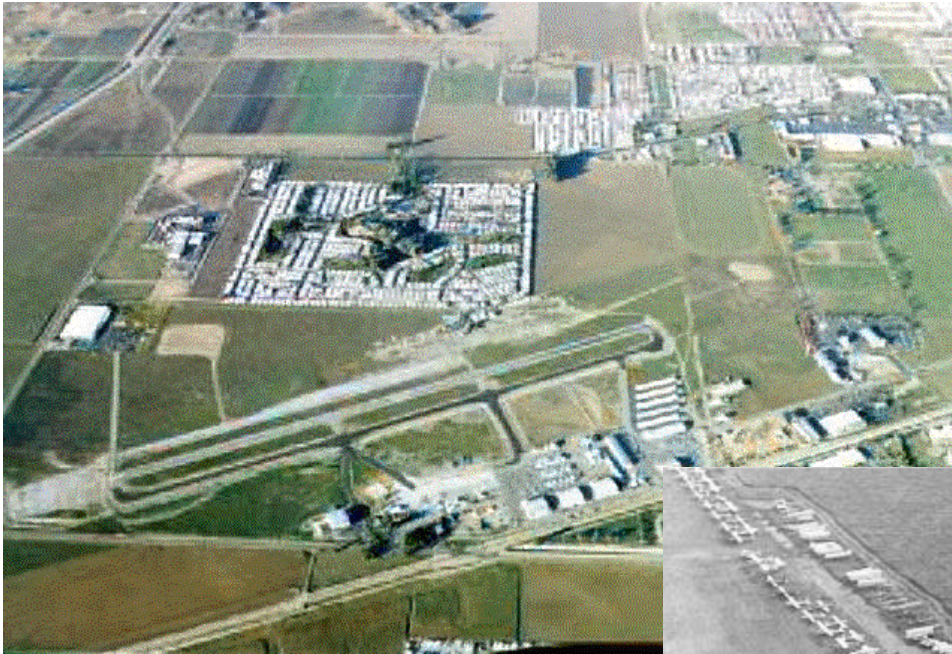
Treasurer:  
Sue Muncey

Maintenance:  
Bill Mackert

Operations:  
Bob Irving

Safety:  
Hal Lord

# The Hemet Era (1990 – Present)



## 1990: End of an Era

President:  
Bob Underwood

Vice-President:  
Bob Clark

Secretary:  
Meggan Clark

Treasurer:  
Phil Gross

Maintenance:  
Bill Mackert

Operations:  
George Najarian

Safety:  
Paul Wood

(Excerpts from the Dec. *Zero Sink* Letter by Pat Cook) As I'm sure you are all aware by now, Orange County Soaring Association is moving to Hemet, and soon. The 1990 Board of Directors beat the subject to death at every general meeting until finally the vote was "yes." I have been in the Club since Feb. 1977 and have served nine years on the Board of Directors. I am both a Glider & Power Pilot Besides, I am the only female who has remained active in this club for this many years. What do I see for OCSA at Hemet? Total change. Another soaring site will be gone.

So, now you want to know, "Who does this broad think she is, and why is she's so wound up over this move? Why does she appear to be so in love with Perris?" Certainly not for the scenery, the dust, or the noise from the ultra-lights, and definitely not for the hot summer weather. So what is it? Of course it's the flying. But it's also the social aspect and the close camaraderie. It's knowing I won't wait around forever to fly, but will spend the day because I want to. Perhaps it's the

memories; the Jack MacFarlanes, the Cathy Fullers, and the Frank Newberrys that have passed through, always giving something.

Perhaps it was the first glance of field and sailplane by flashlight at midnight that sticks with me. Maybe it's all those John Gavin types yelling at me in my student days, or those Terry MacFarlanes making damn sure I did it right. Or perhaps the laughter of Fred Baron in the back seat during a landing where we dodged three jumpers and all came out alive. Maybe it's the Red Davidsons or Bill Mackerts always doing something every time I was at the field.

Could it be my first solo flight by the light of a full moon, sanctioned by an instructor who shall remain nameless for obvious reasons? I doubt if it's for the time Bernie Kilcher and I put the 2-22 in the ditch at the south end of the field, or for all the buckets of water (and at times hoses) I've thrown on solo students and private pilots. It might be for all the parties, campouts, bar-b-ques and just plain fun, or for the times we

were knee deep in mud picking onions for a cookout. I doubt if it was for the time we almost got caught.

Then there were all the times John Giese did the cooking and Sharley Davidson was yelling, "Come and get it." Maybe it's the memory of Jim Gallagher grading our new runway at the south end where we now operate. Perhaps Perris holds sentimental value because I was married there, among my closest friends who the week before had given up their flying to mow weeds and clean the field in preparation for that wedding. And who but members of OCSA would offer their sailplane as my wedding coach?

I could go on and on, but I'm sure I'm not the only one with memories, or these types of feelings. I also know that I am not the only one who wants to have one last New Year's Eve party at Perris, (a tradition started in 1979). However, that idea is now looking doubtful. The question has come up, "What's the difference if we have New Year's at Perris or at Hemet?" With tears in my eyes I say, "If you have to ask, you can't possi-

## 1991: A New Era

President:  
Pat Russette

Vice-President:  
Noel Keller

Secretary:  
Bob Moberg

Treasurer:  
Phil Gross

Maintenance:  
Sam Walker

Operations:  
Sam Rutherford

Safety:  
Oscar Alonso

OCSA made a successful move to Hemet-Ryan Airport and its new host, Sailplane Enterprises. OCSA is welcomed to Hemet with a letter from Galen, the manager: "I want to begin by saying that I truly welcome you all to our gliderport. No, really! You all weighed the pros and cons of the move. Now that you committed to the change please count on me to help you make the transition

safely and make the most of your new home. We are Sailplane Enterprises. On the radio, we are 'Sailplane Base.' S.E. is owned by Mike and Julie Venable."

Who would have known that in 1969 when OCSA charter members Don Slotten and Karle Jessop decided to make their hobby a business, that 22 years later, it would become the home of the origi-

nal club they helped organize!

We have made plans to convert part of the club house to a bunk house with two sleeping areas and camping on the lawn area is allowed. Hot water for showers is also available.

We need 10 Flight Group members for each of our five sailplanes. We now have 30-35 paying Flight Group

## 1992: Mourning a Club Member's Passing

→ The club mourned the October 6 passing of Thomas Irvin, a longstanding club member. Thomas was killed while testing a wing modification to his Swish II, a powered glider for which he won first place design in world competition. A scholarship fund for aviation students was

established in his name at Long Beach City College, and a memorial display was placed in the OCSA clubhouse.

→ The old tow plane was bid a fond farewell and sold for \$12,000, which helped the club's finances significantly.

## 1993: Doing the Wave

→ March: During wave season, Bill Laningham reported reaching 21,400 MSL and Ralph Fuller reached 23,000 MSL at Cal City. The club had seven flights over 20,000 feet, with three Gold Altitudes, one Diamond altitude, and a Single Lennie by Anne Kind (25,300 feet)! *Zero Sink* covers the details of the annual Region 12 Soaring Council (RESCO) Wave Camp held there that month.



→ June: To help club members, information about the airspace reclassification is provided in *Zero Sink*.

Anne Kind emerges from the club Lark with frozen fingers and toes after her first wave flight at California City.

→ September: The Tehachapi campout is a success with 54 people, four dogs, and a cat attending. In addition to the soaring, there was a snoring contest, with Dave Kind reaching an unbelievable 100 decibels.

→ November: OCSA grants "Little Joe" Stasneck an Honorary Membership in the club. New club T-shirts (in orange, sky-blue, and cumulo-white) are available for \$10.



December: A new OCSA Memorial plaque was unveiled and presented by Gordon Sloan. Those present bowed for a moment of silence to remember those members who had passed on

President:  
Bob Underwood

Vice-President:  
Bob Clark

Secretary:  
Meggan Clark

Treasurer:  
Phil Gross

Maintenance:  
Bill Mackert

Operations:  
Ray High

Safety:  
Bill Laningham

President:  
Bob Underwood

Vice-President:  
Anne Wilson Kind

Secretary:  
Meggan Clark

Treasurer:  
Rochelle Rotter

Maintenance:  
Bill Laningham

Operations:  
Ray High

Safety:  
Gary Rotter

**President:**  
Anne Wilson Kind

**Vice-President:**  
Pat Russette

**Secretary:**  
Joann Lehmer

**Treasurer:**  
Rochelle Rotter

**Maintenance:**  
Ray High

**Operations:**  
Marcus Elmore

**Safety:**  
Gary Rotter

## 1994: Drop Zone Move Thwarted

- April: OCSA contributes significantly to the petition effort to stop the proposed skydiving drop zone move to an area inside the pattern. A rabbit (to be exact, the poor critter's remains), were removed from the club 1-34 (Alpo). Pat Russette served commendably as the foreman of the Rabbit Goo Cleanup Crew.
- May: Another rabbit is found, this time in the Blanik at Torrey Pines. Zero Sink circulation, which has been steadily increasing for several months, reaches 150.
- June: Twentynine Palms trip report – 43



Pat Russette relaxes on the tail of his HP, checking his watch to see if he's "L8" again. (February Zero Sink)

people, 3 dogs (and 1 rabbit). Highest flight is to 11,500 MSL and longest duration is 4:35.

→ July: At Jacumba, the club wins the 4th of July soaring contest against AGCSC and the Chuck Jennings Memorial trophy returns to OCSA! Thanks go out to Walt MacFarlane and his son, Terry, Hal Lord, Ralph Fuller, and Mark Lowry for the work they've done recently on the Lark canopy and strut.

→ December: At the club Christmas Party, new board members are each given a copy of The Seven Habits of

Highly Effective People, personalized and

**President:**  
Anne Wilson Kind

**Vice-President:**  
Pat Russette

**Secretary:**  
Joann Lehmer

**Treasurer:**  
Rochelle Rotter

**Maintenance:**  
Ray High

**Operations:**  
Marcus Elmore

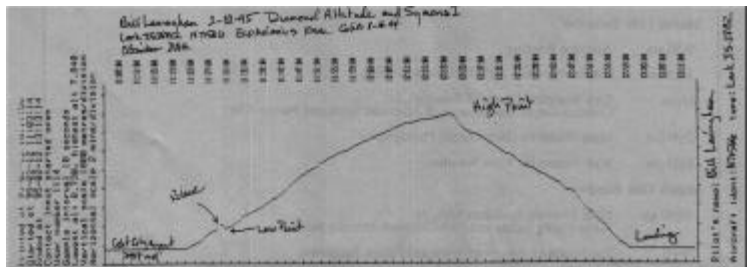
**Safety:**  
Gary Rotter

## 1995: Moves Onto the Info Superhighway

- January: Bill Laningham describes how one can obtain weather information through one's PC by using a dial-up service known as DUATS (Direct User Access Terminal System). Information available includes winds aloft, terminal forecasts, and area synopses.
- May: Oscar Alonso writes an article introducing the capabilities of hand-held GPS receivers to the club. Later that month Oscar flew his Silver distance flight at the 29 Pailms campout. Bill Laningham and Pat Russette flew their Diamond Goal legs from there also.

ited," a soaring simulation software package, is released by Looking Glass Technologies. Also, the first e-mail directory of club members is formed by Anne Wilson.

→ September: Oscar Alonso writes of his involvement in the maintenance of the SSA Web page (<http://acro.harvard.edu>).



Bill Laningham's trace from his successful Diamond Altitude attempt on February 12 in the club Lark at California City – April Zero Sink

→ June: "Flight Unlim-

## 1996: Club Trip to the Altitude Chamber

- February: Several members attend the oxygen training class at Edwards Air Force base in preparation for wave season. All agree that the experience was valuable. The appearance of symptoms such as tunnel vision, nausea, or difficulty focusing without oxygen was dramatic. The staff at Edwards was professional and enthusiastic, and thanks go to Cindy Brickner of Cal City for organizing the event.
- Thank you to Clint Brooks for working on finishing the 2nd trailer for our Blaniks. Members have seen his plans for the modifications, and they look great.
- Congratulations to Tony Blane, Trudy Chilton, and George Clark on their first solos. Jon Wells also passes his Commercial Glider exam on October 4.
- Operations Officer Clint

Brooks organizes a work day for December 7, hoping it will be a lousy soaring day for this earth-bound activity.

- Thanks to Hal and Trudy Chilton for repairing the canopy covers on the 1-34 and silver Blanik.
- Pat Russette writes an excellent article about soaring in the Owens Valley, which he re-names the "Diamond Valley."

President:  
Anne Wilson Kind

Vice-President:  
Pat Russette

Secretary:  
Joann Lehmer

Treasurer:  
Rochelle Rotter

Maintenance:  
Ray High

Operations:  
Marcus Elmore

Safety:  
Gary Rotter

## 1997: Club Gets First Website

- The club inaugurates its Web page: <http://www.webpages.virtualrep.com/ocsa>.
- OCSA attends the last El Toro airshow in April. This and other airshows have been great opportunities to recruit new members.
- Thanks to some six days of work by Walt MacFarlae and his son, the inside of the silver Blanik is now cleaner than it has been since leaving the factory. Bearings are clean and lubricated. This involved removing the inspection plates in the cockpit floor, removing the control stick assembly, removing the rudder pedals, and the bulkhead behind the back seat.

Gunk, paint remover, elbow grease, water, and a lot of time with a wet vacuum cleaner were needed to clean the cockpit floor and the



President Jon Wells and the Board worked hard to alleviate an aircraft shortage during the summer, arranging for 2-33s to hold the students over until repairs were completed on the Blanik.

area underneath the floor. Clint Brooks is in the process of upholstering the side panels. He and Lynn Ericksen applied fabric to all the inspection holes and the area around the base of the vertical stabilizer. You will need to look very closely to find the repairs.

- Jacumba Campout Report: The Good, the Bad, and the Ugly – Cheap tows, good soaring, camaraderie, AGCSC sponsored BBQ, contest...all the ingredients for lots of fun! We had 16 club members, friends, and family show up for a great time away from civilization to join up with our AGCSC hosts. The bad news:

President:  
Bob Franzke

Vice-President:  
Herb Krause

Secretary:  
Sue Muncey

Treasurer:  
Sam Rutherford

Maintenance:  
Hal Lord

Operations:  
Noel Keller

Safety:  
Ed Cook

## 1998: Glass at Last!...

President:  
Jon Wells  
Vice-President:  
Pat Russette  
Secretary:  
Debra Stange  
Treasurer:  
Anne Wilson  
Maintenance:  
Clint Brooks  
Operations:  
Clint Brooks  
Safety:  
Tony Blane

- ➔ At the 29 Palms camp-out over Memorial Day weekend, two pilots completed their Silver distance flights: Tony Blane and Larry Tuohino. Tony landed at Yucca Valley airport and returned to his water soaking celebration with an aerotow. Larry, in an infamous flight, could not find the airport. Undaunted, he fell back on his OCSA Cross Country training and selected a new landing spot, an empty street in an uncompleted housing development – a few hundred yards away from the airport. Once selected, he made an excellent landing, and when his crew arrived, he was giving impromptu lectures on the



A three-year effort reached a happy conclusion as the club, through the efforts of many club members, obtained its first fiberglass ship, a 15 meter standard class ship with an advertised L/D of 35:1.. (October *Zero Sink*)

virtues of soaring, and letting the locals sit in the cockpit of the 1-36. For this Larry was awarded the prize for “Outlanding of the

Year.”

- ➔ December: The monthly flight group dues were raised from \$35.00 to \$45.00.

## 1999: ...and More Glass!

President:  
Ralph Fuller  
Vice-President:  
Larry Tuohino  
Secretary:  
David Raspet  
Treasurer:  
Jason Carey  
Maintenance:  
Clint Brooks  
Operations:  
Lynn Ericksen  
Safety:  
Al Cangahuala

- ➔ The club continues its move forward with the purchase of a second fiberglass ship, this time a Grob 103.
- ➔ March: Danny Gonzales gave a great lecture on soaring in the Hemet Valley, revealing his SCM, or Secret Checkpoint Map, to the audience.
- ➔ The club prepares for its 40th Anniversary Celebration!



The latest club addition, a Grob 103 Twin Astir (May *Zero Sink*)

## Glider Types That Have Been in the OCSA Fleet

- Baby Bowlus
- LK-10 Alpha
- Pratt-Reed
- SGS 1-26, 1-34, 1-36, 2-22, 2-33
- Blanik L-13
- Grob 102, 103
- LP-46, LP-49
- Lark IS 28B2

## Current OCSA Fleet

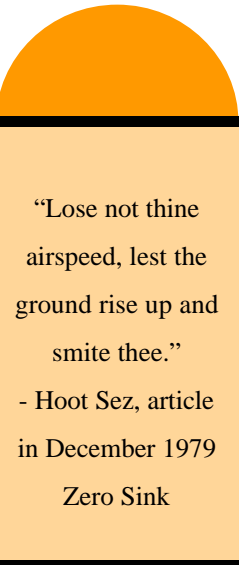
- **Blanik L13 N82756** – Club’s most heavily used trainer
- **Blanik L13 N51OCS** – Formerly N86661, this ship’s registration number was changed to coax the more superstitious members over to it
- **SGS 1-36 N3619U** – First solo ship for many OCSA members
- **Lark IS 28B2 N71566** – High performance ship, used often for wave flights at Cal City
- **Grob 102 N102FC** – Club’s first glass ship
- **Grob 103 N158SS** – Club’s second glass ship and newest acquisition

## Badges Collected by OCSA Members

*Editor’s Note: Despite the availability of some information from the SSA, we know this list is incomplete. We encourage readers to send in additions to this list.*

1962  
Ralph Fuller – Silver  
1966  
Allen Leffler – Diamond  
David McNay – Diamond  
1967  
Robert Buck – Diamond  
1968  
Carle Conway, Jr. – Diamond  
1969  
Noel Keller – Silver  
George Uveges – Diamond  
1970  
George Thomas – Diamond  
1972

William Meyer – Diamond  
1976  
James Walker – Diamond  
1984  
Dan Gonzales – Diamond  
1987  
Phil Caricof – Gold  
Dan Dickinson – Diamond  
1988  
Malcolm Kyle – Gold  
George Najarian – Gold  
Charlie Walker – Silver  
1990  
Henry Marlowe – Gold  
Pat Russette – Silver  
Pat Russette – Gold  
1991  
Ken Walker – Gold  
1994  
Bill Laningham – Silver  
1995  
Oscar Alonzo – Silver  
Marcus Elmore – Silver  
Bill Laningham – Gold  
Bill Laningham – Diamond  
Hank Marlowe – Diamond  
1997  
Jon Wells – Silver  
Jon Wells – Gold  
1998  
Tony Blaine – Silver  
Larry Tuohino – Silver  
1999  
Oscar Alonzo – Gold  
Al Cangahuala – Silver



## OCSA Contributions to the English Language

- *Franzke Notch* – n., A small building, chock-full of club equipment, arranged in the most random way possible.
- *Fright Shack* – n., A small building, chock-full of club equipment, arranged in the most random way possible.
- *Kelly Dog* – n., (origin: Pat Russette's dog, Kelly). The ultimate soaring dog. Example: "Boy, your dog is as quiet as Kelly Dog."

## OCSA Notable Flights

*This unofficial list is by no means complete; feel free to write in your own entries – Editors*

- 1 Any club member's first solo (and subsequent greeting with buckets of water).
- 2 July 9, 1994: Hank Marlowe, with Phil Gross as crew, took off from Crystallaire in his DG-600 and landed 10 1/2 hours later in Weiser Idaho, somewhere north of Boise. He was credited with 669.94 miles and won the 1994 Barringer Trophy for making the longest straight-line distance flight (outside the U. S. Nationals) that year.
- 3 Any club member's first flight with a passenger after getting a private license.
- 4 September 5, 1971: Al Leffler wins the Region 12 Soaring contest on the last day, flying his Cirrus 373.5 miles.
- 5 Any club member's first cross country flight.
- 6 1966: Dave McNay's launch is captured on page 51 of the January 1967 *National Geographic*. While many club members have appeared in the newspaper and on television, this flight by an OCSA member may have been

"The only way to fly cheaper than with OCSA is to jump off a building, and then you get only one flight"  
- Lynn Ericksen,  
1999

## Finally, the All-Time OCSA Membership List

Abell, Norman 2/87	Bale, Bill 3/81	Bradford, Ken 64	Cangahuala, Gloria 1/99
Alexander, Byron 12/67CFIG	Bale, Jacki 1/82	Brashear, J. 77	Carey, Ethel /80
Allen, James 69	Barbour, Bob 11/91	Brasher, John 3/79	Carey, Jason
Alonso, Oscar 12/87	Baron, Fred 7/71	Brink, John 69	Caricof, Phil 5/81
Anderson, David 2/90	Baron, Melissa 80	Britton, Jim 64	Carlson, Vern Founder
Arauz, Mary 6/95 CFG	Bates, Marge 67	Broadent, Stephen 7/89	Chamberlain, T /84
Archer, Don 1/68 CFG	Bayless, Jeff 7/93	Broadwell, Robert 9/97	Chambers, Jerry 67
Arnold, Allan 5/84	Beadlescomb, Wm Ted 7/86	Brooks, Clint 8/95	Charleboix, Howard 97
Ashbaugh, Victor 2/97	Beattie, Jack 64	Brown, Byron 69	Charles, Mike 86
Auman, Greg /80	Beck, Hans 69	Brown, Ray 1/69 Life	Chilton, Harold 6/95
Austin, Jerry 64	Beenen, Gerard 3/79	Bryan, Gillmore 69	Chilton, Trudy 6/95
Autry, Bill 3/76	Beenen, Henri 3/79	Buchanan, Bill 69	Christ, Ed 8/80
Babbit Jeff 2/81	Bennet, Roy 1/83	Buffington, Shawn 97	Clark, George 9/96
Babcock, Jerry Founder	Bennet, Dave 77	Burner, Sharon 1/81	Clark, Meggan 1-89
Badger, Monte Rex 5/86	Bennett, Craig 1/83	Burnfin, Jim 69	Clark, Robert 8/88
Baeder, Fritz 5/83	Beroldi, Ronald B. 69	Burns, Sara 6/83	Clark, Valerie 10/96
Bailey, Doug 7/82	Bingley, R. 77	Bush, Dick 64	Collins, Garnet 69
Baker, Bill 64	Blane, Don(Tony) 6/96	Buskus, Ruth 92	Collins, Katrina 99
Baker, Bruce 69	Borchart, Harold Jr 69	Cammell, Russ 3/79	Collins, Lloyd 5/86
Baker, Evert 69	Borchert, Donald 2/85	Campbell, Bill 6/74	Combs, Cliff 1/79
Baker, George 64	Boston, Arthur 64	Campbell, Roseanna 74	Conrad, Wayne 11/97
Balaze, Karl 83	Boyd, Steve 69	Cane, Gary	
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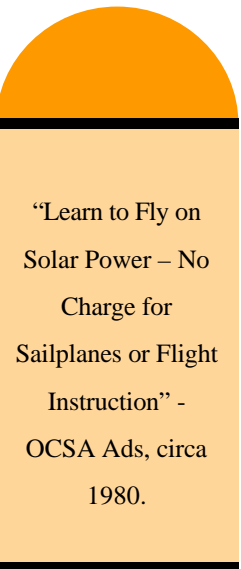
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 Cowherd, Eugene 64  
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 Crabtree, Alfred 4/85  
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 Cruz, Perry 10/95  
 Culbertson, Rob 11/81  
 Curtis, Roger 7/79  
 Cutler, Edwin 1/87  
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 Darling, Drew 98  
 Davey, Chris 99  
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 Davidson, Ron 69  
 Davidson, Sharley 8/81  
 Davis, Jim 64  
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 Fabio, Grossi  
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 Farb, Norm 5/82  
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 Fitzgerald, Ed 8/85  
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 Fontanilla, Ronald 93  
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 Fordor, Csaba 3/79  
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 Gartner, Bernie 8/80  
 Gartner, James 6/87  
 Gartner, Jim 9/81  
 Gartner, Joe 9/81  
 Gartner, Rick 9/81  
 Garvin, Bob Sr. 6/74  
 Garvin, Dana 3/79  
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 Geil, Scott 7/82  
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- Gunther, Jeffery 12/87  
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 Ziler, Carl Founder

# Orange County Soaring Association



Zero Sink: Official newsletter of the  
Orange County Soaring Association

Zero Sink Co-Editors  
Al and Gloria Cangahuala  
311 East Glenarm Street #3  
Pasadena, CA 91106

Email: [albe@alum.mit.edu](mailto:albe@alum.mit.edu)

The Orange County Soaring Association is a non-profit organization established in 1959 to promote and teach soaring and provide soaring activities for association members and their families.

Our general meetings are held on the third Monday of each month; in addition to reviewing club business, our meetings include programs covering a variety of topics related to the sport of soaring. Call the OCSA Info Line at (714) 284-5558 for more information about the club, or write to us at:

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

Club operations are conducted at the Hemet-Ryan Airport in Hemet, CA. Call (909) 658-6577 for directions to the airport. ➔

## OCSA Poem

I was anxious to soar  
It had been so many years ---  
Not quite a score  
But I had built up some fears.

They strapped on my chute  
And the belt fastened tight---  
I was ready to take off  
For my second flight.

As I was strapped down  
And we're ready to go ----  
With my feet off the ground  
I thought of the tow.

The winds were strong  
As I heaved a sigh ---  
Knowing we'd soon  
Be up in the sky.

The tow gave a grunt  
Muttering "Alone", I said ---  
But there was my Instructor  
and the Pilot ahead.

I breathed relieved  
Knowing they cared ---  
And all together  
The sky we shared.

What a glorious feeling  
For us to soar ----  
When he let go the tow  
I wanted to roar!

To that plane ahead  
We're no longer fast ----  
I said to myself  
How long will it last!

And then as we're sailing  
Up, down and around ----  
How nice to be there  
And not on the ground.

Somehow, it makes you realize  
Up, up high above ----  
That God really gives us  
Oh, so much to love!

*Kathleen M. Fuller*  
*Zero Sink Aug/Sept 1979*