



# WINGTIPS

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## So Long Dave, We'll Miss you



seemed to relate a common theme about Dave. His service to others. Around Skylark Field he was the one to go to for most things that needed to be done. Quiet, confident and capable, Dave did things with a certain style that impressed all.

On the morning of July 2, over 60 friends and family of Dave Annis gathered at the LESC clubhouse to say farewell. Dave passed away on June 19. Among those gathered for the memorial services were his family members from California and his native Minnesota along with current and former members of LESC and Skydive Elsinore. Several of the folks in attendance got up to relate their thoughts and some stories about Dave's life. The speakers all



Friends & Family of Dave Annis

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As the service on the ground was completed all eyes went skyward as the Jaws and BlueMax pulled aloft the club's 2-33 and Pilatus aloft.

The gliders circled around Skylark then headed westbound over the field

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in a high-speed pass as Dave's ashes were spread over the place that had been so much a part of his life.



After the sailplanes turned back to the field and landed, Jaws and Blue Max flew over the field in a "Missing Man" formation to honor the man who had spent so many hours keeping us aloft, safe, and happy.



Dave's departure leaves us with fine memories of a great friend, a dedicated mechanic, and a quick wit. We were all blessed to know him. ✂️



**David Lyle Annis**  
August 13, 1947-  
June 19, 2005

# Problems & Solutions

By Andy Johnson

What began as a challenging year at LESC turned into a complete struggle as problems multiplied throughout the Spring. But as we progress into Summer, most have been solved through the perseverance and hard work of members. The rains in the early part of the year made the runways unusable on several weekends. When the rain waters subsided and the runways were once again usable, a water main broke and swamped the runway, causing more damage, and more flying was lost. Through the efforts of *Gary Knapp* the Elsinore Valley Municipal Water District did a nice job repairing the runways. All that water provided an ideal environment for weeds to grow. When the weeds became a risk to operations *Gary Knapp*, *Jack Becker*, *Dave Bittle*, *Norm Castagneto* and others spent hours mowing along the runways and tiedowns.

During this period two destructive dogs destroyed the fuselage fabric, and nosecone of 90S. Shortly after that the same dogs did nearly identical damage to 863. *Gary Knapp* once again made a terrific contribution to the club by working with Animal Control and Skylark Field tenants to have the dogs legally removed from their owner. Thanks also go to *Jack Becker*, *Larry Perkins*, *Travis Perkins* and *Calvin Row* who took the time to show up at the hearing to back our case.



With the threat from the dogs removed, the LESC board had to decide the best way to get the gliders repaired and back in operation. After several board meetings led by *Joe Banos* it was decided to have Ron Martin Enterprises at Shafter-Minter complete the work. *Dennis Barnes* prepared the trailer to ship the fuselage up north and *Gary Knapp* took the trailer to the Temecula DMV to get it legal, then off he went to Shafter-Minter with 90S in tow. A few weeks later he made another round trip to Shafter to deliver 863 and pick up the beautifully restored fuselage of 90S and return it to Skylark.



Gary Knapp brings back 90S from Shafter-Minter

Because of these efforts we expect by the end of July the full complement of 3 2-33s should once again grace the line at Skylark.

Then there's the towplanes. With *Jaw's* engine pretty much run out, *Blue Max's* engine damaged by a wayward dipstick, and the new "Yellow Plane" not configured for towing, *Joe Banos* led the LESC board through a decision making process that resulted in a freshly overhauled engine for *Jaws*, a low time engine for *Blue Max*. This all required much coordination and effort to make it happen. Thanks to *Gary Bushouse* and *Gary Knapp* for making the efforts to deliver to *Jaws* to the Corona airport for the engine swap.



We can all be optimistic about the future of this club because these guys made it their business to get it done. Please give them some thanks when you see them.



Airspeed, Altitude, or Brains....  
You always need at least two.....

July 2<sup>nd</sup> was another day which LESC said goodbye to one of its own. Not only did we say goodbye to Dave this past Saturday, but over the last several years we've also experienced the passing of Dave's Father Curly as well as Kevin Perry (a former President and early member of LESC). All have had their ashes spread at Skylark or in the nearby mountains. Dave is now in very good company.

For those fewer and fewer old timers around LESC, the following story is familiar. For most these days, a lot of this will be new information.

Since the inception of LESC in 1989, the Annis family has been well represented at LESC. Curly was then the airport manager who was largely responsible for resurrecting Skylark Field from the floods and re-establishing it as a viable private airport. George and Anne Sedillo were looking to move the fledgling Low Expense Soaring Club from the desert to a location more accessible. They happened to stop by Skylark, met Curly and suddenly the Low Expense Soaring Club conveniently became the Lake Elsinore Soaring Club. The rest as they say, is history however that history in a very large part was flavored by both Curly and Dave.

LESC has had its up's and down's over time however it has always survived and thrived due to the efforts of many. Two of the prime movers have been always been Curly and Dave. We lost Curly a few years ago and conducted a wake similar to Dave's. Dave has now rejoined his Father during the ceremony this past weekend.

Dave was Curly's oldest son, in which Curly instilled a strong work ethic during his upbringing. Curly was immensely proud of David for that and many other reasons. That was readily evident around LESC, as Dave could invariably be found on an earthmover keeping the field in shape or tinkering with a glider or the tow planes. When not diligently working to keep us operating, Dave could always be counted on to provide us with a laugh and keep us cheery even during some of the darkest times.

Dave, a former skydiver found his home at LESC working on his tow planes. First it was Wilma and Jaws and later Blue Max joined the cadre. Few knew how much care and dedication Dave put into our tugs. Many times he would have pulled an all nighter to ensure we had available tow service and quite happily received in return a mere thank you. Most times however Dave labored anonymously without complaint.

I have never seen anyone as dedicated to LESC and the equipment as Dave and we can all be thankful we were fortunate to have had him among us for all these years.

LESC must now look forward to a new era without the Annis family. We face many challenges ahead however due to the strong foundation built by those who have gone before us, we are standing on solid ground and have no where to go but up. LESC can thank its past success largely to Dave and Curly and our future will be largely shaped by their dedication to the success of LESC.

I am proud to have been amongst Dave and Curly's many friends. Curly has been and continues to be missed, as he was a figure larger than life at LESC. For those of you who didn't have the pleasure of knowing him, you missed knowing a dynamic and very interesting individual. Dave leaves behind very large shoes to fill as well and will be missed just as much as he was just as important to LESC's success.

I feel honored as shortly before Dave left Skylark he asked if I would look after his prized possession in the event of his passing. While I will not be able to replace Dave in his eyes, I am now happy to say that I am now Stearman's human and will ensure he gets back out to Skylark now and again. Stearman is doing fine and I'm sure he will have no trouble getting me acclimated to his requirements.

An era has indeed passed at LESC. A new one now begins. Life goes on and LESC will survive and thrive. All in all we are fortunate to have had such people amongst us as Dave, Curly and Kevin. You will not be forgotten



## Safety Corner – Farewell to a Friend

By Mike Havener  
LESC Safety Officer and Chief Instructor  
Aviation Safety Counselor



Summer is just around the corner and in the Elsinore Valley that means some world class thermal and shearline soaring. Long flights, both in duration and distance, will be the subject of many stories told at the end of the day.

All us have been trained and are aware of the need to drink plenty of fluids to keep cool and remain well hydrated as well as eating properly to avoid both physical and mental fatigue on those long, hot flights. We know the effects altitude and when to use supplemental oxygen. We should also know to use sun block to protect our skin from the Sun's harmful rays (OK, I learned that one the hard way). These are just a few of the things that come to mind when we think about "breaking the surly bonds of Earth", spending hours enjoying what our Earth-bound counterparts only dream about as they gaze skyward (sounds pretty cool huh ☺).

However, there are a number of other things to consider as the days grow longer and our aircraft spend more time in the air. For every hour spent flying, there's a fixed amount of maintenance that needs to be performed and pilots tend to let our aforementioned Earth-bound counter parts worry about that. *Dave Annis* had been a key resource for the club in this area, not just covering the big things we all know about, but also handling the many little day to day things from maintaining tow ropes to catching and taking care of squawks on all of LE SC's aircraft not to mention overall security of the club facilities. Most of our members took it for granted that Dave would be there to keep an eye on things and ensure that we could operate smoothly every weekend. We will all miss Dave not just his love for the club, which showed in every little thing he did, but his warm sense of humor and friendship that knew no bounds. Now with his passing, LE SC faces some serious operational changes and each of us will feel the void left behind. As you can imagine, this has placed a substantial load on our Maintenance Officer, Jack Becker. To help relieve some of the pressure, Gary Knapp has volunteered to coordinate glider maintenance.

Safety is everybody's business and it's even more important now than ever before that we are on our toes. The pilots flying them are now the only people who perform regular inspections on our aircraft (outside of annual and 100 hour inspections). Many parts wear out – tires, skids, brakes and tow releases to name a few. Others need constant attention to keep from rattling apart and our pilots are the main line of defense. We need to record any and all squawks and make sure Gary Knapp is made aware of problems we find with the gliders and that Jack Becker is aware of any problems found with the tow planes.

One of the things that can be done to reduce the damage as well as wear and tear on our gliders is to properly secure them after *every flight*. The only reason *not* to secure a glider, *including the gust locks*, in it's tie down is if the next pilot is standing right there waiting to take control. We can't have aircraft flapping in the breeze, or worse yet blowing around the airport.

Maintenance doesn't end with aircraft. We need to keep any eye on towropes and repair them before they break. Not only can a rope break be a safety problem (especially now with the water so close to the end of the runway), replacing the tow rings can be expensive. The rope we use requires that the Pilatus and the 1-26 both use weak links. These weak links also need to be maintained. Leaving poly rope lying in the sun causes deterioration and premature failures. Always put the ropes and weak links away when you are done with them (the weak links are stored in each glider). Remember, there's a lot more than a \$20 tow ring hanging on the end of the rope.

Mowing weeds is a recurring chore that will be slowing down now that things are heating up and drying out. However, when the weeds get too tall they become a hazard not only for ground looping, but they're also a safe haven for predators and prey (do we really need to talk any more about snakes and rabbits?).

Dragging the runways needs to be done on a regular basis; otherwise ruts and holes begin to form, which can cause injuries as well as damage equipment. If we let it go too long, dragging the runway won't correct the problem and we'll need to grade it. An ounce of prevention goes a long way here.

We need to make sure we put the radios back on the charger when we're done with them. Not only are we required by our landlord to fly with working radios, one with a dead battery is about as useful as flying with rocks in your pocket. There's no excuse for flying with a dead battery. It's a violation of our lease and SOP and therefore a safety violation. We have alkaline battery packs for sale that fit our handheld radios (in case the NiCad is dead).

Our facilities need to be kept clean and serviceable. Loose steps, boards and clutter on the deck can cause an injury, and in today's society, possibly law suits (and insurance claims). Exposed electrical wiring, leaky plumbing, cracked windows and flimsy furniture are all potential problems.

What keeps this club operating safely is the participation of every single member. If you see something that needs attention take care of it or notify someone who can. Be part of the solution, not the problem. If there is a safety concern, don't put it off! It's imperative that the Duty

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## Meet Norm Castagneto

It has been obvious of late that LESC would not exist without the considerable efforts of its members. Since joining the club a few months ago, Norm Castagneto has been a great example of how much one member can do. When weeds were over running the clubhouse area, he knocked them down; when the swamp cooler stopped cooling, he got it going again; and lately, when the damaged 2-33 nosecones needed rebuilding, he spent hours repairing them. While doing all this he still manages to find time for glider lessons and recently completed his first solo in a glider!

Norm has been loving flying for the past 20 years and has flown hang gliders all over California. He has made numerous 100-mile flights. His favorite soaring spot is the Owens Valley. His passion is Ultralight Sailplanes and he currently owns four of them including the prototype Lighthawk. After gaining experience with various LESC sailplanes, he plans to get familiar with the Lighthawk at El Mirage. Norm says he is glad he joined the club because of the chance to learn more about flying, as well as the new friends and new challenges the club has offered him. Although he has done more than his fair share of work since joining the club, Norm wishes to point out the efforts of board members Gary Knapp and Jack Becker to get the damaged 2-33s flying again. And he appreciates the countless hours that the CFGs and Tow Pilots give the club. Where are we without them? Norm says the only difference between work and play is whether you choose to enjoy it. Thanks Norm for being an inspiration to other members.



*Safety Corner continued from page 5*

CFG is made aware of the problem and the issue addressed immediately. Take care of your equipment and it will take care of you. We need to treat our resources like they're made of gold. There's a saying in the motorcycle community – if you have a \$10 head, buy a \$10 helmet – which says a lot about folks who don't want to wear a helmet. The same holds true for flying. If you treat your equipment poorly or cut corners, it'll let you down when you need it most.

Let's all use Dave's example and with a little bit of attention and effort on everybody's part, we'll ensure that not only are you prepared for some awesome flights this summer, but that our club is also ready for a great summer season we all can enjoy!

God's speed Dave. I know you'll do your best to kick off an 8 knot thermal for me when I need it most.

I'll see the rest of you at the airport.



Norm finishes sanding the dog-damaged nose bowl of 863 prior to sending it for recovering

# Flightline(s)

by Andy Johnson



**Changes on the board-** Gary Bushouse has resigned as LESC Safety Officer. Mike Havener has agreed to take over the position for the remainder of the year.

**New Members-** *Fernando Scalini* recently joined LESC. Fernando comes to the club holding a Private Pilot certificate but plans to add aero tow to his ground launch glider rating. Welcome Fernando!

Experienced glider pilot *Ned Mullen* is another new member of the club. Welcome Ned!

Also joining us is the father-son team of *Mike* and *Lukas Kennedy*. They are avid sailors, into RC gliders and have recently been learning to fly gliders with Cindy Brickner of Caracole Soaring, California City. They are also the new co-captains of 90S. Welcome guys!

**First solos(?)** - Jack Becker recently completed his first solo...at least in a glider. Up 'till now he had flown many different aircraft all over the world but it looks like he has saved the best for last. Congratulations Jack!

Norm Castagneto recently completed his first solo in a glider also. Norm has also flown a variety of Ultralight aircraft and hang gliders to dizzying heights. Congratulations Norm!

**Tow ropes** - Thanks to *Mike Havener*, all of our ropes now have legal rings. We have two 200 foot ropes with Schwiezer rings on both ends and one 100 foot rope with a Tost rings set on one and a loop on the other (to be connected to a 200 foot rope). Mike also made one weak link with a Schwiezer ring for the 1-26 and another with a Tost ring set for the Pilatus. These weak links are inside each glider respectively. The bottom line is that I used all 5 of the Schwiezer rings we have on hand (I know there are 5 more on order) and 2 of the Tost ring sets - which leaves us with 3 Tost ring sets, which should be enough of a reserve for now.

LESC uses tow rope with a tensile strength of

1800 lbs. This means for the 200% rule, you must have a gross weight of at least 900 lbs or you'll need a weak link.

So please remember that when flying the 1-26, and possibly even the 2-33's solo you need to use a weak link.

**Fun at Bishop-** Recently LESC members Dan Fitzgerald and Mike Ziaskis had taken their sailplanes to Bishop for a couple days and it sure sounds like they had a good time. They shared the field with the Nevada Soaring Association that was visiting from Air Sailing Gliderport near Reno. They flew 3 days and Mike Ziaskis posted flights on the OLC of 400 km one day and 360 km on another in the name of LESC.

At times he achieved altitudes of around 16,000' in his Apis 13 meter. Dan reported that the vario in his SGS 1-34 was pegged at 1500 FPM up at times. At the end of each flight they enjoyed the choice of three 100' wide paved runways and an Automated Surface Weather System that provided real time condition reports. At the end of each day they relaxed at the Horton Creek BLM campsite in Round Valley. How can it get any better?

**Schedule Policy-** On June 1st, the new scheduling policy went into effect. These are measures to maximize instruction and to help increase the CFI staff. The scheduling policy can be reviewed online at [www.soarelsinore.org/schedpolicy.htm](http://www.soarelsinore.org/schedpolicy.htm). Please pay particular attention to the cancellation policy, as a fine will be imposed on those who don't follow it.



If flying were the language of man, soaring would be its poetry.

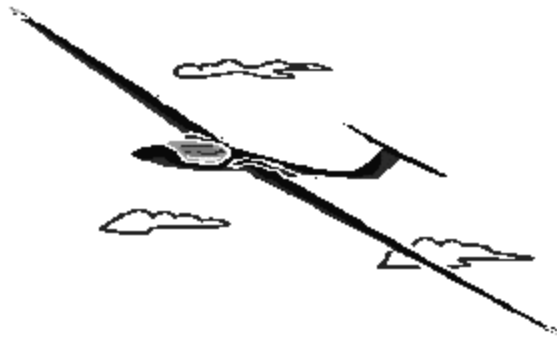


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# LAKE ELSINORE SOARING CLUB

## LAKE ELSINORE SOARING CLUB

Lake Elsinore Soaring Club (LESC) is open on Saturdays, Sundays, and most holidays from 10 AM to the close of the flying day.

The purpose of this club shall be to provide facilities on a non-profit basis for individuals to meet who have a common interest in soaring and safety, including glider pilots of all levels, student pilots, families, crews, and interested non-pilots, for the purposes of promoting flight safety, furthering their common interest, encouraging training, and social fellowship.



We're on the web at:  
[www.soarelsinore.org](http://www.soarelsinore.org)

