

- BASA BUGLE -

Next Meeting Tuesday, August 29

The next BASA meeting will be Tuesday night August 29, at the International House of Pancakes, 5403 Stevens Creek Boulevard in Santa Clara (just off hwy 280). We have the room reserved from 6PM.

Nomination of officers for the 2005-2006 year will take place at this meeting. We will also have a report on the Parowan safari of earlier this summer, and possibly some video entertainment.



Utah cockpit view: Straight and level, 10 knots up, climbing through 17,500 feet, with cu to mark the path ahead.

Treasurer

Current Financial Status. Current balances are:

Checking: \$2,596
Insurance fund: \$45,992
Balance due on DG-1000 loan: \$3,316
Balance due on 101LV loan: \$10,000

We made a payment of \$8,000 on the DG-1000 loan this month.

Members in Arrears on Dues. The following members are more than three months in arrears on their BASA dues, and therefore their flight privileges are suspended until they bring their accounts current: **Seth Broche, Ricardo Mestre, John Murayama, Babu Srinivasan, James d'Andrea, Robert Moody and Eric Teeters.**

Membership Chairman

New Associate Members. We have three new associate members who have joined in the last month. **Sam Arquilla** of Salinas is a newly rated glider-only pilot who was trained at Hollister. **Rob Burgoon** of Campbell is a newly rated glider pilot who also has a SEL power rating, though not current. Rob also has flown gliders only at Hollister. **Steve Woolery** of San Mateo is an old time glider pilot with his first glider flight in 1970. He has flown at Minden and has his Gold altitude, distance, and duration. He is also a former Navy pilot (A4C) and a current commercial multi-engine instrument pilot. All of these guys are already checked out in the Grob. Help them out and introduce yourself when you see them at the field.

Sponsor Memberships. We still have one sponsor membership for sale, and may have two more in the near future. I must strongly encourage any of you long-time associate members to please consider becoming a sponsor member. This helps the out-going sponsor member leave the club gracefully, makes room for more associate members (see below), and reduces your dues by 40%.

Members Leaving. Associate members **Richard Starling** and **Mario Pauda** are leaving BASA. Richard is relocating to San Diego, and Mario is starting a medical clinic in Salinas. Mario may come back once things settle down. Good luck to both!

Two members leaving and three joining sets the club count at a full 75. And we now have three prospective members waiting. And as I write this Drew Pearce of HGC just informed me that three more students passed their check rides today and will be looking to join BASA. We have already started contacting members who don't keep their accounts current about their status in the club.

Flight Committee Chairman

Soaring unfortunately suffered another fatality recently. The pilot was an experienced cross country pilot flying out of California City. The glider impacted terrain

southwest of Bishop at approximately 11,000 feet and the pilot was apparently killed on impact. The details of the accident are still being gathered and at this time, the cause of the accident is still unknown.

This news came after a week of great cross country soaring by a number of BASA members and former BASA members in Parowan, Utah.

I didn't know the pilot and don't have any more details of the accident other than that contained in the preliminary NTSB report. However, this sounds like a routine flight similar to the flights that many of us make all the time during the soaring season. We should all think carefully about the risk we take while enjoying the sport of soaring. Accidents that happen to new or inexperienced pilots can usually be tied to lack of experience. When an accident happens to an experienced pilot, it is sometimes harder to understand how whatever went wrong happened.

No matter what is eventually found to be the cause of the accident, whether a mechanical problem, weather problem, or a mistake by the pilot, there was probably something that could have been done differently somewhere in the accident chain to have prevented it.

As a club, we encourage cross country flying – probably more than most clubs. I think this is a good thing. However, flying cross country has some risks associated with it that are not typically experienced in a local flight. Those of us that fly cross country regularly have to be confident in our ability to handle the challenges presented to us on a cross country flight. This confidence is necessary to fly cross country successfully. We must not let this confidence allow us to put ourselves in situations where our personal margins are compromised.

This recent accident re-enforces the fact that we cannot be complacent even on a “routine” cross country flight. Anything can happen and we must be prepared to deal with the challenges and risks of cross country flight at all times.

Glider Locations

As of July 15, glider locations are:

Pegasus 2BA	In service at Truckee.
DG-1000 1CH	In service at Truckee.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at Hollister.

Pegasus 9JH	Grounded.
Schweitzer 1-34	In service at Truckee.

Maintenance Issues

Grob. Someone put some big chips and scrapes in the paint on the right wing of the Grob a few weeks ago (sometime during the period of June 22 through June 25) and no one has fessed up yet to causing the damage. The damage was caused by hitting a runway light, either at the end of the landing roll-out or while pushing the glider off the runway. The damage does not reach into the fiberglass and therefore should not be too expensive to repair. However, it is very troubling that no one has admitted causing this damage because that means that either: (i) a BASA pilot didn't even realize that he hit a runway light, or (ii) a BASA pilot knows he did the damage and has not reported it.

Pegasus. After more than two months of communication with the Centrair factory in France by phone calls and e-mails (including efforts by our native French-speaker Christian Ilmi), Centrair has finally confirmed receipt of our order for rudder pedals and other parts. They have also announced that the factory is closing this week for their summer holiday, so that it will be at least a month before we get any parts.

This is extremely frustrating because 2BA and 1LV are approaching the 25 hour limit imposed by the FAA Airworthiness Directive requiring rudder pedal replacement, and therefore will need to be grounded soon. 9JH remains grounded as we need parts from Centrair to repair broken aileron hinges noted during the annual inspection.

We will soon have half our fleet grounded, during the peak of the summer soaring season. That seems to be one of the risks we take in having a fleet of gliders that are mostly between 20 and 35 years old. Limited parts support will continue to be a problem for the Pegasi, the Grob and the 1-34 because the manufacturers of those gliders, while still in business in one form or another, are no longer in the glider business. This is another reason to continue with our program of replacing the fleet with new gliders.

DG-1000. If you use the 1CH trailer, please take a minute to slide under the back of the trailer and look at how the trailer jacks are put together. The inboard end of the jackscrew is held in place with just a washer and a cotter pin. It is designed this way so that the cotter pin will shear off if too much load is put on the jack screw, to avoid damage to the rest of the jack mechanism. When using these jacks, apply just enough

torque to seat the feet of the jacks on the ground, and don't try to snug them very tight – all you will do is distort or shear off the cotter pin if you torque it very hard. There are extra washers and cotter pins in the blue plastic spare-parts box for this glider.

A spare key for the 1CH trailer is now wired to the trailer, under the cross-member located midway between the nose of the trailer and the wheels. This is for emergency use, if you can't find the regular trailer key. The regular trailer keys should always be stored on hooks in the maintenance trailer at the airport where the glider is based.

Parowan Safari Report

By Harry Fox

Six current BASA members and several former BASA members made the trek to Parowan, Utah and back over the period from June 24 to July 4, 2005. We were again treated to outstanding soaring conditions, many long flights, beautiful scenery and great hospitality from Guenther Jacobs, the impresario of soaring at Parowan.

The trip started on Friday, June 24 with flights out of Truckee to Ely, Nevada by Matt Gillis and Darren Braun. I towed a trailer along Highway 50 and listened to them on the radio as they went. They struggled a bit to get east of Gabbs, but after that new cumulus clouds would appear on course 20 to 40 miles ahead of them as they went, making for a safe glide into Ely at the end of the day. A few days later, Ramy Yanetz flew from Truckee to Beaver, Utah, about 25 miles north of Parowan.

We had some visibility issues around Parowan because of smoke from large wildfires in southern Utah and Nevada, but on the whole conditions at Parowan varied from pretty good to great, getting better as the week went on. Many pilots made flights up to Price / Carbon County airport in the northeast part of Utah, and some of the more adventuresome headed out over the slickrock country east of Parowan. We had no off-airport landings for the whole trip, and only two pilots requiring aerotow retrieves from a nearby airport.

On the way back, I attempted a flight from Parowan towards Tonopah with Minden as the goal. But I ran out of clouds partway across Nevada, and after struggling low for an hour over a moderately hospitable valley (it actually had ranches in it) I retreated to Ely where a towplane is available. The next day Matt flew from Ely to Truckee, while Ramy showed us how it's done by flying from Parowan to Truckee nonstop. Now that we are getting familiar with the route, it is

becoming apparent that on average summer days with cumulus clouds it is quite reasonable to fly between Truckee and Parowan with a stop in Ely, with no need to derig the glider.

New Officers for BASA?

Nomination of BASA officers for next year will take place at the August meeting, with elections at the September meeting. Several of the current officers have put in many years of service and would like to step aside next year. So, we are looking for a few volunteers to step in.

In particular, we are looking for a new Treasurer or Vice President. Under the BASA By-Laws, the Treasurer must be a Sponsor Member.

Vacation Reservation Policy

Every BASA member may reserve a glider for up to five days midweek (Monday through Friday), once per calendar year. This “vacation reservation” is in addition to the normal reservations allowed under BASA rules. If you want to make a vacation reservation, contact **Harry Fox**.

The following vacation reservations are currently in effect:

Glider	Reservation
DG-1000	July 18-22, Truckee (Steve Ascher).
Two Pegasi, the 1-34, and the DG-1000	July 24-29, AirSailing Cross-Country Camp (Jim Britton, James D'Andrea, Scott Boynton, Harry Fox and Jonathan Hughes).
DG-1000	August 4-5, Truckee (Matt Gillis).
DG-1000	August 10-12, Truckee (Jeremy Zawodny and Lance Cushenberry).
DG-1000	August 15-19, Truckee (Chris deRoulet)

It seems like nearly all vacation reservations this year have been for the DG-1000. Because of this, we are considering a change to the vacation reservation policy for next year. The new rule would still allow a reservation for up to five consecutive weekdays, but only three of those days could be for a two-seat glider.

Executive Committee

President –	Harry Fox
Vice President –	Charles Hanes
Treasurer –	Daniel Ruegemer
Flight Committee Chairman –	Jonathan Hughes
Maintenance Chairman –	Joel Taylor

Flight Committee

Chairman –	Jonathan Hughes (CFIG)	
Members:	Jim MacDonald	Stan Davies
	Peter Reischl	Steve Ascher (CFIG)
	Harry Fox	Hans Van Weersch
	Jim Goetsch	Miguel Flores

Approved CFGs:	Drew Pearce (H)	Brett Hinze (H)
	Russell Holtz (H)	Charlie Hayes
	Jonathan Hughes	Steve Ascher (T)
	Joe Silvestri (T)	Mike Johnson (T)
	Jan Driessen (T)	Doug Lent (T)

Club Aircraft

DG-1000 (451CH) –	Matt Gillis
Grob 103 (3836L) –	Peter Reischl
Pegasus (642BA) –	Dave Bingham
Pegasus (599JH) –	Frank Jenkins
Pegasus (101LV) –	Pat Healy
SGS 1-34 (7632) –	Scott Boynton

Ship Captains

Matt Gillis
Peter Reischl
Dave Bingham
Frank Jenkins
Pat Healy
Scott Boynton

Other Volunteers

Membership Chairman –	Miguel Flores
Website Maintenance –	Jeremy Zawodny
Insurance Chairman –	Dave Walker
Wave Camp Chairman –	Hans Van Weersch
Equipment Registration –	Eb Lemcke

Officers

Miguel Flores
Jeremy Zawodny
Dave Walker
Hans Van Weersch
Eb Lemcke

Regional Officers

Parachutes Officer –
Instruments/Electrical –
Maintenance Trailers –

Hollister

Dave Walker
Clyde Cotterell
Michael Nelson

Mountains

Steve Ascher
Clyde Cotterell
 open