

- BASA BUGLE -

Next Meeting Tuesday, August 30

The next BASA meeting will be Tuesday night August 30, 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 hear from the members who participated in the Parowan safari earlier this summer and the Air Sailing Cross-Country Camp, and play a soaring video if we have time.



A typical Nevada summer day.

Treasurer

Current Financial Status. Current balances are:

Checking: \$4,616
Insurance fund: \$45,066
Balance due on DG-1000 loan: \$3,316
Balance due on 101LV loan: \$10,000

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: **Ricardo Mestre, John Murayama, and Eric Teeters.**

Membership Chairman

New Associate Members. We have no new associate members as the club is currently full and with a waiting list of three!

Sponsor Memberships. We have two sponsor membership for sale. If you are interested in becoming a sponsor member and enjoying a \$40 dues discount then contact me (**Miguel Flores**). I again encourage associate members to consider becoming sponsor members. This will make room in the club for new associates that want to join BASA, and allows the selling sponsors to leave.

Members Leaving. **Robert Moody** has been removed from the club because of failure to pay monthly dues and no contact to make any kind of arrangements.

Glider Locations

As of August 15, glider locations are:

DG-1000 1CH	In service at Truckee.
Grob 36L	In service at Hollister.
Schweitzer 1-34	In service at Truckee.
Pegasus 2BA	In the shop at Truckee.
Pegasus 1LV	In the shop at Truckee.
Pegasus 9JH	In the shop at Watsonville.

Maintenance Issues

Pegasus. We have obtained the necessary parts from Centrair in France to comply with the rudder-pedal replacement AD on all three Pegasis, and to finish the other repairs on 9JH. 2BA and 1LV are having their rudder pedals replaced at Todd Aero in Truckee, and may be back in service as early as the end of this week. We will send out an e-mail notice once we know they are back in service.

1-34. Once the Pegasus repairs are completed, we will be taking the 1-34 out of service to repair the small crack in the leading edge of the left wing.

Flight Committee Chairman

In this month's Soaring Magazine, Dennis Wright has a good column on the FAA enforcement action on the pilots who mistakenly flew into the Washington ADIZ in May. I liked this article because it reminds me that we live in a different world since 9/11 and we need to recognize and acknowledge that fact.

What does this have to do with soaring? Well, as glider pilots, there are some FARs that are generally accepted to get "bent" a little more than others. Most glider pilots have at some point or another been closer than 1,000 feet below cloud base even when the FARs clearly state the cloud clearances. I know that some pilots pay little attention to the floor of Class A airspace on the really good days. We often check the soaring weather in the morning but fail to check for any NOTAMs or TFRs.

I will admit to bending some of these FARs myself at one time or another in the past but these sorts of actions cannot be tolerated. We jeopardize the entire sport of soaring anytime we are flying in violation of a FAR. In the past, these sorts of transgressions were acknowledged to occur and accepted with a wink and a nod. We have to accept that we can no longer afford to "bend" the rules even if it was generally accepted in the past.

In the past year, I have started uploading all of my flights to the Aerokurier Online Contest (OLC.) I've really enjoyed doing this and often download the flights of other pilots to compare their flying with my own. The added benefit of this is that I am now much more vigilant to make sure that I don't accidentally violate any airspace. I know that I'm going to put my flight out there for the world to see.

I downloaded a recent flight from another pilot and the trace clearly indicated that the glider was, for a short period of time, within the boundary of Class C airspace. I know that the particular glider has a transponder and the pilot uses it and I don't know if the pilot was in contact with ATC. If he was, he would be perfectly legal but if he wasn't, his flight trace clearly shows he was in violation of a FAR. The FAA knows if he was in contact with ATC and if they wanted to, they could easily determine if a FAR had been violated.

My point is that whether or not we choose to share our flights in a public forum like OLC, we need to make sure that when we land after each flight, we can

honestly say that we haven't broken or even bent any rules.

2005 AirSailing X-C Camp:

BASA had another good year at the AirSailing Cross Country Camp. From BASA, Harry Fox, Jeremy Zawodny, and I acted as mentor pilots and Scott Boynton, Jim Britton, James D'Andrea, and Lance Cushenberry attended as students.

Everyone got at least a 50km flight under their belt with some much longer. These pilots are now considered X-C qualified in club ships.

For pilots interested in flying cross country, this is the best way to get qualified. Although not formally written in the BASA rules, attendance at the X-C camp is strongly recommended. Most of the currently active X-C pilots in BASA are graduates of the AirSailing X-C Camp.

BASA Reservation Rules

Some members have been taking out glider reservations that are not allowed under the BASA reservation rules, apparently through ignorance of the rules. Please take the time to read the BASA reservation rules, which can be accessed at:

<http://flybasa.org/index.php/reservations/>

The key points to remember are:

Except for a vacation reservation, *you can only have one reservation outstanding at a time*. For the two-seat gliders, that one reservation can be: (i) one time block on a weekend (2 hours at Hollister or ½ day at Truckee), or (ii) up to three weekdays in a row. For the single-seat gliders, your one reservation can be: (i) one 2-hour weekend time-block at Hollister (or two blocks totaling 4 hours if you will be flying cross-country from Hollister), (ii) up to three weekdays in a row at Hollister, or (iii) up to three days (including weekdays and weekends) in a row at Truckee.

You cannot make multiple reservations on non-contiguous days. You cannot have reservations for multiple weekend time blocks outstanding at one time for a two-place glider anywhere, or for a single-place glider at Hollister (other than the 4-hour exception for cross-country flying from Hollister).

Although it is not explicitly stated in our reservation rules, we have interpreted these rules to allow a member to combine one or two weekday reservations in a two-place ship with a single weekend time block on a

contiguous weekend day (for example, reserve 1CH at Truckee for a Thursday, Friday and first ½ day block on Saturday). Since the gliders have not been used heavily on weekdays, that seemed like a reasonable extension of the rules, but it could be open to debate.

Our reservation rules may seem complex, but if you start from the general rule of “only one outstanding reservation allowed at a time” and then explore the exceptions to that rule, it makes more sense.

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	August 15-19, Truckee (Chris deRoulet)
DG-1000	August 29-30, Truckee (Terry Byers)

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 Ruegamer
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 CFIGs:	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

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

Regional Officers

Parachutes Officer –	Dave Walker	Steve Ascher
Instruments/Electrical –	Clyde Cotterell	Clyde Cotterell
Maintenance Trailers –	Michael Nelson	open