

- BASA BUGLE -

Next BASA Meeting in January

The next BASA meeting will be in late January. More information will appear in the January issue of the Bugle.



Winter wave flying in Norway (and you think it's cold around here!)

Treasurer

Current Financial Status. Current balances are:

Checking: \$13,964

Insurance fund: \$45,257

Balance due on 101LV loan: \$5,626

We should have sufficient funds to pay off the 1LV loan in January, plus start a "New Glider Fund" again.

Please note that this month there is an additional \$23 charge for each member. This is for PASCO membership, for the year, which we pay on your behalf. Particularly if you submit your payment through an automated service, check your balance due and make certain to remit the additional amount.

All members who are sending automatic payments should update their payment address to the club P. O. box:

BASA
P. O. Box 70656
Sunnyvale, CA 94086

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: **Chris DeRoulet, Ricardo Mestre, John Murayama, Babu Srinivasan, Steve Wilsey, James D'Andrea and Eric Teeters.**

Also, a number of members show their BFR as past due (as listed on the billing spreadsheet). Please let me (**Charles Hanes**) know your current BFR information if the information we have is not up-to-date.

Membership Chairman

New Associate Members. None.

Sponsor Memberships. We still have one 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. None.

It was another quiet month for membership, with no changes. The membership count is at 72. Last month's count was incorrectly given as 73 due to inaccuracies in the published roster. HGC will not be selling the SSA Soaring calendars this year, so if you want one go to the SSA website.

Flight Committee Chairman

PASCO Seminar Report

Last month I attended my first PASCO seminar held at the Western Aerospace Museum at the Oakland Airport. The day started out with lectures and discussions on various soaring topics ranging from building the tooling and parts necessary for marketing a sailplane kit based on Richard Schreder's HP sailplanes, to flying contests, instructing in a club environment, Truckee TAGAR's races, and a presentation on exactly what happens when

you get sucked into a cloud complete with a SeeYou trace.

After the seminars, there is a banquet and awards presentation. BASA member Darryl Ramm won the Sawyer Award for 2005.

It was a relatively small turnout but a good representation of local soaring pilots. Pilots from Crazy Creek, Hollister, AirSailing, Truckee, Williams, Avenal, and Minden were present along with a few other BASA members.

We got to tour the museum before dinner and the staff gave us a very detailed tour of their Solent Flying Boat. They also had various early model fighter/trainer jets outside and inside were some older single engine aircraft.

It was really interesting to hear about some of the past Region 11 events that had taken place over the years. Carl Herold and Bernald Smith talked about a past PASCO wave camp with over 70 gliders, contest that were held at Reno Stead and Carson City airports, etc.

We all liked the museum location so much that there was talk of the possibility that next year’s seminar will be held there again. All members of BASA are also PASCO members and the seminar is a nice reminder of soaring after the season has ended. For whatever reason, I had not attended prior seminars but I am looking forward to attending next year and hope to see more of you there as well.

Glider Locations

As of December 15, glider locations are:

DG-1000 1CH	In the shop at Williams.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at Hollister.
Schweitzer 1-34	In service at Hollister.
Pegasus 2BA	Grounded – see discussion below.
Pegasus 9JH	In the shop at Watsonville.

Maintenance Chairman

DG1000 – 451CH: The glider is currently up in Williams for annual inspection and to do various repairs. The wings will have the cracks in the gelcoat repaired and the wings will get waxed. Rex recommended that the wings get waxed more than once

a year. Since this is not practical with the buff wax recommended by DG, he recommended another material to go over the current wax to prolong the life.

Someone commented that the brakes were getting weak. During preflight checking the dive brakes, one should note when the wheelbrakes engage by checking the marker on the dive brake rod in relation to the red arrow on the left side of the cockpit. The brakes should engage when the arrow is on the red mark. If the arrow goes further back, we need to adjust the brakes; notify the ship captain and we will arrange to have it adjusted. Note: Earlier this year we had a new cable fabricated for the brake system to allow for full adjustment of the brake. Prior to that, adjustment ran out at ~50% of the lining being left.

During the annual inspection we are going to reconfigure the electrical power circuits to allow for various options of battery usage. The primary change will be to isolate the transponder from the other avionics so that voltage drain at peak usage of particularly the radio and transponder simultaneously can be isolated. The setup would allow for operating ‘radio/avionics’ or transponder on either battery. If possible charging circuits will be setup to insure charging of battery #1, #2 or both with the master off. We are also looking into getting a self contained charging system so that the batteries can be charged in situ.

Does the main tire on 1CH still have a slow leak? If anyone can confirm this, let me know and I will have Rex change the tube.

The glider should be back on line in early January.

Grob 103 - 36L – We will be bring it up to Williams for repair of the right wing and its annual after the DG1000 is done. You may remember that an AD was published several years ago imposing speed limit reductions on the Grob 103 fleet, because of a structural issue with a Grob in Europe that experienced a tail-boom crack during aerobatic flight. The investigation of this issue has now been completed by the manufacturer, and the prior AD has been lifted as to Grob 103 Twin II models such as 36L. Therefore, the speed limits will revert to the original numbers.

The Pegasus Saga – See below for a separate article elaborating on the new AD and the implications to the Pegasi status. To summarize:

642BA – Currently grounded because it has exceeded a 3000 hour lifetime limit. This may be resolved by spring or after Centrair gets around to finishing lunch, whichever comes first.

599JH – The replacement aileron will be done after Centrair gets around to finishing lunch and will be shipped via sea turtle ;o). We will keep you posted. There is still around half the hours on the lifetime limit of this glider, so it isn't currently affected by the new AD.

101LV – After 36L has its annual done or in January, whichever comes first, we will take it up to Williams for its annual and resurfacing of the horizontal stabilizer and elevator. There is still around half the hours on the lifetime limit of this glider, so it isn't currently affected by the new AD, also. Since we may not resurface the fuselage, the glider should be back out of the shop sooner for late winter flying.

SGS 1-34 - N7632 – It is still orange and it flies.

Winter Tie-Downs at Hollister

Winter storms at Hollister can bring wind gusts of 50 mph or more at times. It is very important that the gliders be properly secured so they don't go flying on their own. A few years ago, a Grob 103 was destroyed at Crazy Creek when one wing tie-down broke at ground level and the glider went flying on its own. Just a few months ago at Minden, the Civil Air Patrol's Blanik broke loose from its moorings and was wrecked when it flipped upside down onto a glider trailer.

To avoid these problems, make sure the tail of each glider is tied down securely, in addition to the wingtips, and that the wheels are chocked. On the concrete ramp, it is easy for the gliders to roll around. Don't use wing stands on the DG-1000 because the carbon-fiber wing skins will dent easily. For the other gliders, use wing stands when possible. The tie-down eyes on the concrete ramp at Hollister are not spaced ideally, so it is even more important to have the tie-down ropes tight and securely knotted.

New AD for Pegasus: 3000 Hour Life Limit

The FAA has recently issued a new Airworthiness Directive affecting the entire Pegasus glider fleet in the U.S. They found that the existing Pegasus maintenance manuals are ambiguous as to whether the gliders are limited to a 3000 hour total life, rather than just requiring major inspections after 3000 hours flight time. Since the Centrair factory did not include a procedure for a 3000 hour inspection in their U.S. certification paperwork, the FAA has determined that a 3000 hour life limit currently applies to the Pegasus fleet in the U.S.

It appears that this will be corrected, hopefully within a few months, by publishing a new AD with a 3000-hour inspection procedure for the Pegasus. Once that AD is published, a Pegasus with more than 3000 hours will be legal to keep flying provided it passes the inspection. In Europe, the Pegasus fleet is subject to a 12,000 hour life limit with major inspections required at each 3000 hours.

In our Pegasus fleet, 1LV and 9JH each have about 1500 to 1700 hours, but 2BA has over 4000 hours. Therefore, 2BA is grounded until the 3000-hour inspection issue is resolved.

If for some reason a new 3000 hour inspection rule is not issued, it will certainly reduce the value of our Pegasus fleet. Since the gliders can still be flown in Europe, they would still have some value if shipped to Europe, even those with more than 3000 hours. We don't think it is a good idea to rush out and sell our Pegasus fleet right away, however, because the values will bounce back some once a new AD with a 3000-hour inspection procedure is published.

This AD has caused the BASA Executive Committee to reconsider some recent decisions:

1. We don't think it make sense to spend \$7,000 for a full fuselage refinish on 1LV while this issue is outstanding. We may have the horizontal stabilizer and elevator refinished at Williams next month depending on the estimated cost, because the top surface of those parts is in pretty bad shape.
2. Should we re-think the order of our new glider replacement plans? The current plan, as approved by the members several years ago, was to replace both of the Grobs first, before going on to the single-seat gliders. Grob 36L is in pretty good shape currently, but it is over gross weight if flown by two normal-sized people. We could probably sell 36L for around \$35,000, and buy a new DG-505 Club model for around \$100,000, so it would take us about 2½ years to pay off the difference. We could probably sell our Pegasus fleet for around \$60,000 (once the 3000-hour inspection issue is resolved) and buy three new 304C, LS-4 or similar single-seat gliders for around \$120,000, again taking about 2½ years to pay off the added cost.
3. If we stay on plan to replace 36L before the Pegasus fleet, should we dispose of one or two Pegasis anyway to diversify the fleet and reduce our dependence on the Centrair factory? There are other good used gliders available in the same price range as a Pegasus (for example, a Jantar Standard can be had for about \$20,000), although many of these have

Experimental certificates which may raise insurance or paperwork issues in a club setting.

Glider Operations at Hollister

BASA Equipment:

All the BASA gliders and trailers have been moved to the concrete ramp on the south side of Runway 24. The BASA maintenance trailer has been moved into a fenced but unlocked area just north of the Gavilan Aviation hanger. This is a temporary spot for the maintenance trailer, as Gavilan plans to clean up that area in a few months. At some point, we may need to move our gear into one of the grey storage containers that HGC has been using and retire our lovely maintenance trailer. Note: Parachutes and other BASA gear should be stored in the maintenance trailer, not in the glider trailers.

Towing Operations:

The new owner of Hollister Gliding Club, Quest Richlife, has asked us to pass on some information regarding current procedures at Hollister:

The new phone number for HGC is:831-632-6235. It's a cell number, and I'll have it in my possession most of the time.

Please use the following simple procedure when you come to fly at Hollister (it's very similar to what was in place before the move): 1) Go to the eastern gray container. The door may be rolled down, but it will be unlocked on the days that we operate. 2) You will find a stack of "colored tow numbers" and a sign-in pad near the payment box. Take any number and write that number plus your name on the pad. 3) When you go fly, hold your number up for the tow pilot to read. (If you forget to take a number, or forget to hold it up for the tow pilot to see, please try to get a name or number to the tow pilot over the radio). 4) When you're all done, go to the payment desk and get a blank receipt (Also found in the gray plastic bin). Fill it out and write your tow number at the top. 5) Paper clip together the receipt, the check (or a completed pink credit card slip, also in the gray bin) and the colored tow number (so no one else can use that number that day).

6) Slip them all into the locked payment box. That's it!

Thirty seconds of time will save me thirty minutes of detective work!

This procedure will be written and posted on the wall within a few days. Thanks.

Happy Soaring -- Quest.

BASA Reservation Rules

We had a spirited discussion of the reservation rules at the October meeting. A draft of revised rules will be prepared and circulated before the January meeting.

Executive Committee

President –	Harry Fox
Vice President –	Scott Boynton
Treasurer –	Charles Hanes
Flight Committee Chairman –	Jonathan Hughes
Maintenance Chairman –	Matt Gillis

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

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