

- BASA BUGLE -

Next BASA Meeting May 24

The next BASA meeting will be Wednesday, May 24. There will be no April meeting.



Our recently-acquired SZD-51-1 Junior, which should be arriving in Hollister this week.

Treasurer (Charles Hanes)

The checking account balance is \$11,199.
The insurance account balance is \$45,443.

We had discussed setting aside a New Glider Fund, but since we have paid \$9,037 as a deposit on a second DG-1000 and borrowed \$20,000 to purchase the SZD-51 Junior, 6DS, it will be a few months before we start putting aside funds in the New Glider Fund.

The current loan balance for 6DS is \$20,000.00.

The members with past-due accounts are **Ricardo Mestre, John Murayama, Babu Srinivasan, David Araujo, Kevin Brick, James D'Andrea, Paul Hickey** and **Steve Woolery**. Please bring your accounts up-to-date immediately to restore your flying privileges.

Please report all BFRs to me, Charles Hanes, because I keep track of that information on the billing spreadsheet.

Membership Chairman (Miguel Flores)

New Associate Members. **Doug Collom** joins BASA after having flown gliders for about 11 years, mostly from Hollister. Doug was one of the pilots who helped Drew Pierce keep the HGC Duo Discus by purchasing block time, so he has lots of time in high performance

gliders. I am sure he'll be moving his way into the DG-1000 soon. Please welcome Doug to the club and help him out at the airport.

Sponsor Memberships. There are two sponsor memberships up for sale. Contact me if you are interested in saving \$40 a month in dues. I'll direct you to the selling member where you two can make a deal. Besides owning a membership that you can later sell, being a sponsor member also allows you to be club President or club Treasurer.

Members Leaving. None

One member joining this month brings our membership count up to 70.

Flight Committee Chairman (Jonathan Hughes)

2006 Pilot Survey. The response to the pilot survey in last months Bugle was good. I received 17 surveys at the March meeting, in the mail, or by email. I suspect that there are quite a few surveys that were sent in with the monthly dues checks so I will receive those at this month's meeting.

SZD-51-1 Junior. I want to encourage all members to get checked out in the SZD-51-1 when it comes on line in Hollister. You can download the flight manual from the BASA website. This glider was designed for club use and is ideal for new members who want to eventually transition into the Pegasus.

I have put together a checkout sheet for the glider that you can download from the website and fill out prior to getting checked out. The checkout sheet is intended to highlight important items in the flight manual and other information that will make your transition into the glider easier.

Hollister League. The rainy weather has delayed the Hollister League this year but Ramy Yanetz is planning to hold the league contest each weekend in May. For those of you unfamiliar with the Hollister League, it is a very informal contest designed to encourage new pilots to get into flying X-C. The rules are posted on the HGC website.

For pilots who are not X-C qualified, you can fly the contest dual with an X-C qualified BASA member in the DG-1000 or the Grob. We usually set a short task

and a long task and you can fly either one. Each day is a different contest so you can participate as much or as little as you want.

Glider Locations

As of April 15, glider locations are:

DG-1000 1CH	In service at Hollister.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at Hollister.
Schweitzer 1-34	In the shop at Hollister.
Pegasus 2BA	Grounded.
Pegasus 9JH	In service at Hollister.
Junior 6DS	Arriving in Hollister soon.

BASA Wave Camp (Hans Van Weersch)

Due to foul weather over the originally-scheduled Wave Camp period of April 7 to April 16, the BASA Wave Camp was postponed. After surveying the members who had originally signed up for Wave Camp, we have decided on an alternate schedule.

The new dates for the 2006 Wave Camp are:

Friday 12 May through Sunday 21 May.

The chances for wave are decreasing as we get into May, but that is made up for by the chances for good thermals and cross-country soaring. Minden being on the East side of the Sierras makes the air boiling faster. And last year there were still many good wave flights in May.

There will be a Women's Soaring Event at Minden 13-14-15 May and Soar Minden indicated that it could be a bit busy the first weekend of our Wave Camp.

Nevertheless I think this week is the best alternative for us. It is immediately before the AirSailing Cross-Country Camp and also coincides with the season opening for Soar Truckee, so it allow us to coordinate glider movements with those events.

If the mentioned Women's Soaring Event turns into a capacity issue, we can always check with Soar Truckee (who are just opening by then) if they can help out by sending over one of their tow planes.

Please let me know if you plan to participate. (Please also let me know if signed up for the original Wave

Camp dates but will not participate in the delayed Wave Camp.

We are currently planning to bring the DG-1000, the Grob, the 1-34 and one Pegasus. That may change based on how many sign up to participate.

For more info on the Wave Camp, please visit <http://geocities.com/weersch/hobbies/soar/BASA/wavecamp/wavecamp.html>

Kind Regards
Your Wave Camp Chairman
Hans Van Weersch
weersch@yahoo.com

BASA Fleet Reshuffling

SZD-51-1 Junior. The club was presented with an opportunity to buy an SZD-51 Junior glider quickly at a reasonable cost, so we jumped on it.

The particular glider we are buying was previously used as a rental glider at Williams. This glider was manufactured in 1988 and has about 1400 hours total time (airframe life limit is 6000 hours, with a 6000 hour extension possible). It has a polyurethane finish, and wingtip wheels. Damage history consists of some tail boom damage in 1991, and some minor wing dents, all repaired by Rex Mayes at Williams.

Other features and equipment are:

1. The sailplane will be delivered with a fresh annual inspection, polish and wax, and new fabric covering on rudder in addition to repairing a small ding on the underside of the aileron.
2. A new Becker 4201 radio.
3. A new 12V 12ah battery in back and a cigarette lighter plug in the console will be installed (for a solar panel charger).
4. Master power switch in panel.
5. The glider has a pee tube installed.
6. Rex moved the tow hook years ago from a CG position to just under the nose so very similar to the 1-34.
7. Rex will aero tow the glider with his Super Cub to Hollister during the week of April 17.

The glider does not currently have a trailer, a transponder or oxygen equipment, but Rex has committed to take care of those a little later. The plan is that in May, before moving the glider to Truckee, we will take it back to Williams for:

1. Install aluminum oxygen bottle in fuselage.
2. Put a quick fill connector, gauge, and outlet in the front panel with plumbing to oxygen bottle run through fuselage.
3. Install Terra transponder in panel, with encoder.
4. Move vario knobs from lower part of panel up next to vario to make room for transponder.
5. Modify existing open Cobra 18M trailer to fit this glider. This includes new sides, shortening trailer by 2m, and fabricating wing and fuselage mounts.

A scanned copy of the POH is available [here](#). Please read over it if you plan to fly the glider. (You will need to rotate the document clockwise in Adobe Acrobat.)

BASA members will need a CFIG checkout to fly the SZD-51, just like any other BASA glider. So we'll get the local CFIGs up to speed on it first, so they can give checkouts.

In the long run, the SZD-51 will replace our Schweitzer 1-34. We plan to hold onto the 1-34 for a few months, however, while we try to get Pegasus 2BA back flying again.

To pay for the SZD-51, we have borrowed \$20,000 from 11 BASA members. Thanks for volunteering, guys! The loans will earn 5% interest, and will be repaid from the sale of the 1-34 and from available cash flow.

Thanks are owed to Scott Boynton for taking the lead on this acquisition.

Order for Second DG-1000. Based on feedback at the March BASA meeting, we decided to get into line for a second DG-1000. Therefore, we have purchased Richard Cramer's deliver position for \$9,037. This represents his cost of the 7,000 Euro deposit he made about a year ago. This is a few hundred dollars more than 7,000 Euros would cost today, but it seems fair because Richard has had the money on deposit for a year and this will allow us to move a year ahead in line. Expected delivery is about November 2007.

The contract price for the DG-1000 glider is a little over 83,000 Euros, which is right about \$100,000 at today's exchange rates. We will need to pay ½ the remaining balance on this price (about \$45,000) when production of our glider starts, which should be around this time next year, and ½ when it is completed. We should have about \$20,000 saved up by then, after selling the 1-34 and paying off the loans incurred to purchase the SZD-51 Junior. Therefore, we will be looking for loans from members of maybe \$25,000 next spring.

In addition to the remaining \$45,000 of the glider purchase price, we will also need to pay for a trailer, instruments, shipping, insurance and sales tax, which is likely to add up to another \$35,000 or \$40,000. Therefore, in the fall of 2007 we will need substantial additional loans from the members and could end up with a total loan balance in the \$80,000 to \$90,000 range. A loan in that range would take us about three years to pay off.

We will continue to look for used a two-seat medium performance glider with good payload capacity, with the intent to go to a fleet with three two-seat gliders, of which one would fill the niche of our current Grob and be available for new members to fly.

We would sell the Grob and one Pegasus as part of this plan. We don't know yet what we would pay for a Grob replacement, but there is a good chance the funds from selling those two gliders will get us close to what we need for a Grob replacement.

Vacation Reservation Policy

Every BASA member may reserve a glider for up to five days midweek (Monday through Friday), once per calendar year. Up to three of these five days may be for a two-place glider, with the rest in a single-place glider. This "vacation reservation" is in addition to the normal reservations allowed under BASA rules. Reservations may be extended for special events, such as camps and safaris, with the permission of the Executive Committee.

If you want to make a vacation reservation, contact **Harry Fox**. The following vacation reservations are currently in effect:

Glider	Reservation
DG-1000, Grob, 1-34 and one Pegasus	May 12 – 21, BASA Wave Camp at Minden

1-34, Grob and one Pegasus	May 21-27, AirSailing Cross-Country Camp (Richard Hilliard, Wolf Webber and Steve Saglio).
DG-1000	Aug. 21-23 (Jeremy Zawodny; Aug. 24-25 (Scott Boynton).



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
	Jeremy Zawodny	

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) –	open
Pegasus (599JH) –	Frank Jenkins
Pegasus (101LV) –	Pat Healy
SGS 1-34 (7632) –	open
SZD-51 (6DS)	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

Hollister

Mountains