

## - BASA BUGLE -

### Next BASA Meeting October 25

The next BASA meeting will be Wednesday, October 25.

We will be showing the video "Gladiators of the Sky", which showcases the recent Grand Prix glider races in New Zealand. The Grand Prix race format puts 10 of the best pilots in the world into evenly-matched gliders, and has them start the course all at once, so the first across the finish line is the winner. At this race, real-time GPS tracking, in-cockpit cameras and two camera-equipped helicopters were used to present the race live to spectators. This is one of the best soaring videos around, with outstanding production quality and spectacular scenery.

Sounds like I copied their sales pitch, huh? But it really is a great video. We will be sure to have working DVD-projection equipment for this one.

The meeting will be at the International House of Pancakes, 5403 Stevens Creek Boulevard in Santa Clara (just off Hwy 280). We have the room reserved from 6PM, and the meeting will start around 7PM.



*The engine and forward fuselage of Hans Van Weersch's new motor glider. The one-man assembly rig is still being engineered. (Photo by Jeremy Zawodny.)*

### Treasurer (Charles Hanes)

Checking account balance: \$10,546.  
Insurance account balance: \$45,784.  
6DS loan balance: \$11,415.

We made a payment of \$6,000 on the loan for 6DS at the beginning of Oct. A projected payment of \$6,000 in Jan., and approximately \$5,600 in Apr. 2007 will pay off this loan. Of course, if we raise funds before that time, we can pay the loan off earlier.

Members late on dues: **Scott Boynton, Chris de Roulet, Ricardo Mestre, John Murayama** and **Steve Woolery**.

Attention all members: Please check your balance and pay the additional amount for SSA dues this month. For most members, this is \$64 in addition to your regular dues payment. This is especially important for members that use a bank payment service that automates their regular payment. Thanks.

### Membership Chairman (Miguel Flores)

New Associate Member. None this month, but one expected any day now.

Sponsor Memberships. There are now four sponsor memberships up for sale as we have decided that **Babu Srinivasan** has been out of contact too long. 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.

Members Leaving. **Bill Bush** had to leave the club for personal reasons. He is still good friends with **Ed Lord** and **Charlie Hayes**, so I am sure he'll still be able to get a ride or two each season.

No members joining and one leaving this month brings our membership count to 71.

Contact Information. On the membership contact roster, we have a column for cell or mobile phone numbers, in addition to home and work numbers. I encourage all members to have their cell phone numbers listed here. This really helps out when a member needs to contact you while you are driving to Hollister or to Truckee, or during a retrieve. There can be changes in aircraft status, scheduling, or weather and towing, and a cell phone number allows members to share this information before you've completed that long drive to the airport. Please send me an email with your cell

number if it is not already listed and we'll add it to the roster. This information is not posted to the BASA website, and so is private to the club members. I can also remove your home or work phone numbers if those are not necessary or useful ways to contact you.

### **Flight Committee Chairman (Jonathan Hughes)**

PASCO Seminar. The annual PASCO Safety Seminar and Awards Banquet will be held on November 4, 2006 at the Western Aerospace Museum in Oakland. This is a nice way to wrap up the summer soaring season and the presentations are always informative.

Here are the details from PASCO:

#### **ANNUAL PASCO SAFETY SEMINAR AND AWARDS BANQUET SATURDAY, NOVEMBER 4<sup>TH</sup> REPEAT PERFORMANCE AT THE WESTERN AEROSPACE MUSEUM**

*At the Oakland Airport – North Field  
Seminar – 10 am to 4 pm; coffee at 9:30 am (\$10 donation to cover costs)  
Annual Awards Banquet (\$30 – includes dinner, museum entrance and tour)  
Cocktails, Museum and Flying Boat tour 4 – 6 pm  
Buffet Dinner, Awards and Annual Membership Meeting 6 – 9 pm*

*Please RSVP to Mike Mayo (echofive@sbcglobal.net; 650-857-0522) for Seminar and/or Banquet (So we have enough food for lunch and dinner and enough plates!)*

*Seminars to include:*

*Reno Tower Procedures and Glider Accommodations – Donald Brooks, Air Traffic Manager  
Minden Airport Master Plan and Gliding – Jim Braswell, Airport Manager  
ADSB Technology – the future of Transponders – Marc Ramsey  
Battery Care to keep the power flowing – Darryl Ramm  
Transponders in Gliders – Karol Hines*

SSA World Distance Award. The SSA-sponsored World Distance Award is awarded to pilots who have flown 40,000km cross country (the earth's circumference at the equator.) Each year you submit a form to the SSA with the total number of km x-c flown and you receive a certificate for every 5,000km. The rules and forms are available on the SSA website. The award is based on the honor system. The flights are

required to be logged in your logbook but you do not have to submit claim forms or any other documentation. You do need to have the form countersigned by another SSA member that confirms the flights are logged in your logbook.

Several BASA members are participating in this program by submitting yearly flight summary's to the SSA in October to coincide with the conclusion of the Online Contest (OLC). If you are interested in participating, download the rules and forms from the SSA website and figure out how many x-c km you have flown in the past year (I just use the OLC distance.) Bring your complete forms and logbook to the October BASA meeting and we can answer any questions and sign your forms for submitting to the SSA.

Group Checkouts for Junior (and 1-34). As soon as the Junior is back from Williams I will schedule another group checkout day at Hollister. We typically meet at 9:00am and go over the glider pre-flight, handling characteristics, answer questions, and take care of logbook signoffs. Afterwards members can take a few flights in the glider. If you are a new member and are not currently signed off to fly the Junior (or 1-34) this is a great opportunity to get signed off and add another club glider to your logbook. Details will be sent via the BASA news email list. If you have any additional questions feel free to email me directly.

### **Maintenance Chairman (Matt Gillis)**

Status of Gliders:

599JH – Is flying well. We will be bringing 9JH up to Rex to install a transponder and an additional battery to power it, since a 7 AH battery will run down on long flights when using the radio and transponder. He will also do the annual at that time. We will do this when we get 106DS back, probably November.

We are going to keep a canopy cover on it instead of the inside reflector covers, since the glider battery is removed between flights and not charged by the solar charger anyway. I took 2BA cover and replaced the straps. We can use this in the meantime.

101LV – Moved to Air Sailing. It has a transponder in it, so be sure to use, particularly when flying around Reno airspace. The battery, however, is a 7 AH battery and will run down on long flights when using the radio and transponder. The Microair radio has very poor transmission when the battery gets lower. On one long flight, I resorted to using my handheld, since my transmission were unintelligible. I suggest you use the ship radio only during the takeoff and landing periods,

and use a handheld radio the rest of the flight to conserve battery power. We may consider either going with a larger 12 AH battery or putting in a second battery if we plan on keeping this glider.

Mice have moved in. If someone is going to Air Sailing, bring some mouse traps with you. I trapped two last time I was there. I cleaned out the cockpit of all the turds and sprayed with Lysol, but there may be more. We also need to get some more "gopher stakes" since the others are missing. We will need more batteries for the stakes. If someone can pick those up, let me know; Charles will reimburse you.

642BA - Still in Limbo. John Pierce is going to see if AOPA can apply some pressure to move things along. Christian may be able to get some headway on convincing Centrair to give FAA what they need to rescind the AD.

SGS 1-34 - See elsewhere in this issue regarding plans to sell this glider. In the meantime, it will be assembled and ready to fly at Hollister. Thanks Charles, Wolf, Miguel and Harry for handling the maintenance trailer moves and getting the 1-34 down to Hollister.

106DS - Is at Williams to do various items that Rex included with the glider as well as additional maintenance/upgrade items. Joel Klein aerotowed it up to Williams on 9/29. Thanks Joel. Rex will hopefully be working on it over the next couple weeks so that we can get it back for fall flying.

3836L - The Grob is operational at Hollister. There do not appear to be any major squawks at this time.

451CH - The glider is/was at Williams for a variety of maintenance issues. Darryl was going to tow it back and it may be back by the time you read this.

The elevator connection AD was taken care of at Williams and we went ahead and performed the annual inspection while it was there.

The transponder antenna was rerouted and the cabling checked on the radio and antenna. We are hoping this will resolve the radio transmission/transponder problem. The transponder antenna should be in a better spot anyway. Be sure to report experiences with using transponder and radio, particularly on long flights, to see if the problem appears resolved. If there is something else to be done, it would be good to deal with it before the next peak flying season.

The tail battery in 1CH now has limited capacity. A new battery has been ordered. Since it costs ~\$500 + \$200 shipping, we need to come up with a charging system that will insure better battery life.

O2 System: The O2 system leaks at the regulator. We are going to have the O ring replaced. I had Rex remove the retainer for the O2 cylinder and fabricate a retainer that holds the cylinder and allows the regulator to be removed for filling. Because of the amount of wear and tear on the O2 regulator when it is removed and replaced for every O2 fill (which can be daily during the summer) I was going to have Rex install a quick fill valve. After discussion with him, we decided it would just be displacing problems and could make things unnecessarily complex. The new retainer has simplified the system in itself and reduced the space required. The retainer allows for easy removal of the regulator for filling. Also, the cost of installing a quick fill system would be more than the cost of just replacing the regulator.

So, we will go with the system as modified. It is important to make sure the system is not pressurized when removing the regulator. Pilots need to inform Soar Truckee personnel or others on the details of how to fill it. If we end up with problems still then we can always add a quick fill system later. BASA members should be thoroughly familiar with the O2 system prior to using it. There are several implications simply because it is a hazardous material. A sudden release of O2 could cause an O2 fire. Failure or malfunction of the systems could result in physiological problems. Anyone who is going to use the EDS system in the DG1000, needs to review the manual and instructions on how to fill and use the system before using it next time. If members understand the procedures, we should be able to use the CGA540 fitting to fill it and not have future problems.

There will be some minor gelcoat crack repair and the glider coated with a hard wax. The chip in the wingtip was fixed, but the wingtips cracks were not done. Rex will do these next time when he gets a special resin from DG which he didn't have at the time. The interim topical waxing job helped keep the surface in good shape over the summer, so we will continue that practice. Rex felt it unnecessary to buff on a hardwax at this point.

Scratches in the canopy were buffed out by Rex.

Keeping Track of Maintenance Information. An online maintenance list has been set up in Google Spreadsheets to keep track of maintenance items on the gliders.

Jeremy is also using the system to keep track of the Parachute repacks. A few goals I want to satisfy:

(1) Centralize tracking of glider maintenance for Maintenance Chairman ("MC"), executive committee and the ship captains. The online checklist will be

primarily for the MC and ship captains (and executive committee) to keep track of maintenance items. Members need to contact the captains regarding squawks. The plan is for the ship captains to keep track of the squawks and post them to the maintenance list. The logbook pages also need to be tallied in a spreadsheet periodically and sent to me so that I can update the logbooks so that a TTAF can be provided when sent in for maintenance.

(2) Make it possible for any BASA member to know of pending maintenance items on each ship (in case they want to fly it or want to help out). The plan is to have ship captains create a summary of the priority action items and maintenance issues and post them (via Jeremy) on the ship pages on the BASA site. For example, the DG-1000 page is here: <http://flybasa.org/index.php/equipment/n451ch/> I hope to get the captains up to speed on this over the next couple months.

(3) Keep it simple (if possible).

There is often a lot of discussion via emails on doing things, but, proportionally, very little input by most of the membership on executing action items. Eb Lemcke had a good suggestion regarding assigning members to gliders. The ship captains would go to those people first to get things taken care of. So, it will be proposed at the next meeting that we assign members to gliders.

**Preparing to Sell the 1-34. Interested?**

As we get closer to acquiring our second DG-1000, the time has come to prepare the next glider for sale. The 1-34 has been with BASA its entire life and there's some interest in "keeping it in the family."

We've had interest from a few clubs already but would like to see if there's sufficient interest within BASA before shopping it around to other clubs. **John Pierce** has offered to buy 1/4 share of the ship if other BASA members would like to pool resources hold onto it as a private ship. Contact John if you're interested in a private partnership in the 1-34.

We've already heard from a few clubs in California, Nevada, and Arizona that may be interested. Pricing hasn't been set, but the market would likely support a price somewhere in the low to mid teens (\$13-\$15k). Split four ways, that's in the \$3-\$4k ballpark.

If there's not sufficient interested from a group of BASA or ex-BASA members, we'll likely start contacting other clubs within the next month or so to gauge interest and hopefully close a sale. Our goal is to

have the 1-34 in the hands of a new owner by Spring 2007.

Contact **Jeremy Zawodny** if you know of anyone who might be interested.

**Glider Locations**

As of October 15, glider locations are:

DG-1000 1CH	At Williams for maintenance. May return to Hollister this week.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at AirSailing.
Schweitzer 1-34	In service at Hollister.
Pegasus 9JH	In service at Hollister.
Junior 6DS	At Williams for maintenance.
Pegasus 2BA	Grounded.

**Lee Edling** says that if you want to fly 1LV at AirSailing but he has already reserved it, give him a call and he can probably make room for you. He doesn't want to be the only one to fly the glider, and he would like to encourage BASA members from the lowlands to come visit AirSailing.

**Alternate Glider Locations**

Several members have expressed interest in basing BASA gliders at alternate locations from time to time, to allow them to explore gliding possibilities outside our usual Hollister and Truckee areas.

Keep in mind that gliders can be moved to other sites at any time with the permission of the BASA Executive Committee. We will usually give permission to members who are qualified to disassemble and reassemble the glider involved, and who use the glider within the reservation rules. It is up to the pilots who want to fly at other sites to explore what costs they will incur there, such as tie-down fees or membership fees if the site is operated by another club.

Possible locations include:

AirSailing. At the September meeting, we decided to base Pegasus 1LV at AirSailing for at least the next few months. Several of the members who live in the Reno / Truckee area have said they will make use of it there, and some of the members living in the Bay Area indicated they may as well. It's a long drive to AirSailing from the Bay Area, but you can stay in a camp trailer at the airport at low cost. AirSailing is probably the only site we fly at with good local ridge

soaring, and it also has frequent good wave soaring. We will keep 1LV assembled and stored in the hanger while it is at Air Sailing. You need to join Air Sailing to fly there; dues are \$35 per year.

Avenal. Many members have indicated they would like to try some flying out of Avenal. Avenal is probably an extra hour or so of driving from the Bay Area compared to Hollister. We will explore basing a glider there for anywhere from a few days to a few weeks, if a number of members will commit to make use of it. You may need to join the local club to fly there.

Byron. Byron is probably about the same driving distance as Hollister for many BASA members. Flying conditions are generally similar to Hollister, but with fewer nearby mountain ranges. You would need to join the NCSA club to get tows from their towplane. The NCSA towplane is currently out of action with a cracked cylinder head, but Charlie Hayes is providing tows at Byron for at least the next couple of weeks with his 182.

Williams. Williams is at least as far way as Avenal for most BASA members. We have most of our significant glider maintenance work done at Williams, so there are opportunities to fly there for BASA members who deliver our gliders to or from Williams for maintenance.

## SSA Reorganization

Message from your SSA Regional Directors:

During the recent SSA Board Meeting in Albuquerque the Directors voted to form a task force to look into restructuring the Soaring Society. This was, of course, prompted by the recent crises involving the non-payment of payroll taxes and suspected criminal activity of the CFO. These events, coupled with the resignation of the Executive Director, Dennis Wright, puts the Society in a position that requires temporarily scaling back staff in Hobbs and providing only the most important services while we pursue economic recovery. We all felt that this gave us an excellent opportunity to review the mission, charter and structure of the SSA and bring it in line with the current sport aviation environment.

Rick Sheppe, SSA Director from Region 1 (Northeast) was directed to solicit volunteers for this task force. Rick's message to the SSA Leadership is enclosed below.

Most volunteers suggested to Rick to date to be members of this task force are from the East. We ALL feel that it is critically important to have a broad geographical representation of SSA membership on this

task force. So, we are soliciting the Region 11 membership to suggest some business minded folks you may know from the Soaring or General Aviation community or Non-profit sector who reside in Region 11, 12, 8 (Northwest) or 9 (Southwest) who should be considered for this task force.

If you are interested, please contact one of us. If you can suggest others who might be interested, please forward their contact information to us.

Regards,

SSA Regional Directors:

Karol Hines  
775-747-0569  
KaroLL@sbcglobal.net

John Volkober  
415-209-0550  
jvolkober@comcast.net

Directors Elect (terms begin on January 1, 2007):

Fred LaSor  
775-790-4314  
FLasor@frognet.net

Jay McDaniel  
702 270 2910  
soaringJay@cox.net

*Message from Rick Sheppe appears on the next page.*

-----Original Message-----

TO: SSA Leadership

FROM: Rick Sheppe

At the September Board Meeting I was appointed to initiate the effort to establish a Task Force whose charter, broadly stated, is to define a new structure for the SSA.

I interpret my duties as follows:

1. To solicit volunteers.
2. To choose the most qualified volunteers.
3. To write a charter statement for the Task Force.
4. To submit the final list of names and the charter to

the Executive Committee. And to do it as soon as possible.

At the meeting, we called it the "Future Restructuring Task Force." This is an awkward name, but no matter. We will allow the Task Force to name itself. I will use "FRTF" as the working name of the group, for now.

The purpose of this email is twofold.

First, I am asking for your help and suggestions in carrying out duties 1 through 3, above. Please send me your recommendations of names and/or suggested wording.

**IMPORTANT:** Please do not send me suggestions about how SSA should be restructured. Processing such suggestions is not my job; it is the job of the Task Force we are about to create.

Finally, an obvious point: the sooner we get this Task Force on the job, the likelier we are to meet our January 2008 deadline for an operationally efficient, financially sound SSA.

Please help. Please volunteer.

-Rick

**BASA Election**

At the September meeting, the following BASA members were elected as officers for the fiscal year beginning October 1, 2006:

President	Harry Fox
Vice President	Jeremy Zawodny
Treasurer	Charles Hanes

Maintenance Chairman	Matt Gillis
Flight Committee Chmn.	Jonathan Hughes

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**Executive Committee**

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

**Flight Committee**

Chairman –	Jonathan Hughes (CFIG)	
Members:	Stan Davies	Peter Reischl
	Steve Ascher (CFIG)	
	Harry Fox	Hans Van Weersch
	Jim Goetsch	Miguel Flores
	Jeremy Zawodny	Charlie Hayes (CFIG)
	Ruth Cook (CFIG)	

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)
Lee Edling (ASI)	Ruth Cook (H)
Jeffrey Hazlegrove (H)	

**Club Aircraft**

DG-1000 (451CH) –	<b>Matt Gillis</b>
Grob 103 (3836L) –	<b>Peter Reischl</b>
Pegasus (642BA) –	<b>John Pierce</b>
Pegasus (599JH) –	<b>Steve Saglio</b>
Pegasus (101LV) –	<b>Pat Healy</b>
SGS 1-34 (7632) –	<b>Wolf Weber</b>
SZD-51 (6DS)	<b>Sam Arquilla</b>

**Ship Captains**

**Other Volunteers**

Membership Chairman –	<b>Miguel Flores</b>
Website Maintenance –	<b>Jeremy Zawodny</b>
Insurance Chairman –	<b>Dave Walker</b>
Wave Camp Chairman –	<b>Hans Van Weersch</b>
Equipment Registration –	need a volunteer

**Officers**

**Regional Officers**

Parachutes Officer –	<b>Jeremy Zawodny</b>	<b>Steve Ascher</b>
Instruments/Electrical –	<b>Clyde Cotterell</b>	<b>Clyde Cotterell</b>
Maintenance Trailers –	<b>Michael Nelson</b>	open