

- BASA BUGLE -

No BASA Meeting in November

There will be no BASA meeting in November or December. The next BASA meeting will be the last Wednesday in January.



A Duo Discus over the Alps .

Treasurer (Charles Hanes)

Checking account balance: \$13,914.
Insurance account balance: \$45,842.
6DS loan balance: \$11,415.

The following members are delinquent on their dues payments: **Scott Boynton, Chris de Roulet, Ricardo Mestre, John Murayama, and Steve Woolery.**

Note to members: A large number of members still have not paid their SSA dues of \$64 charged last month, and are close to being considered late on dues. Please check your balance and bring your accounts current.

Membership Chairman (Miguel Flores)

New Associate Members. **Kurt Thams** has joined the club. Kurt lives in Santa Cruz, has flown mostly out of Hollister.

Sponsor Memberships. There are now four 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.

Members Leaving. **Gen Shibayama** has had to leave the club temporarily because of a screw-up by the FAA regarding his glider rating. We hope to see Gen back when he gets this cleared up.

One member joining and one leaving this month keeps our membership count at 71.

Maintenance Chairman (Matt Gillis)

451CH:

Transponder antenna. Repositioning the transponder antenna appears to have solved the radio transmission and reception problems. :O)

Tail battery. The new tail battery came in. We will be using a larger flexible solar charger to keep this battery charged. Remember – always plug the solar charger into the rear cockpit plug.

We are planning on having Strobl solar panels mounted on the fuselage behind the cockpit, to keep the tail battery charged and to handle the load of the transponder of about 0.5 amps. This will cost around \$2000 but appears to be a cost effective long term solution and will provide a steady power supply that is better for the battery, improve longevity and will provide more effective battery capacity since the output is ~1.2 amps. The procedure after the install will be to use the tail battery primarily for the transponder and backseat 12v accessories. The main battery will be primarily used for radio and other avionics, although there are 4 combinations available in a pinch (see note below). I will probably hold off on installing the new battery until we put the panels on to avoid hammering our new \$700+ battery. The install is planned for December when Rex Mayes at Williams Soaring said he could do it. We will need some volunteers to trailer the glider up there and back.

Note on ICH Master Switches: There are two switches. One is for the radio and all other avionics. The second one is dedicated to the transponder. The switches are labeled. Both switches allow the option of switching to either battery providing four

combinations. Right and left positions are the respective battery selections; the center is the OFF position. The 12v plugs are not wired through the master switches, to allow charging (or usage) with switches OFF. Both switches should be set to OFF (center position) when the glider is put away.

Repeat Note on O2 refilling: Pressure on the regulator needs to be relieved prior to attempting to remove the regulator to avoid damaging the “O” ring. This can be done by pushing in the quick disconnects valve in or simply running the EDS briefly until it beeps (best and simplest). The regulator should be removed and replaced by hand only. This should be easy with the new bracket that does not interfere with the regulator. I hope to put a sticker next to the cylinder saying “Relieve Pressure Before Removing Regulator” as a reminder. If a member has a nice label printer that can do vinyl labels (or equiv.) and could make one and mail it to me, that would be much appreciated.

Storing ICH cover boxes and tail dolly in ICH trailer in ramp. Because of the long distances to the Maintenance Trailer at Hollister and the need to put stuff away while flying and during tiedown, the tail dolly, boxes, etc will be kept in the glider trailer as Standard OP. The golf cart is used primarily for getting gliders off the runway and taxiways and is often not available and needs to be relinquished in those circumstances. Although it is possible to get the chute and battery and walk, it requires multiple trips for the other items without the cart. I would like to get hide-a-key box and an additional key and keep it at the front of the trailer for convenience. If someone can volunteer to do this, it would be much appreciated.

Tail tiedowns: I would like some people to volunteer to put a cable tiedown for ICH since it is parked tail to the prevailing wind. Although the existing rope is 500 lb working load, the rope may not be strong enough since it runs the whole line. It is not uncommon for peak gusts in storm fronts to exceed 60 knots and this is an easy preventative measure. I put it down last year as a quick temporary fix when we first moved to the ramp, since there was nothing to tie down to before. It should probably be done for adjacent gliders as well since they could land on top of ICH and result in just as much damage. But, let’s start with ICH. While we are at it, we should make sure that all of the tiedown ropes are in good shape. Rather than use the cheap rope that has been used, there is narrow gauge Kevlar rope sold for sailboats that will fit the hole that is several thousand pounds test. I’m soliciting member volunteers to obtain this and install or put in the Maintenance Trailer; inform me when complete. The chain system for several

gliders there now seems goofy; a beefy chain attached to the cable, tied off with a puny piece of rope; a weak link I suppose. Whoever does it, go ahead and attach new rope to shackle to avoid rope abrasion.

106DS – At Williams, hopefully done and ready for pick up at the end of the month. The DG-1000 could be dropped off when the Junior is picked up. Soliciting for volunteers to trailer it.

599JH – Planning on bringing it to Williams during December or January to install a transponder and a second battery. The canopy cover situation needs improvement. The current canopy cover in the Pegasus box was not a Pegasus canopy cover and I sewed the straps on the old strap locations only to find out when I went to fit it on that is t wasn’t. It was a temporary fix that ended up funky. If the straps are moved it would probably work. A new Jaxida cover is \$700-800. We may try and get a Ridge Sewing canopy cover like 1LV.

Note: we are a soaring club and conditions could prevail that are suitable for attempting an XC at least part way to Williams and from Williams back, for moving gliders such as 9Jh or ICH. Two pilots (or 3) could team up in a glider swap to attempt flying out of the respective glider ports; one on the way up and the other pilot(s) with the other glider on the way back. You have to box ‘em anyway. Just a thought.

101LV – At Air Sailing. I hope it is getting flown. The mice need to be kicked out, or trapped out. I got a few before it left TRK, but I imagine there are more, maybe hibernating by now. They were hanging out the wings. I think some earned their 500km badges. If Lee or someone could mail me the logbook pages, that would be helpful. If one of the members over there is highly ambitious they could enter the data in a spreadsheet and send it to me, that would be great.

Keep the empty pages there. I hope to get this glider into annual before spring. I was hoping to get it to Williams to get an additional battery put in for the transponder. At that point, we may be soliciting help getting the glider trailered over to Williams.

3836L – Fully operational at Hollister.

642BA – Christian Ilmi has volunteered to be liaison and has opened up communication with Centrair on possibly resolving the issue. Thanks Christian. All it takes is a letter from Centrair and 2BA could be flying again.

7632 – See below.

1-34 Sale Pending

If all goes according to plan, the venerable 1-34 will soon be following Scott Boynton (former BASA VP) to Arizona where it will be trained in the ancient art of winch launching. The Prescott Soaring Society (PSS) has agreed to purchase the ship and we hope to arrange for delivery before the end of the year.

With the winter weather patterns upon us already, there is a good chance of local soaring in post-frontal conditions--perfect weather for one last flight in the orange bird.

Glider Locations

As of November 15, glider locations are:

DG-1000 1CH	In service at Hollister.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at AirSailing.
Schweitzer 1-34	In service at Hollister. Will be sold to Prescott Soaring Society soon.
Pegasus 9JH	In service at Hollister.
Junior 6DS	At Williams for maintenance.
Pegasus 2BA	Grounded.

Planning Ahead for 2007 Events

It's not too early to start thinking ahead about 2007 gliding events, and to start preparing your spouse and/or boss for the idea that you will be away at one of these events:

BASA Wave Camp. We will hold a BASA Wave Camp in the mountains again next spring, probably at Minden in April. This is a great event for newer pilots to get an introduction to mountain flying conditions, with mentoring flights available in our two-seat gliders. We don't always get wave (some years we've had 5 or 6 days of wave flying in a week of Wave Camp, and some years none). But when we don't get wave, we often get great spring thermals at Minden.

Air Sailing Thermaling Camp. This camp is designed for newly-rated glider pilots as an introduction to thermaling technique and mountain flying skills. We encourage BASA members to attend. The tentative dates for 2007 are May 28 through June 1. You can use your vacation reservation to take a BASA glider to this camp.

Air Sailing Cross-Country Camp. Many of the BASA pilots now flying cross-country attended this camp in the past, and we think it is a great way to build the knowledge and skills needed for safe cross-country flight. (But you don't need to attend this camp to become cross-country qualified – see the BASA flight rules for alternate requirements.) The 2007 camp is tentatively set for June 3 through June 8. You can use your vacation reservation to take a BASA glider to this camp.

Parowan Safari. There will probably be another trip to Parowan in June or July of 2007. Whether a BASA glider goes on the trip will depend on the level of participation by BASA members. Parowan has great cross-country flying, plus lots of nearby national parks and other outdoor attractions to keep things interesting on non-flying days. The best candidates for this trip are pilots who have recently started flying cross-country, or those who want to get some dual cross-country experience.

E-Mail Addresses for BASA Executive Committee and Flight Committee

Jeremy Zawodny has set up e-mail addresses that will send your e-mail to all members of the Executive Committee (execs@flybasa.org) or to all members of Flight Committee (flightcomm@flybasa.org). Please feel free to use these addresses if you want to communicate with either of these groups.

Executive Committee execs@flybasa.org

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

Flight Committee flightcomm@flybasa.org

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

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

Club Aircraft

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

Ship Captains

Other Volunteers

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

Officers

Regional Officers

Parachutes Officer –
 Instruments/Electrical –
 Maintenance Trailers –

Hollister

Jeremy Zawodny
Clyde Cotterell
Michael Nelson

Mountains

Steve Ascher
Clyde Cotterell
 open