

- BASA BUGLE -

Next BASA Meeting Wednesday January 31st

The next BASA meeting will be Wednesday January 31, 2007. Allen Silver, Master Parachute Rigger, will give a presentation about parachute use and care (i.e., how to survive a bailout). This presentation is highly recommended – we've never had someone bail out of a BASA glider, but if you turn out to be the first one, you might as well learn what is required to walk away from the experience.

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.

Tentative subjects for the next two BASA meetings are:

February: Planning for Wave Camp; Specifications for our new DG-1000.

March: View the DVD about wave soaring in Argentina, that we tried but failed to play last year.



New Year's Eve at Air Sailing. 1LV returns to the hanger after ridge soaring over snow-capped Tule Peak.

Treasurer (Charles Hanes)

Checking account:	\$7,484
Insurance account:	\$45,956
6DS loan:	\$5,557

We have paid down \$6,000 on the 6DS loan in December, plus paid the final \$3,500 for the 6DS trailer. Also paid for is additional work on 6DS including a new EDS oxygen system and other work not included in the original purchase.

We have a record number of members late on dues, and quite a few that are close to being behind. Please remember that the club has many expenses during the winter, including annual inspections and ship repairs/upgrades. Your payment is due every month, not just when you are flying. Check your balance and remit the amount due immediately.

Members late on dues (balance due greater than \$300):
Scott Boynton, Chris de Roulet, Ricardo Mestre, John Murayama, Kevin Brick, Michael Dow, Lee Edling, Ed Lord, Ram Ofir, and Steve Woolery.

Membership Chairman (Miguel Flores)

New Associate Member. We have one new member this month, **James Chalfant**. James is a Hollister "graduate" who passed his check ride for a private glider rating back in November and has had a chance to fly at Panoche.

Sponsor Memberships. There are 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. In particular, we have two sponsor members who are motivated to sell their memberships as they are no longer in the area. One is in Arizona now, the other is about to sail around the world. If you have been in the club for a while, and plan to stay in, a sponsor membership is a great savings of dues and helps those who need to leave the club.

The other two sponsor memberships are being sold by the club – one was donated by a member who retired from flying, and the other was "repossessed" from a member we have lost contact with. The club is under no particular pressure to sell those memberships, so we will try to arrange sales for the two members mentioned

above before the club sells the two memberships it holds.

Members Leaving. **Richard Hilliard.** Rick is an airline pilot, so he'll still be getting plenty of airtime. The usual story: just not enough time to get to soaring.

One member joining and one leaving this month puts our membership count at 72.

Flight Committee Chairman (Jonathan Hughes)

Maintaining Currency During the Winter Months:

Most of us fly less during the winter when the soaring conditions are typically weaker. This means many of us are a little "rusty" when springtime soaring conditions finally appear. BASA rules require that you have at least three take-offs and landings every ninety days in order act as PIC in a BASA glider. Note that this is more stringent than the FAA rules which only require these currency flights in order to carry passengers. We recommend you try to fly at least a couple of times a month to keep sharp.

If you haven't flown in a month you will not feel as comfortable as you do when you fly more often in the spring, summer and fall. On your first flight after a break, take a little extra time during your pre-flight to ensure you haven't overlooked anything. It is especially important to use a written checklist so that you don't forget anything. Things that are automatic when you are flying a lot (like setting the trim) are easy to miss.

Everyone notices little things that don't come as easily as they used to when flying for the first time after a break. For me, I notice that take-offs are a little more difficult to do smoothly if I haven't flown at least once in the past two weeks. Because I'm not as relaxed as I am when I've been flying a lot, I may tend to be just a little behind the plane at the start of the take-off roll. I may over control pitch or possibly drop a wingtip.

Speed control on landing is also a little harder to maintain and I think that the first flight after a break is probably the most likely scenario for a gear up landing in a retractable gear plane. Remember FUSTALL or RUFSTALL!

Spring soaring often starts in March so if you don't typically fly much during the winter get out and take a

few flights between now and then to keep your currency up and knock some of the rust off of your skills. You don't want to have to figure out how to fly all over again on the first good soaring day of the season. If you don't meet the BASA currency requirements of three flights in the last ninety days, you will need to fly with a CFIG for the necessary flights to get current again.

Maintenance Chairman (Matt Gillis)

451CH:

- The new tail battery was installed and then removed/replaced with the one (tail ballast) because the 12v receptacle was not connected and so there was no practical way for charging. So, currently there is only the main battery for power supply. We are planning on having Strobl solar panels mounted on the fuselage behind the cockpit, but they have not arrived. Assuming the turtle gets across the pond with the Strobl panels this month, the install is planned for late January/early Feb. We will need some volunteers to trailer the glider up to Williams and back.
- Note on 1CH 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 precede the master switches to allow charging (or usage) with switches OFF.
- There is a new push-to-transmit switch mounted on the rear stick. The old PTT switch on the rear panel is not functional, so we will have it removed.
- O2 System: There is currently around 1000 psi in the tank to use for wave flying. O2 can be filled at Gavilan Aviation; either the glider or the tank needs to be brought to them. There were no 9v batteries in the EDS regulators when I checked last, so those will need to be installed. 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.

- The glider covers and their storage boxes for 1CH will now be kept in the 1CH glider trailer as SOP. 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 install a steel cable tiedown under the tail of 1CH 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. This should probably be done for adjacent gliders as well since they could land on top of 1CH and result in just as much damage. But, let's start with 1CH. While we are at it, we should make sure that all of the tiedown ropes are in good shape.

106DS – The glider will be brought to Hollister this week and will be assembled on January 20 – contact **Jonathan Hughes** if you would like to participate. **Clark Mason** has volunteered to take over the Ship Captain position from Sam. Thanks Clark! So, communicate any maintenance items to him as well as note them in the logbook.

599JH – Planning on bringing it to Williams during February for a transponder and second battery install. The canopy cover was replaced. A new rudder lock is needed. We need a volunteer fabricate a new rudder lock (and perhaps additional ones for other gliders).

101LV – At Air Sailing. I hope it is getting flown. The 7 Ah battery was in need of replacement. I delegated that to the BASA members in the Reno area. I am unsure of the status. Contact Lee Edling to see if it has been replaced before going out to fly it. 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 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 – There have been problems with varios. Water got into the pitot/static system and into the varios. Both the mechanical and electric varios have not been functioning accurately. We need volunteers to assist with removing the varios and sending them in for repair and re-installing them. Contact **Haven Rich** for direction on the procedures.

642BA – **Christian Ilmi** has been liaison and has opened up correspondence on possibly resolving the issue. Thanks Christian. All it takes is a letter from Centrair to the FAA and it could be flying again. We seem to be in a bureaucratic runaround between the DGAC (French aviation authorities) and Centrair. Greg Davidson requires approval from the DGAC for any letter or directive that Centrair provides; the FAA cannot deal with Centrair directly. The DGAC is reluctant because to change things because no life limit was provided for the Pegasi to begin with, whereas it was with other Centrair gliders. This is apparently a can of worms they don't want to open. We are now pursuing sale to a country where the AD is not a factor, such as, Canada, Europe or Argentina. I have contacted Rex and let him know that the glider is up for sale. Apparently the AD has no impact in Argentina, so that is an option. Hmm, how about a BASA wave camp in Argentina then just sell the glider there?

7632 – The glider has been sold and will be picked up shortly.

New Location For Parachutes and Other BASA Items at Hollister

Parachutes, seat cushions, tail dollies and other flight-line items have been moved from the Hollister maintenance trailer to one of the HGC steel containers, marked "Flight Line Supplies". This container is shared with HGC, so please keep the BASA items on the BASA shelves (and please keep it tidy).

Other maintenance supplies are stored in Quest's hanger, which is not far away. Ask Quest if you need to access something in the hanger.

As of today, the battery chargers and the glider trailer keys are still in the maintenance trailer. By the end of this month, the chargers will be moved into Quest's hanger. The glider trailer keys will be moved to the flight-line shed. At that point, the BASA combination lock will be moved to the flight-line shed.

Quest will bring the charged batteries from the hanger to the flight-line shed each morning. We will probably have a tray where all the BASA batteries are transported together. Be sure to put batteries back on that tray at the end of the day, so that Quest doesn't have to hunt around for batteries that need to go back on their chargers.

Thanks are due to **Michael Nelson** for moving and organizing these items.

If anyone knows someone that would like to purchase the old maintenance trailer as a storage or hauling trailer for cheap, contact Harry or Jeremy. It is registered, but the roadworthiness is uncertain.

HGC Mini-Courses

If you subscribe to the hggroup e-mail list, you may have seen an announcement about some weekend "mini-courses" being offered over the next couple of months. Among the courses offered are introductions to aerobatics, and a course on off-field and short field landings. We encourage BASA members to gain extra training such as this, and BASA members are welcome to use BASA gliders in these courses.

A word of caution, however, about the off-field / short-field course. In the past, a certain instructor was known to encourage his students to be very aggressive in planting the glider on the runway and jamming on the wheel brakes. Just a few of these landings put more wear and tear on the glider than dozens of normal landings. These guys were seen slamming the DG-1000 onto the runway and then locking up the wheel brake, skidding to a stop in a cloud of smoke. The next pilot to use the glider found that the wheel brake was basically non-functional, it had been abused so badly.

So, you are welcome to practice your skill in making precision low-energy landings. But please don't simulate aircraft-carrier landings or abuse the wheel brakes with aggressive stops.

Glider Locations

As of January 15, glider locations are:

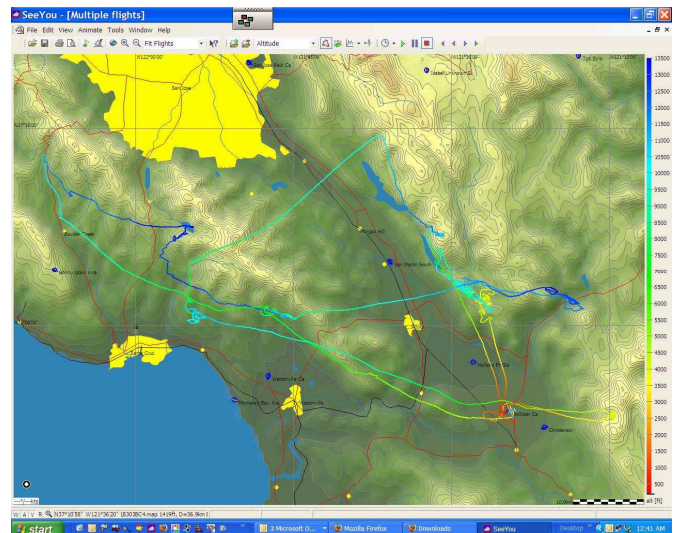
DG-1000 1CH	In service at Hollister.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at AirSailing.
Schweitzer 1-34	Sold – new owners will pick it up this week.
Pegasus 9JH	In service at Hollister.
Junior 6DS	Returning to Hollister this week.
Pegasus 2BA	Grounded.

The Junior will be assembled at Hollister on Saturday, January 20. If you would like to participate in this and learn about glider assembly, contact **Jonathan Hughes**.

North-Wind Wave

We usually expect to get wave at Hollister as a storm blows in, with winds out of the southwest. But good wave is also possible after a storm, when the winds come out of the north to northeast. In the last few weeks, **Charlie Hayes** and **Matt Gillis** have had a pair of exciting flights that demonstrate the potential of the north-wind wave.

Below is a plot showing traces of both Charlie's flight and Matt's flight. To get a better look at this, go to the on-line edition of the Bugle at www.flybasa.org, where the plot is in color and you can enlarge it by zooming your Acrobat viewer.



Here are their descriptions of the flights:

Charlie Hayes:

Hud Staffield and I towed to the southern end of Coyote Reservoir, releasing at 7200 at 11:15 on Thursday Dec.28. There was 1-2 knot lift. We basically held a heading about 20 to 30 degrees to the right of Mt. Hamilton, basically a north heading, with occasional forays to the northeast which usually backed us out of the wave. The winds at release seemed about 25-30 knots and a little north-easterly and above 10K were in the 45-50 knot range and more northerly. After 30 minutes or so we were a little north of the north end of Coyote and at 12.5K still going up. Average ground speed since release about 0.5 knots!

We decided to try to penetrate towards Hamilton so picked up to 70 indicated and after 10 - 15 minutes were still a few miles shy of Mt. Hamilton and descending below 10K. Since we wanted to check on wave behind Mt. Umunnum we crossed the San Jose approach path between 8 and 9K. [On the SF Sectional chart, Loma Prieta is the mountain north of Watsonville with multiple towers on it, marked "4081" on the chart. Mt. Umunnum is the peak to the northwest of Loma Prieta, marked "3486".]

I had been monitoring NorCal Approach on 120.1 since release on my handheld while operating the transponder on the glider main battery. Problem with that was the range for transmit on the handheld was inadequate so NorCal was only hearing part of my transmission. So I operated the glider radio and transponder off the glider main battery and to my relief the battery held at 12.4 volts the remaining 2 hours of flight. Transmissions were perfect and the transponder was painting well. The controller was very cordial and interested in the ability of the glider to maneuver and gain altitude. We had airliners descending below us and climbing out above us. As we crossed the Santa Clara Valley we went through a couple of undulations of the wave.

We found the primary south of Umunnum around 8000 and were quickly backed out of it into the secondary. The secondary was about 2 miles south of a south facing, rather large mine cut, about 5 miles northeast of Santa Cruz. We worked the wave up to 11.5K averaging 1-2 kts. As the glider was due back in Hollister at 2:00 we then decided to leave the lift and glided towards Henrietta, arriving at 4.5K and worked some rotor trash for 10 minutes, just maintaining altitude before heading back to land.

The forecast indicated that the winds subsided to the south of Hollister. A day like this, if the winds had

maintained strength further south, would make for a fun downwind dash to Santa Ynez.

Note to BASA members: The flexible solar chargers will provide a better charge if the solar pad is centered 45 degrees below the canopy top (i.e., towards the southeast) this time of year as the solar apex is no greater than 45 degrees above the southern horizon.



The view over Monterey Bay from way up high.

Matt Gillis:

Launched a little after 11:30am on Friday January 5 with Haven Rich. Ruth and Ramy had reported lift north of Frazier Lake. Released at 4500 in scattered weak lift at the NW end of San Felipe Ridge (the first ridge northeast of Frazier Lake). Lost almost 1000' before finding a sweet spot. Slowly worked what appeared to be convergence/rotor trash that transitioned into weak wave. Worked up between there and Coyote to over 10K then headed on a line toward Pacheco Pass to ~13.4K, 3 hours later.

The goal was to get over to the Santa Cruz Mountains and see if the wave was working behind Loma Prieta or Mount Umunnum. We headed across to north of Hecker Pass, west of Gilroy. Found a wave bar at about 8K and eventually worked it up above 11K and then headed northwest slowly climbing. Worked my way over to behind Umunnum and climbed to 13.5K (-10C). Headed northwest where there was weak wave with sweet spots.

It was getting later and we needed to head back, so we turned around ~6nm north of Boulder Creek. The wave was still working in the lee of the Santa Cruz Mountains and was marked by some lennies after we landed. Had it been earlier, we could have continued up the Peninsula further; the range was probably setting up

wave in spots well enough to maintain and climb when necessary in the sweet spots.

Winds appeared to range from ~30-45 knots. Although I saw some 4 knots+ lift, most of the better climbs were 2-3 knots with a lot of 1 knot stuff. So, it took a while to climb from down low, 3 hours to initially get up. Once up higher, 1-3 knot wave lift could be found in many predictable locations.

It was interesting wave-soaring facing the opposite direction from many of my previous wave flights; like flying in a different hemisphere but in the same place. Visibilities were excellent, with little concern for things closing in; could see the entire crest of the Sierra Nevada from Whitney to Lassen. Listening to NorCal Approach and watching heavy metal being vectored around us made the transponder seem like a very valuable instrument.



Haven Rich in the back seat.

Vacation Reservations for 2007

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 for 2007:

Glider and Dates	Pilot
36L; June 2-9	Wolf Weber (Air Sailing XC Camp)
One Pegasus; June 2-9	Steve Saglio (Air Sailing XC Camp)

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 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) –
 Grob 103 (3836L) –
 Pegasus (642BA) –
 Pegasus (599JH) –
 Pegasus (101LV) – **Pat Healy**
 SZD-51 (6DS)

Ship Captains

Matt Gillis
Peter Reischl
John Pierce
Steve Saglio
 open?

Other Volunteers

Membership Chairman –
 Website Maintenance –
 Insurance Chairman –
 Wave Camp Chairman –

Officers

Miguel Flores
Jeremy Zawodny
Dave Walker
Hans Van Weersch

Regional Officers

Parachutes Officer –
 Instruments/Electrical –
 Maintenance Trailers –

Hollister Mountains

Jeremy Zawodny **Steve Ascher**
Michael Nelson open