

- *BASA BUGLE* -

Next BASA Meeting Wednesday February 28th

The next BASA meeting will be Wednesday February 28, 2007. Topics are: Planning for Wave Camp; Specifications for our new DG-1000.

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



Jonathan Hughes and Eb Lemcke on a Wave Camp flight at Minden.

Parachute Safety Tips

Allen Silver gave a great presentation at the January meeting about parachute use and care. If you were not able to attend, you can pick up the core concepts by reading some of Allen's articles on his website, at http://www.silverparachutes.com/wst_page11.html.

Membership Chairman

As of this month, **Miguel Flores** will be transferring the Membership Chairman responsibilities to **Jeremy Zawodny**. Thanks to Miguel for all the work he has put in on this over the years, and thanks to Jeremy for stepping in to take this on.

New Associate Members. None.

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 desperate sell their memberships as they are no longer in the area. One is in Arizona now, the other 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.

Members Leaving. **Ralf Hofmann.** Ralf is busy raising two new little Hofmann children. He promises he will be back some day.

No new members and one leaving this month puts our membership count at 71.

Flight Committee Chairman (Jonathan Hughes)

It is apparent that some members of the club are unfamiliar with the operation of the Cobra trailer for the DG-1000. Since we are getting another one (hopefully soon) I want to point out a few things that are different about the Cobra trailer from all the other trailers we have in the club.

Most of the other trailers for BASA gliders are custom built or at least highly modified to fit their particular glider. Many have bolts with wings nuts to hold the wing dollies in place in the trailer that must be removed to assemble the glider. Some have wing nuts that hold the wing spars in place in the wing dollies. The Cobra trailer has neither of these.

Most Cobra trailers hold private gliders that get assembled and disassembled every day that they are flown. The Cobra trailer is designed such that it does not have any parts that need to be loosened or removed. Basically, it is so easy that I think some people try to make it more difficult than necessary just because they are used to the level of difficulty of the other trailers.

In particular, the caps in the front of the trailer that hold the spar down on the wing dollies should not be

loosened during assembly or disassembly. This past weekend when a group of us disassembled the DG-1000 for transport to Williams we found that the caps had been completely undone. I have adjusted both sides and tightened them down with a wrench to (hopefully) discourage anyone from loosening them.

It is understandable that someone who is used to using one of the other club trailers would look in the front and think they needed to loosen the cap wing nuts since that is the correct procedure for many of the gliders. However, for the Cobra trailer the wing nuts are there for adjusting the cap location for that particular glider. Once it is properly adjusted there is no need to ever loosen the wing nut again.

The proper way to take the wing out of the Cobra trailer is to simply lift the wing tip up which rotates the spar down in the front relieving the tension on the cap. The wing can then be pulled out and attached to the glider. To put the wing in the trailer the procedure is reversed. Simply lift the tip up when rolling the wing dolly into the trailer and when it is all the way forward lower the wing gently onto the padded cradle and the spar will rotate up with the cap holding the spar snug against the wind dolly.

As a general rule if you are involved in assembly or disassembly of a glider into a Cobra trailer and you find that you need a wrench for some part of the operation, you are most likely doing something wrong. Please, before loosening anything on a Cobra trailer, ask someone who knows the trailer to look at what you are trying to do.

Treasurer (Charles Hanes)

Checking account:	\$11,636
New Glider Fund (proceeds from sale of 1-34):	\$13,500
Insurance Fund:	\$46,014
6DS loan balance:	\$5,557

We will be paying off the 6DS loan in a couple of weeks.

Thanks very much to a few members who brought their balance current this month. Unfortunately, the list of members late on dues is still too long: **Scott Boynton, Chris de Roulet, John Murayama, Kevin Brick, Lee Edling, Ed Lord, Ram Ofir, Darryl Ramm, Steve Woolery, and Fred Wright.** Please remember that the club has expenses all year, not just during the summer.

Glider Locations

As of February 15, glider locations are:

DG-1000 1CH	At Williams for installation of solar panels.
Grob 36L	Needs repair / service. Projected return time is early March.
Pegasus 1LV	In service at AirSailing.
Pegasus 9JH	In service at Hollister.
Junior 6DS	In service at Hollister.
Pegasus 2BA	Grounded; up for sale.

Maintenance Chairman (Matt Gillis)

We've got both our two-seat gliders out of action right now. 1CH is at Williams for installation of solar panels on the fuselage. This should not take long, so we hope to have the glider back this week or next. 36L has some small fiberglass damage from an encounter with a runway light. This will need repair, and we will have the annual inspection handled at the same time. The glider shops are packed with work this time of year and it is hard to get repairs done on short notice, so we don't expect to have 36L back until early March.

After the 1CH project is completed, we will take Pegasus 9JH to Williams for its annual inspection and the installation of a Becker transponder. We will probably wait on the annual inspection for 1LV until June, after the Air Sailing Cross-Country Camp.

Our Next DG-1000: Financing and Specifications

Cost and Financing. The base list price for the DG-1000 is 83,160 Euros. We currently have a 7,000 Euro deposit in place, so our balance due on the base price is 76,160 Euros. We are required to pay 50% of that (i.e., 38,080 Euros) when construction of the glider starts, about 6 months before completion. Completion is currently scheduled for November, 2007, so we should expect to make the 50% payment around June of this year. The 50% payment may be increased based on options we select – we'll have to talk to the dealer to get a fix on that.

The current exchange rate is about \$1.31 per Euro, so 38,060 Euros would be about \$50,000. We have \$13,500 already set aside in the new glider fund. We may have another \$20,000 before June if we are able to sell 2BA to a foreign buyer, giving us a total of \$33,500 and meaning we would need around \$16,500 in June.

This might be reduced by additional savings between now and June, but it might be offset by additional money we need to put up for options, so to be conservative lets say \$16,500 will be needed if we sell 2BA, and \$36,500 will be needed by June if 2BA has not been sold.

The only source available for these funds is loans from the members. If you think you can participate in these loans, that would be much appreciated. On past loans, BASA has paid 5% annual interest.

A bigger payment, and therefore much larger member loans, will be needed around November when the glider is completed. We'll need another 38,060 Euros towards the base price plus about 20,000 Euros for options and instruments installed at the factory, plus an oxygen system purchased in the US, plus a trailer, shipping charges, insurance and sales taxes. My rough guess is that we'll need around \$100,000 in November, and that is probably a little low.

At our normal cash flow rate, we should have saved about \$15,000 or so between June and November, which could go to pay back the \$16,500 borrowed in June, or could be saved up and applied to the November payment. In either case, total member loans outstanding at the time of delivery will be in the \$100,000 range.

When we bought the first DG-1000 we borrowed \$73,000 from the members initially but quickly paid back a large part of that when we sold a Grob. So, we know we can raise funds on this scale. All it takes is ten members who can put up \$10,000 each, or twenty members who can put up \$5,000 each, or some similar combination. So start planning now to help the club out with this and add another outstanding glider to our fleet. We should be able to get these loans repaid in about three years

Specifications. On the whole, we will try to keep the new DG-1000 as similar to 1CH as possible. Instrument choices and instrument panel layout should be nearly identical (the Borgelt B40 varies are no longer available, having been supplanted by the similar B400 model). Some choices to think about will be: (i) whether to spend the extra money for a polyurethane finish, and (ii) how to set up the battery selector switches. We'll talk about this at the February BASA meeting.

2007 Wave Camp

Dates for the 2007 Wave Camp have been set for April 15 to April 21, with transport days before and after.

<http://www.flybasa.org>

Hans Van Weersch has agreed to serve as the organizer again, although he will probably not be able to attend for the full period. If you are interested in attending, please e-mail or call Hans. We will spend some time at the February BASA meeting discussing the organization of this year's camp.

Hans has posted some general information about Wave Camp online at <http://www.geocities.com/weersch/hobbies/soar/BASA/wavecamp/wavecamp.html> (but the dates need to be revised to reflect this year's schedule).

2007 Air Sailing Cross-Country Camp

We have big BASA group planning to attend the Air Sailing Cross-Country Camp this year, from June 3 to June 8. **Wolf Webber, Steve Saglio, Joel Klein** and **Doug Collom** are planning to attend as "students", while **Jonathan Hughes, Jeremy Zawodny** and **Harry Fox** are planning to join as "mentor" pilots. This means the entire BASA fleet will be going to Air Sailing for this week.

2007 Parowan Safari

The 2007 Parowan trip has been set for July 8 to July 15. It looks like we will have enough BASA participants to justify taking the DG-1000, and possibly a Pegasus as well. If you are about ready to start flying cross-country but can't make the Air Sailing Cross-Country Camp, flying dual in the DG-1000 and solo in a Pegasus at Parowan could be a good way to get started. Thermals are strong, airports are close together, and there will be lots of experienced pilots around to give advice and to retrieve you if you land out.

Which Soaring Camp Do I Recommend? (Jeremy Zawodny)

Another BASA member recently asked which of the upcoming camps and events I recommend. Given that the season will be upon us in a few short months, here's a slightly longer version of my answer--aimed at anyone looking to expand their skills this year.

Which camp do I recommend?

As usual, it depends.

It depends on your goals and your experience.

Air Sailing Cross Country Camp. If you have ambitions of flying cross country in the Sierra, I highly recommend the Air Sailing Cross Country Camp in early June. It's an intense week of learning and flying. From 9am until dinner time (and often beyond), all we

do is fly and talk about flying farther, faster, and more efficiently. It's a safe and supportive environment for learning XC flying and conveniently meets the requirements for XC qualifications in BASA if things go well. [All BASA gliders are reserved for the 2007 Cross-Country Camp.]

Air Sailing Thermaling Camps (or doubling up at Truckee). If your thermaling isn't already second nature and you have little experience flying in the high desert, I'd recommend skipping the XC camp this year and instead either attending the Air Sailing Thermaling Camp (also a week long) or pairing up with a few experienced BASA pilots to fly at Truckee this summer. You can improve quite a bit with a few dual flights in the DG-1000 and then flying Truckee locally to hone your technique in the Junior or a Pegasus.

Or you could do both!

BASA Wave Camp (Minden). Wave Camp is fun but a bit of a gamble. Some years we have great wave, so if you want some wave experience you might give it a try. But other years it's mostly local and/or XC weather. That's good practice but may not be what you signed up for. In either case, the way the scheduling often works out you're generally sharing the glider with several other people, so your flights may be limited in time if attendance is high or the number of ships is low. Anymore that seems to also depend on how many of the private owners bring their own ships instead of flying BASA ships.

Parowan Safari. While not an official BASA outing, several BASA members will heading to the soaring paradise of Parowan, Utah again this July. When the weather is good, the XC soaring in Parowan is hard to beat. There are long cloud streets at or above 18,000 feet, airports spaced every 20 miles or so, and scenery to die for. If you're XC qualified and looking for a new site to fly, definitely consider Parowan. If you're not XC qualified yet, sharing the DG-1000 with a qualified BASA member is certainly an option. Even when the weather is poor, you can get a lot of flying in.

Hollister League. Every Spring the weather gods around Hollister deliver some days with conditions for excellent local and XC soaring (sometimes even on the weekends). When this happens, you can usually find a group of pilots gathering every Saturday and Sunday morning to hear what Ramy Yanetz believes the minimum short and long tasks should be for the league race that day. It's a very informal and friendly

competition intended to encourage new and experienced XC pilots to get out and fly a bit farther and a bit faster than everyone else. Details usually start appearing on the hgcgroup mailing list:
<http://groups.yahoo.com/group/hgcgroup/>

Vacation Reservations. If you plan to participate in the Air Sailing camps or the Parowan Safari, book a glider soon using your vacation reservation. That'll give you either full access to a single seat glider for the week or the ability to get the DG-1000 along with another pilot.

The single best way to improve your flying is to fly more. Take advantage of all camps, trips, and dual mentoring flights you can. Take a few days off during the week and fly at Truckee when it's quiet. Remember, with the weekday reservation policy, you won't even need to use your vacation reservation in many cases.

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
All BASA gliders; June 2-9	Wolf Weber, Steve Saglio, Joel Klein, Doug Collom (Air Sailing XC Camp)
DG-1000, plus maybe a Pegasus; July 8-15	Parowan Safari (vacation reservation days will be charged to BASA pilots using these gliders)
DG-1000; August 6-8	Jeremy Zawodny

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 (599JH) – **Steve Saglio**
 Pegasus (101LV) – **Pat Healy**
 SZD-51 (6DS) **Clark Mason**

Ship Captains

Other Volunteers

Membership Chairman – **Jeremy Zawodny**
 Website Maintenance – **Jeremy Zawodny**
 Insurance Chairman – **Dave Walker**
 Wave Camp Chairman – **Hans Van Weersch**

Officers

Regional Officers

Parachutes Officer – **Jeremy Zawodny**
 Instruments/Electrical – **Michael Nelson**
 Maintenance Trailers – **open**

Hollister

Mountains

Steve Ascher