

- BASA BUGLE -

Next BASA Meeting Wednesday March 28th

The next BASA meeting will be Wednesday March 28, 2007. We will discuss Wave Camp plans, and view the DVD about wave soaring in Argentina, that we tried but failed to play last year.

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.



A DG-1000 landing in the Austrian Alps.

Membership Chairman

Joining/Leaving. The soaring season must be just around the corner... We have FOUR new members in the process of joining BASA. This brings our membership count to 74.

John Goldsworthy, who you may have seen working the flight line at Hollister, joins BASA as a recently licensed private glider pilot. John will likely be checked out in the Grob before you read this.

Pat Dolan is a recently licensed glider pilot who trained at Hollister.

Ron Edmunson returns to BASA after having left about a year and a half ago and will be getting a BFR shortly.

Tim Massey flew with Silverado and has about 40 hours experience in their Grob 103 at Truckee. He also has a few hundred hours of power experience but hasn't had time to fly for a few years. He's decided that it's time to get back into the cockpit and will have a BFR shortly as well.

Welcome all our new and returning members! You'll see complete contact details for them in next month's member spreadsheet since some of the paperwork is still in the mail. We have no members leaving this month.

Sponsor Memberships For Sale. There are multiple sponsor memberships currently for sale. Buying one saves you \$40/month. 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.

Glider Locations

As of March 15, glider locations are:

DG-1000 1CH	In service at Hollister.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at AirSailing.
Pegasus 9JH	At Williams for service.
Junior 6DS	In service at Hollister.
Pegasus 2BA	Grounded; up for sale.

Maintenance Chairman (Matt Gillis)

1CH. Solar panels have been installed on the fuselage of this glider. They are hooked to the tail battery circuit, through a built-in charge controller. This should provide enough juice to keep the tail battery well-charged and support use of the transponder on every flight. We will be installing a window in the rear part of the canopy cover, so that the solar panels get full sunlight even while the glider is covered.

36L. This glider is back from its annual inspection and repair of the small ding in the right wing. We have swapped into it the transponder from 2BA, so that you can now change the transponder code if needed (but be gentle with the code-change buttons).

The electric vario in this glider is still misbehaving. We will swap in another vario soon to see if that will remedy the problem.

6DS. The Junior now has a canopy cover. Please don't leave the canopy cover folded up on the ramp while you are out flying – the canopy cover should go in the storage shed when not on the glider.

9JH. Currently at Williams for its annual inspection, installation of a Becker transponder and an additional battery. We'll send out an e-mail when this glider is ready to come back to Hollister.

1LV. **Lee Edling** and **Charlie Hayes** have been flying this glider lately at Air Sailing – see below for Lee's story. Time for the rest of us to get up there and start taking advantage of spring thermals and wave in the mountains? The seat pad for this glider is sitting in the storage shed at Hollister – maybe Charlie can pick it up the next time he is in Hollister.

After a number of years of service, **Pat Healy** has stepped down as Ship Captain for this glider, so we are looking for a replacement.

Flight Committee Chairman (Jonathan Hughes)

BASA Transponder Use Policy. BASA has been installing transponders in all club aircraft. It is our intention that these be used at all times by club members. This is an important safety device and it is illegal to turn it off while in flight unless asked to do so by ATC or it becomes inoperative in flight. The transponder provides no safety benefit if it is turned off.

Please don't leave the transponder off because you are only flying locally, not in a high traffic area, don't think anyone else would be flying near you, etc.

The transponder should be turned "On" before the glider is pulled out to the runway (to warm up) and turned to "Alt" when the pilot gets in the cockpit for takeoff. The transponder should be left in the "Alt" mode until the pilot gets out of the cockpit.

BASA History. I have been a member of BASA for almost 9 years but I still know very little about the history of the club before I joined. The club is about as old as I am so I'm sure there are some interesting stories to be recounted.

I would like to put together a history page for the BASA website to chronicle the founding of BASA,

perhaps a roster of ships the club has owned in the past, soaring sites we used to use but don't any longer, past club members that achieved soaring greatness, interesting anecdotal stories, etc. or just anything interesting about the history of the club.

For example, there used to be a carcass of a 2-32 at Hollister with "Bay Area Soaring Associates" painted on the side. What is the story behind that? I know there are some interesting stories from when the club flew at Fremont. Who remembers any that they would like to share?

I know we have some long time members that are beginning to retire from soaring or otherwise leave the club and I think it would be nice to compile this information before nobody is around who remembers it anymore.

If you are a long time member or perhaps one of the original founding members, please consider writing up any interesting facts that you would like to see published. I know some current members are still in touch with past members who may also have some information. I will take whatever is submitted and compile it into a history page. Hopefully this will continue to grow over time. There are too many good stories out there to let fade away.

Treasurer (Charles Hanes)

Checking account:	\$13,758
New Glider Fund (proceeds from sale of 1-34):	\$13,500
Insurance Fund:	\$46,090
6DS loan balance:	\$5,557

The 6DS loan will be paid off before the end of March. All other bills are paid including the 36L repair, and we will be getting the \$1000 deductible payment on the damage shortly.

A number of members brought their accounts current this month (thanks), but a few late accounts still remain: **Scott Boynton, Chris de Roulet, John Murayama, Kevin Brick, Paul Hickey and Steve Woolery**.

Several members had their BFR expire at the end of Feb., so get those BFRs done and send me your updates.

A Great Spring Day at Air Sailing

-- Lee Edling



We had a beautiful day for soaring on Monday, March 12. Where was everybody? Okay, I suppose most of you had to work.

Stoney volunteered to tow (thanks, Stoney). I took a very high tow to Tule Peak, releasing at 9,200. The ridge at Tule wasn't quite working due to light winds, and the thermals weren't strong enough, yet. The BASA Pegasus and I were slowly losing altitude.

Mother nature was teasing me until 7,800 about a mile north of Black Knob, half way back to Air Sailing. That was the first workable thermal of the day and it took me up to 9,400. You all know how this goes. Back to Tule, lose altitude, get back up, head back to Tule and then there was finally workable lift up there. After getting above 10,000, I started touring the area, checking out the Dogskins and First Lift.

Visibility was great early in the day. Mt. Lassen was in view. I made the circuit again and the Tule ridge was now working. Cirrus surrounded the area and was moving in, but it stayed clear over Air Sailing. I passed two hours in the air and set three hours as the goal. My aching behind!

There was still lift when I landed after 3.1 hours and that was good enough to start the season.

The good lift was usually 6 knots. Once in a while it would hit 8 knots and once in a great while it would hit ten, and that was a thrill for this time of year!

Let's hope we have more great days soon.

Dual Cross-Country Flights in BASA Gliders

-- Harry Fox

The Hollister League will be running each weekend from April 28 through May 26 this year. This is an

<http://www.flybasa.org>

opportunity to team-fly with other gliders on cross-country flights out of Hollister. This is fun flying with a group of pilots who are helping each other out over the radio, while also competing for the fastest time. See http://www.soarhollister.com/hgc_league.htm for more details.

The current plan is to keep the DG-1000 at Hollister through the end of May. It would then go to Air Sailing for the Cross-Country Camp (June 3-8), and after that to Truckee for the rest of the summer.

The following pilots are permitted to make cross-country flights in the DG-1000:

Charlie Hayes	Steve Ascher
Drew Pearce	Jonathan Hughes
Russell Holtz	Hans VanWeersch
Jeremy Zawodny	Harry Fox
Lee Edling	Matt Gillis
Darryl Ramm	Daniel Ruegemer
	Lance Cushenberry

Feel free to contact these pilots to schedule a dual cross-country flight. The best way is to schedule the DG-1000 from 1PM on for the day you want to fly, then e-mail these pilots to see if you can recruit one to fly with you. You can reach the pilots on the Flight Committee (part of the above list) with a single e-mail to flightcomm@flybasa.org. Also, check the BASA online schedule – sometimes a pilot will reserve the DG-1000 and include a note that they are looking for another pilot for a cross-country flight.

If you are checked out in the DG-1000, you can fly as PIC, but even if you are not you can join in and do much of the flying. And good cross-country flights are certainly possible in the Grob as well.

To prepare for cross-country flight, you should think about clothing, temperature control, food, and fluids (both input and output), in addition to flight skills and navigation.

I published a comprehensive write-up about flight preparation in the March 2006 issue of the Bugle, which you can see on-line at <http://flybasa.org/bugle/2006-03.pdf>. **Darryl Ramm** has also addressed this subject in detail at <http://www.darrylramm.com/things-to-bring-on-cross-country-flights/>.

2007 Wave Camp

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

At this point we have a small number of sign-ups for the camp – perhaps not enough to justify trailering gliders to Minden and back. If you are thinking of attending this camp but have not previously contacted Hans, please do so as soon as possible.

2007 Air Sailing Thermaling Camp

Clark Mason is planning to attend this camp, which runs from May 28 to June 1. One or two other BASA members are also considering this camp. This is a nice introduction to mountain flying in a supportive environment. If you have only flown at Hollister, this camp could also give you the experience to fly safely and confidently at Truckee later in the summer. See <http://www.airsailing.org/thermalcamp2006.htm> for more information (that page has the information from last year's camp, which won't change much for this year).

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.

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.

<http://www.flybasa.org>

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
One Pegasus; May 28 to June 1	Clark Mason (Air Sailing Thermaling Camp)
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; July 16-18	Charlie Hayes (at Ely)
DG-1000; July 31 to Aug. 2	Jim Britton (at Truckee)
DG-1000; August 6-8	Jeremy Zawodny (at Truckee)

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 (599JH) –
 Pegasus (101LV) – open
 SZD-51 (6DS)

Ship Captains

Matt Gillis
Peter Reischl; Ed Knapp
Steve Saglio

Clark Mason

Other Volunteers

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

Officers

Jeremy Zawodny
Jeremy Zawodny
Dave Walker
Hans Van Weersch

Regional Officers

Parachutes Officer –
 Instruments/Electrical –
 Maintenance Trailers –

Hollister

Mountains

Jeremy Zawodny **Steve Ascher**

Michael Nelson open