

- BASA BUGLE -

No April Meeting. Next BASA Meeting May 30.



Matt Gillis in 9JH chases 1CH flown by Larry Birndorf and Ruth Cook, in convergence lift NW of Hollister, April 9, 2007.

Hollister "Fantasy Flights" Meeting Saturday May 12.

Former BASA members Ramy Yanetz and Drew Pearce are organizing a meeting to review some of the great flights that have taken place out of Hollister, and to fantasize about others that pilots would like to attempt. This is set for Saturday, May 12 at the Wings of History Museum at South County Airport, at 7PM. Food will be served.

Watch for announcements on the hggroup e-mails. We'll also send out a BASA e-mail with more details as the event gets closer.

Membership Chairman

Joining/Leaving. Tim Massey, listed here as a new member last month, has decided not to join BASA after all. Taking Tim's place is **Matt Colgan**, a graduate student at Stanford who has experience flying Grob 103s and 2-33s in Boulder, Colorado. He also has some winch time at Lasham, England and is looking forward to starting into XC with BASA. He's also been working on the flight line for Quest at Hollister.

John Pierce has recently upgraded to a sponsor membership. He purchased **Scott Boyton's**, so Scott has officially left the club after moving to Arizona last year and helping to find our 1-34 a new home!

Chris Schlenger has left the club. This drops our membership count by one, to 72 members.

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.

Update Your Email Address. I recently discovered that the email addresses in our membership roster our out of sync with those subscribed to the basanews@flybasa.org mailing list that we use for club announcements. Since there were more on the membership roster, I'm treating that as the source of truth for member email addresses.

Unless there's an uproar, on a monthly basis I will make sure that all members are subscribed to the mailing list. It is a very low-volume announcement-only list for club related information, so you don't need to worry about being buried in discussion.

Please make sure your email address is current in the membership roster. If you've changed email addresses or have an address you'd rather use to receive club new, please contact the membership chairman to update it: membership@flybasa.org

Treasurer (Charles Hanes)

Checking account balance: \$10,296.
Ins. account balance \$46,200.
New glider fund balance \$13,500.
6DS loan balance: Paid off!!

Members late on dues are: **Chris de Roulet, John Murayama, Kevin Brick, Paul Hickey, Steve Woolery.**

Note also that there are a several members whose BFR expired in March. Please get those BFRs done and get me your updated BFR date so you can take advantage of the great spring soaring.

Standard Operating Procedures at Hollister (Quest Richlife)

Hi everybody,

The spring soaring season is here, and HGC is looking forward to helping every glider pilot at Hollister have great flights. I am currently working on a "Read and Initial" Operations Agreement for all pilots purchasing tows from HGC, and I'll provide copies to all BASA members within the next few weeks. You will read it, initial each line, sign and date it, and I'll keep it in a file. You'll be given a copy if you wish.

I'm hoping to come and talk at the BASA meeting in May, and possibly hand out the Ops Agreements at that time. Until then, here are a few points that I want to touch on regarding tow operations at Hollister:

- 1) Every solo or PIC pilot obtaining a tow with HGC must be able to show that they have a current Flight Review, and provide proof of it if so requested. No exceptions!
- 2) Walking across any runway is **HIGHLY DISCOURAGED!** This is a very critical issue for our continued operation at Hollister. Please wait for the golf cart if you can. If the golf cart is delayed, please still try to wait. If the golf cart is not available, you may need to walk, but this is a last resort. BASA may be getting a golf cart soon, so this may not be an issue in the near future. If you walk across the runway, you must take responsibility for any consequences from airport authorities.
- 3) If you are launching a two-place glider, at **LEAST ONE** of the pilots should be in and ready before the glider is pushed out beyond the hold bars. If ground crew is sufficient, both pilots of a two-place glider, or the pilot of a single-place glider, should also be in and ready before pushing across the hold bars. After being towed or pushed to the launch spot, the 2nd or solo pilot should **GET IN**. Don't help with turning the glider or the tail dolly. The line person will do these, as well as hook you up. As soon as you get your belts adjusted and your checklist completed, you'll be ready to go.
- 4) **ALL LAUNCHES AND ROLL-OUTS SHOULD BE EXPEDITED!**

This is different than hurrying or rushing. It is speed with efficiency. The runway should be a sterile

environment in the sense that nothing but the launch or clearing the runway should be attended to. Please take care of electronic devices or other personal items before entering, or after exiting, the runway.

If there is an undo, or unforeseen, delay with your launch, line personnel will tow or push you clear of the runway **AND** they will ask that you immediately exit the glider to assist them. If the day is dead quiet, with no one else around for miles, the same thing applies. Just consider it practice for when the airport is busy.

5) Please plan your landing with enough energy so that you can safely roll to (or past, at your discretion) the hold bars of the runway you've used. In the case of Runway 31, plan to roll to taxiway Charlie, and then immediately exit and push the glider clear of the runway. For Runway 24, always plan to exit at the old north taxiway, unless a different arrangement has been made verbally or by radio.

These are a few of the most important operational procedures we want to polish up at Hollister. We especially need to be on our toes and alert when the winds demand that all traffic use Rwy 24. Together, I think we can work harmoniously together with all the other pilots, and everyone should be happy.

I'll expand on these items if I can get to the next BASA meeting, and certainly in the "Read and Initial" Agreement that I'm preparing.

Thanks,

Happy Soaring

Quest/Hollister Gliding Club

Glider Locations

As of April 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	In service at Hollister.
Junior 6DS	In service at Hollister.
Pegasus 2BA	Grounded; up for sale.

Current plans are to take 1LV to Williams for service about April 26, to be returned to Air Sailing by mid-May.

Maintenance Chairman (Matt Gillis)

451CH – Flying at Hollister

- The new Strobl solar panels are mounted on the fuselage behind the cockpit and are set to constantly charge the tail battery. External hookup of an additional solar panel is not needed. The main CG battery still needs to be removed after flight and charged on the AC charger. The panel is keeping the tail battery fully charged when using just the transponder. So, it appears to be working out well.
- The canopy cover now has a transparent window over the solar panel. This window is mounted to the cover with Velcro. It should be removed from the canopy cover and rolled up separately, before storing the cover. This keeps from getting folds in the window, which would eventually turn into cracks.
- The fuselage cover was deteriorating; the last of the original covers having material with minimal protective coating. Jaxida would not replace the cover because of the time that had elapsed, in spite of the fact that the material was still from a defective lot. Since the fuselage cover was still in decent shape on the inside, it was completely recovered with Sunbrella cloth rather than replace the cover.
- Tail weights: make sure the tail weight cover is taped properly. We will be getting new wing tape, so there should always be a roll in the cockpit. Keep the weight box with the cover boxes. The tail dolly, cover boxes, etc are now kept in the glider trailer as standard procedure.
- The glider needs to be waxed again, so, if you are going to fly it in the near future, spend a few minutes putting on the MacGuire's wax; should be some in the blue box in the glider trailer. Wash the glider off with a wet towel, dry it and then wipe on the wax. By the time you are done wiping it on, which takes ~15 minutes, it is ready to wipe off for a lustrous shine.
- There appear to be scratches on the top of the rear canopy. It is unclear how they got there. Make sure to fold the canopy in on itself for storage and not lay the inside surface on the ground. It can pick up grit and could scratch the canopy. The scratches will need to be buffed out.
- We are getting the tires replaced and checking the brakes before it goes to the mountains.
- The trailer jack on the left side was replaced. It is \$100 a pop, so make sure they are raised before driving off.
- The spare tire mount will be getting a reinforcement to keep it from fatiguing the hold down assembly.
- 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. There is a sticker next to the cylinder saying "Relieve Pressure Before Removing Regulator" as a reminder (Thanks, **Joel K.**).
- Tail tiedowns: I would like some people to volunteer to replace the tiedown for 1CH; use yellow tow rope. While we are at it, we should make sure that all of the tiedown ropes are in good shape.

106DS – The glider is fully operational at Hollister after a long list of improvements while up at Williams. Thanks to our new Ship Captain, **Clark Mason** for spear-heading maintenance. Since it got back, however, additional items were recognized that are being addressed. The elevator trim adjustment needed repair and will be refurbished. **Haven Rich** got a new spoiler handle welded in place, as the old one had a small crack at the base. The brake line will be replaced.

599JH – A Becker transponder has been installed, plus a second battery to support the added power load of the transponder, and a Borglet B400 electric variometer.

The solar charger on top of the instrument panel is still in place. There are two battery switches, one for each battery, and each switch has three positions: "on" (top), "off" (center) and "charge" (bottom). Only one battery should be on at a time. In flight, the other battery should be set to charge, so that it can be topped off by the solar charger.

A new rudder lock was fabricated. Thanks to **Jeremy** and **Steve**.

101LV – At Air Sailing getting in some good spring flights. The 7 Ah battery was replaced; thanks, **Lee** and **Charlie**.

The glider is going into annual at Williams next week. Although, the annual is due in June, the camps are coming up, we wanted to get it in for annual before then and to add another battery to run the transponder.

3836L – **Peter Reischl** and **Ed Knapp** have installed the Cambridge electric vario that previously was in 9JH – hopefully this will relieve the vario problems we have been seeing.

Hollister Equipment Storage and Battery Charging. With the maintenance trailer gone we are now keeping parachutes and other equipment in Quest's storage container. Batteries are kept on the shelf by the door; charged on one shelf and discharged on the other. Quest takes them back to the hangar for overnight charging.

Glider Trailers. With the upcoming soaring season and camps that are scheduled, we will need to assess the glider trailers for roadworthiness. I am requesting that the ship captains survey the trailers for maintenance issues and then solicit assistance from members to get the items dealt with. Keep me posted on the status.

Wing Tape. New rolls of gap-sealing tape have been acquired. A roll should be kept in every glider and there will be spares in the glider box.

De-Bugging Our Gliders

Well, what we mean here are the actual flying bugs that get themselves smashed on the leading edges of the wings. In the spring and summer the gliders can collect a lot of these. It is much easier to clean them off while they are still "fresh" rather than waiting for them to get baked on after several days in the sun.

If you are the last pilot to fly a BASA glider on any given day, it is your responsibility to put the glider away properly. That includes washing the dead bugs off the leading edges of the wings and tail. It only takes 5 or 10 minutes to do this. You just need a wet towel or rag and some moderate rubbing to get them off.

There is a BASA bucket in the shed at Hollister, along with a few towels. If you have any old towels or washcloths at home you could donate, please bring them down. If you see a pile of dirty towels at the airport and you plan to be back in a week or two, please take some home for washing.

Air Sailing Thermaling Camp and Cross-Country Camp; Schedule for Moving BASA Gliders

We have a large turnout this year for the Air Sailing Thermaling Camp (May 28 to June 1) and Cross-Country Camp (June 3 to June 8).

Clark Mason, Ed Knapp and **Mike Dow** are planning to attend the Thermaling Camp. **Wolf Weber, Steve Saglio, Joel Klein** and **Doug Collom** will be attending the Cross-Country Camp, with **Jonathan Hughes, Jeremy Zawodny** and **Harry Fox** along as mentor pilots.

With this level of attendance, nearly all BASA gliders will be at Air Sailing for the Thermaling Camp, while all BASA gliders will be on hand for the Cross-Country Camp. The planned schedule for moving gliders is: 1LV will already be at Air Sailing. At the end of the day on Saturday May 26, the Grob and Junior will be loaded on their trailers, and on Sunday May 27 these two gliders will be trailered to Air Sailing and assembled there. The DG-1000 will be loaded in its trailer at the end of the day on Sunday May 27 and moved to Air Sailing so it can be available for dual instructional flights the first few days of the Thermaling Camp. Pegasus 9JH will be loaded on its trailer at the end of the day on Saturday June 2, and trailered to Air Sailing on Sunday June 3.

In between the two camps, the Junior and one Pegasus will be available for any member to reserve and fly at Air Sailing on Saturday and Sunday June 2 and 3. The DG-1000 is already reserved for Saturday June 2, but the Grob will be available that day. On Sunday, June 3, we will need either the Grob or the DG-1000 for dual checkout flights at Air Sailing, but the other one of those gliders will be available that day.

After the Cross-Country Camp, the Grob and one Pegasus will be returned to Hollister on Saturday June 9. Also on June 9, the DG-1000, the Junior and one Pegasus will be moved to Truckee. Cross-country qualified pilots are welcome to reserve those gliders for June 9 and fly them from Air Sailing to Truckee. Otherwise, the Cross-Country Camp participants will take care of flying those gliders to Truckee and moving the trailers.

Mountain Glider Reservations

Under the BASA reservation rules, a pilot may make a reservation at one of the mountain soaring sites (Air Sailing or Truckee) while also having a reservation in place at Hollister. This is to encourage pilots from the Bay Area to fly in the mountains, recognizing that they need to plan further ahead for trips to the mountains.

We have one BASA glider at Air Sailing now, and should have three gliders at Truckee by June 10 (see above for details). Its not too early to plan a trip to one of these mountain sites, and you can make a mountain reservation now to secure your spot.

Dual Cross-Country Flights in BASA Gliders

We forgot to include **Jim Britton** on the list of pilots 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
Jim Britton	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.

Avoiding Airsickness (Harry Fox)

An occasional problem on dual cross-country flights is the risk of airsickness for the less-experienced pilot. The March 2007 issue of Soaring Magazine had a good

article about airsickness problems with passengers, and most of the points covered there are equally true for pilots.

To avoid airsickness when flying dual it is important for both pilots to share the flying. If your stomach starts feeling a little queasy, ask to take the controls right away. This is usually the best way to settle things back down. Keep the vents open to get plenty of fresh air. Both pilots should avoid dramatic pull-ups and especially dramatic push-overs.

I've managed to make myself airsick while flying solo, particularly on hot days while thermaling low. The combination of heat and anxiety is what does it. A great way to beat the heat is to take a small towel or washcloth, soak it in water, place it in a small ziplock bag and put it in the freezer the night before your flight. Then during the flight, take out the towel and place it on the back of your neck when you get hot. The cool-down effect is dramatic.

Other pilots have reported that ginger pills help them or their passengers avoid airsickness, and some have had success with those wristbands that work on pressure points to suppress motion sickness.



Wave clouds in the lee of Mount Rose, April 4, 2007.

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, but if not then we would take a Pegasus instead. If you are interested in joining, please contact **Harry Fox** for more information.

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
Pegasus 1LV, Grob 36L, Junior 6DS; May 28 to June 1	Clark Mason, Ed Knapp, Mike Dow (Air Sailing Thermaling Camp)
DG-1000; May 28 to May 30	For instructional and checkout flights at Thermaling Camp
All BASA gliders; June 2-9	Wolf Weber, Steve Saglio, Joel Klein, Doug Collom (Air Sailing XC Camp)
DG-1000; 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 CFGIs: 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

Jeremy Zawodny
Michael Nelson

Mountains

Steve Ascher
 open