

- BASA BUGLE -

Next BASA Meeting May 30.

The next BASA meeting will be Wednesday May 30, 2007.

Dr. Walter Cannon will give a presentation about medical factors for glider pilots. Dr. Cannon is a surgeon on the staff of the Palo Alto Medical Clinic, a Clinic Professor of Medicine at Stanford Medical School, a long-time glider pilot and a competitor in regional and national soaring competitions.

Quest Richlife of Hollister Gliding Club will also give a brief presentation about standard operating procedures at Hollister.

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.

Presentations From Hollister "Fantasy Flights" Meeting .

Darryl, Ramy and Matt put on some great presentations at this meeting. These can be accessed online as follows:

For Darryl's fantasy of a flight from Hollister to Jacumba, California (on the Mexican border), see <http://www.darrylramm.com/jacumba-or-bust>.

For Ramy's presentation on cross-country tactics out of Hollister, see <http://groups.yahoo.com/group/hgcgroup/files/XC%20actics%20For%20Hollister.ppt>. You will need to be a member of the "hgcgroup" on Yahoo to access this. To sign up for the hgcgroup, see <http://groups.yahoo.com/group/hgcgroup/>.

For Matt's video of the Grand Canyon flight, see <http://www.youtube.com/watch?v=yukjZXmWE4c>. For the flight from Parowan to Wyoming, see <http://www.youtube.com/watch?v=P3IQksNyWu0>.

You can go to the on-line copy of this newsletter at www.flybasa.org and simply click the hyperlinks for those items, rather than typing them into your browser.



Testing a new carbon-neutral towplane design (photo by Aland Adams).

Membership Chairman (Jeremy Zawodny)

Membership Update. Paul Hickey has left the club, leaving us at 71 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.

BASA Web Site Outage. By the time you read this our web site (flybasa.org) should be fully functional again. We had a multi-day outage when the domain name lapsed and the renewal notices had gone to inactive email addresses.

We've renewed the domain for 3 years and are in the process of updating the registration and contact information. To avoid having a single point of failure, we could use one or two more members who are willing to serve as contacts for the domain name registration. This requires virtually no work on your part. Bonus points if you plan to be a member for at least the next few years.

Please contact Jeremy Zawodny if you're willing to help.

Pegasus 2BA Photo and Measurement Help Needed. We have a couple of interested buyers who'd like more

detailed pictures and cockpit measurements of Pegasus 2BA. Having this done soon could get us a lot closer to bringing in some of the money needed for the upcoming DG-1000 purchase.

If you're going to be at Hollister in the next week or two with a bit of spare time and have a good digital camera, please contact Jeremy Zawodny for details on what's needed.

Flight Committee Chairman (Jonathan Hughes)

As spring turns into summer it is time to begin thinking about moving gliders to Truckee. For new members who haven't flown at Truckee before, you don't know what you are missing! I encourage everyone to give flying at Truckee a try this summer. BASA typically keeps the DG-1000 in Truckee along with a Pegasus. We will probably also take the Junior up for members that are not checked out in the DG-1000 or Pegasus.

Soar Truckee has a Bar-B-Q every Saturday evening (bring your own food) where everyone socializes and discusses the days flying. You can reserve the BASA camping trailer, sleep in the bunkhouse, or camp in the campground (space permitting.) They have hot showers in the bunkhouse. If you are not into sleeping in the great outdoors there are several nice hotels close to the airport.

If you haven't flown in Truckee before, you will need to get a Truckee checkout from a Soar Truckee instructor or a BASA flight committee member before flying PIC at Truckee for the first time. This usually consists of an explanation of the SOPs and tour of the facilities and a few orientation flights to get pilots used to take offs and landings at high density altitude airports as well as pointing out the local house thermals.

Soar Truckee requires everyone who flies at Truckee to read the Standard Operating Procedures (SOPs) yearly and sign a form acknowledging you have read (and understood) them. The SOPs can be downloaded from the Soar Truckee website and are also available for review in the Soar Truckee office. Please make sure that you read and follow their procedures.

Please make sure that you get a checkout on local BASA procedures (in addition to the FBO SOPs) by a current BASA member or flight committee member.

Treasurer (Charles Hanes)

Checking account balance \$ 9,823.
 Ins. account balance \$46,342.
 New glider fund \$13,500.

The list of members behind on their dues is unfortunately growing: **Chris de Roulet, John Murayama, Kevin Brick, James Chalfant, Clark Mason, Darryl Ramm, and Steve Woolery.** Please bring your accounts up-to-date to restore your flying privileges.

Also, a number of members have an out-of-date BFR listed. Get me those flight reviews done and send your updates to me ASAP.

Glider Locations

As of May 15, glider locations are:

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

All gliders but 9JH will go to Air Sailing sometime in the May 26 to May 28 time frame, for use at the Thermaling Camp. Check the on-line schedule for availability. 9JH will go to Air Sailing on June 3 for the XC Camp, along with the other gliders. On June 9, the Grob and 9JH will return to Hollister, while the DG-1000, the Junior and 1LV will go to Truckee. Note that most of the gliders are available for use by any member at Air Sailing on June 2 and 3.

Maintenance Chairman (Matt Gillis)

451CH – New tires have been installed. The brakes were also checked and adjusted. Hans was reporting that the rear 12v auxiliary outlet was not supplying power, but the front socket was. The marks on the rear canopy were discovered to be material from the vinyl bumps on the window for the solar panel on the canopy cover. The bumps were rubbing onto the canopy like crayon. If the window is removed prior to removing the canopy cover, this probably will not occur. Before removing the canopy cover, remove the vinyl window, roll it up separately and put it away in the canopy cover

box so that it doesn't blow away. Don't fold the vinyl window, as this will shorten its lifespan.

599JH – The glider has been up and flying. The onboard solar panel does not compensate for usage as much as the new 1CH panel, so after long flights both batteries will need to be removed and charged sequentially. Another AC battery charger is on order so that both can be charged simultaneously. There was an unfortunate mishap last weekend. Stan Davies tripped on a tiedown cable, flew through the air and hit his head on the trailing edge. This put a ding in his head as well as some surface cracks in the glider finish. The cracks have been determined to not be structural, so we will wait on repairs. We hope Stan's head has fared better.

101LV – Is up in Williams for an annual and to have a second battery installed. It should be ready for the thermaling camp. We will need an additional AC charger.

106DS – Several minor items repaired. People reported weak brakes, but that resolved itself.

3836L – Has the Cambridge electric vario from 9JH and varios are apparently working; no one is reporting going down when the vario says up.

642BA – Steve Lamb of Antique Aero still believes he can get the glider signed off as experimental as a means of getting the glider flying. I am leaving that ball in his court, but nothing is bouncing (or flying) yet. If someone offers us a reasonable amount of cash for this glider, we'll take it.

A Sobering Experience on the Runway (Hans Van Weersch)

Last Sunday I had the DG-1000 reserved for the afternoon. I decided to take a co-worker up as the XC conditions were marginal anyway.

I prepared the ship and noticed Charlie's entry in the logbook about the disassembly. So, I paid extra attention to the preflight check and did a positive control check. I looked at the W&B and decided that we could leave all the weights in the tailbox with 2 x 160 lbs.

I briefed my passenger and we headed out to the runway behind the cart. There was only one line person, who drove the cart. I walked the wing. I did the final briefing of my passenger at the flight line and

strapped him in the backseat. We entered the runway, lined up the glider. I got into the front seat, strapped on my flight computers. In the meantime the line person had arrived with the tow rope and we hooked up.

I asked the line boy to remove the tail dolly, closed the canopy and did the final cockpit checks. I gave the thumbs-up to the line person to lift the wing and take up slack. Allen took up the rope slack and I radioed the "rope tight, ready when you are" and focused on the take off.

Everything normal so far, isn't it ???? Allen radioed something, but I did not really pay attention immediately as I was focused on the take-off, but the line boy put the wing down. I thought it was about traffic. Then Allen radioed to check the tail dolly. AND THE TAIL DOLLY WAS STILL ON !!!!!!!!!!!.

I spoke to Allen afterwards. When the line boy lifted the wing and Allen took up the slack, he noticed that the ship was yawing, which is very unusual if the tail wheel in on the ground. So, Allen had the presence of mind to conclude that the tail dolly must be on.

The line boy failed to remove the tail dolly after my explicit request. I was too wrapped up in quickly entering the front seat and getting my flight computers installed. Also rusty on my procedures after the winter break from flying. I failed to positively confirm the removal of the tail dolly and I was ready to take off with a CG that was already far backwards with the tail box completely filled.

This could have been a fatal situation if it wasn't for the alertness of Allen. The learning here :

- pay extra attention to all detail especially when you are low in currency
- don't assume that the line person knows what he is doing.
- Allen is worth his weight in gold (or maybe platinum).

[Editor's note: Always make sure you see the tail dolly on the side of the runway or on the back of the cart to confirm that it has been removed. I will not allow the rope to be hooked up until: (i) I have confirmed that the tail dolly has been removed, (ii) I am seated in the cockpit with my belts fastened, and (iii) I have arranged and turned on my GPS and any other gizmos I brought with me. If you are helping another pilot launch, show the tail dolly to the pilot after you remove it.

Pilots are bringing all sorts of PDAs and GPS devices with them in the cockpit, and devoting far too much attention to these gizmos as they prepare for takeoff and during the tow, to the detriment of safety. You need to have a "sterile cockpit" immediately before takeoff, during takeoff and during the early part of the tow. Do not allow yourself to be distracted by electronic devices, vent windows or other items not directly related to flyng the aircraft during this critical time.

Whenever there are enough helpers around, get all pilots and passengers into the cockpit, strapped in and settled well before the glider is moved onto the runway. Even with only one line person available, if the glider has wingtip wheels and only needs to be towed to the centerline to prepare for launch (for example, when there is a stiff wind down runway 24 at Hollister) you may be able to remove the tail dolly and get yourself seated in the glider before it is towed onto the runway.. Then all the line person needs to do is tow you out and point the glider into the wind.

Even if you cannot get seated before the glider moves onto the runway, you can turn on all your electronic devices and get them set how you want them well before you need to get into the glider, so that they produce less of a distraction while hooking up and taking off.]

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. 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

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

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

2007 Parowan Safari

The 2007 Parowan trip has been set for July 7 to July 15. It looks like we will have enough BASA participants to justify taking the DG-1000 plus a Pegasus. 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, Ed Lord (Air Sailing XC Camp)
DG-1000 and probably 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)

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)**

Executive Committee execs@flybasa.org

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

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

Jeremy Zawodny
Michael Nelson

Mountains

Steve Ascher
 open