

- BASA BUGLE -

Next BASA Meeting June 27.

The next BASA meeting will be Wednesday June 27, 2007.

Matt Gillis has made some nice video presentations of flights at Parowan and elsewhere and we'll view some of these, in addition to catching up on regular club business.

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.



1CH rests after a day in wave lift (to 17,990 over downtown Reno). Air Sailing, June 2007.

Membership Chairman (Jeremy Zawodny)

Joining/Leaving. Marco Flagg joins as a newly licensed glider pilot trained at Hollister who has already been down to Panoche.

Marco brings us back up to 72 members and we have two or three more prospects on the horizon.

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.

Pegasus 2BA Sale. After months of advertising and some price adjustments, we've reached an agreement to sell Pegasus 2BA to a buyer in Australia for \$12,000. There will be a lot of paperwork shuffling going on for the next few weeks, and we're expecting the transaction should be complete by mid to late July. We already have a 25% deposit in the BASA checking account.

Treasurer (Charles Hanes)

Checking account balance \$10,367.
Ins. account balance \$46,489.
New glider fund \$25,000.

The "New glider fund" has been increased by \$11,500. We have received a \$3,000 deposit on the sale of 2BA from Greg Wilson in Australia, and I have added a contribution of \$8,500 from the checking account.

Though some members have brought their balances current (thank you), some still are behind: Chris de Roulet, Ricardo Mestre, John Murayama, Kevin Brick, and Steve Woolery.

Also, I note that six members had their BFRs expire in May. Get those BFRs done and send my your updated BFR date, thanks.

Truckee BASH July 21

The annual Truckee BASH party will be held Saturday, July 21 at the Truckee gliderport. NCSA is the host this year, so you don't have to be concerned about being roped into helping out!

Glider Locations

As of June 15, glider locations are:

DG-1000 1CH	In service at Truckee.
Pegasus 1LV	In service at Truckee.
Junior 6DS	In service at Truckee.
Grob 36L	In service at Hollister.
Pegasus 9JH	In service at Hollister.

1CH and 9JH are planned to go to Parowan, July 7 through July 15.

Maintenance Chairman (Matt Gillis)

Use of Logbooks: Please use the logbooks in the gliders to note all maintenance or damage issues you notice, however minor. This is a big help for the ship captain, the maintenance chairman, and for the pilots who fly after you.

One example is when I went out to pre-flight 9JH recently. In checking the battery that was in there, it appeared loose and although there was some charge, it was either not enough or the continuity was faulty and power was intermittent. On further inspection, I noticed that the rear portion of the battery was not fastened down; although the hold down bolt was still threaded.

I removed and correctly replaced it. According to Haven, the previous pilot had problems with the battery that was in there. There was no reference to this in the logbook and this would have been helpful.

Rodents in Gliders: Let's keep 'rodent repellent stakes' in all the gliders when parked. Also, set mousetraps from time to time baited with cheese or peanut butter. This is especially important at Truckee or Air Sailing, where mice are a constant problem. Do not use Decon or other poisons, since the mouse is likely to crawl back inside the wing or tail to die.

The Pegasus is prone to rodent infestation because they can easily get from the main gear into the fuselage. There may be a way of creating a removable housing around the gear doors to prevent easy rodent entry while the glider is parked. If anyone has some good ideas on design, let me know.

I am soliciting for a volunteer to buy a small cordless vacuum to keep at Truckee. We need to remove even the smallest amount of food particles and this would be an easy way to do this and keep the gliders clean.

Battery Charging with Pegasi: There are now two batteries each in 9JH and 1LV to handle the additional transponder load. The flip side of this benefit is that two batteries need to be managed. The plan is for the ship captains to obtain additional AC battery chargers to charge both batteries overnight. Until that happens, it will be necessary to remove both batteries for charging on AC if both are used. Regarding 9JH, I left a note asking Quest to swap the charger to the second battery at Hollister. I think he will be amenable to this until the new charger arrives. If the second battery is charged and not used, it can be left in the glider. The battery that is left in the glider and not used in flight should have the switch placed down so that it can receive charge from solar charger. Haven is going to label the cables according to the switches, verify continuity /

integrity of the DIN connectors on the batteries and cable ends and check the solar panel output.

Write in the logbook which batteries were charged and which were used.

599JH: In operation at Hollister. The canopy incurred a scratch when putting the glider away in the trailer at XC Camp. Steve Saglio is going to get the materials to polish out the scratch(es).

If you have spare time in the morning before flight to wax the glider and it hasn't been done in over a month, please do so. There should be MacGuire's wax in the glider trailer. Note it in the logbook.

101LV: Fully operational at Truckee. Currently free of mice, mice nests and mouse poop. Let's try and keep it that way by keeping the 'rodent repellent stake' in the glider when parked. In addition, if any evidence exists of mice (or other rodents) set a trap until no rodents are caught. The wings and fuselage apparently had several nests in them and the glider had to be cleaned and power washed at annual.

451CH: The DG1000 is operational at TRK. The new solar panel appear to be working very well. So with overnight charging of the main battery, there should always be enough power to run the transponder, radio, other avionics and accessories, sunrise to sunset and then some, 7 days a week, 365 days/year. However, as far as I know, the rear 12v receptacle is still not functional.

The glider should be waxed monthly. Use the MacGuire's wax in the blue bin in the glider trailer (or possibly in the glider maintenance trailer). So, if you have a spare ½ hour do it and note it in the logbook. It is actually something that can be done while BSing with buddies, so it won't overtax your mind

Also, something I have to remind my self of as well when using pee-tubes, is to wipe off the yellow streak on the bottom of the fuselage after flight. Pushing the tube out a little ways minimizes the streak. A subsequent issue of the Bugle will have an article on the physics of pee-tubes and the urine dispersion dynamics by I. P. Freely. Until then, try and do your best to make sure all the pee goes out the tube and wipe off the streak later.

106DS: The retaining pin on the canopy restraining strap tends to work loose - if this happens the canopy will swing open all the way (unrestrained) - it has happened to me (Clark Mason). Haven suggested securing wire but it didn't work really well. Please be aware of this and use care opening the canopy. During

your preflight inspection check that the securing pins especially on the securing strap to the canopy are fully pushed home.

Haven just received the new parts for the trim mechanism and will bring them up to Truckee to replace them at some point. Apparently the trim mechanism is adequately functional in the meantime.

Let's keep the mice out of this glider too.

3836L: A temporary fix has been applied to the O2 system by isolating the cockpit pressure gauge. This will need a permanent fix now that the glider is back at Hollister. The window vent apparently leaks and whistles and some members have been taping it shut? If anyone does stuff like this, please note it in the logbook.

Maintenance Lists: A note on maintenance items and the 'list'. I have set up a system of keeping track of maintenance items using Google spreadsheets. The ship captains have access to make changes to the list. The purpose for using this approach was to establish a central system for tracking issues so that redundancy can be minimized and items do not fall through the cracks. This is proving to work out OK, but it would be helpful if the captains could get items updated on the list by the 10th of each month so I have it available for reference for this Bugle input. Regarding general membership, It is important that maintenance items be promptly reported to the ship captains and myself so that they can assessed and placed on the list promptly; the more up to date, the more useful it is.

1LV Trailer

(Harry Fox)

The wheels on this trailer were badly misaligned and the tires were wearing out quickly. I got new tires installed and the wheels were aligned by a trailer specialist (take a look underneath to see how he bent the axle to get the wheels to track straight!).

The emergency / parking brake on this trailer triggers much too easily while the trailer is being towed. Use a bungee cord to strap the brake handle down, and check periodically to make sure it has not flipped up. The access door on the front is susceptible to flying open while the trailer is being towed, so use some rope to tie this door down for towing.

New Officers for BASA

Nomination and election of BASA officers will come up in the September – October time frame. A few of

the current officers have served for a long time, and would like to take a break. If you think you could help the club by taking on an officer role, please talk to the current officers about what is involved.

Air Sailing Thermaling Camp

(Michael Dow)

First of all, thanks to Harry for all the encouragement to attend camp this year. I was very tentative about going to camp for many reasons, but I'm much better off for the experience.



Clark Mason prepares for a checkout flight with Charlie Hayes.

Things started out bad and got worse but ended up quite awesome. Packing up the gliders for camp was a first time experience for Ed Knapp and myself. But before we could even start the Grob disassembly we discovered two brand new trailer tires that had gone flat. However once filled and driven on they were fine for the rest of the journey. The drive up to Air Sailing was uneventful and we arrived at camp right before dark. We dropped off the trailers and headed back to Sparks to check-in to the hotel, quite tired after a twelve hour day.

On Sunday morning Harry flew up and joined us and we assembled both gliders but were unable to accomplish our area checkout because of the extreme winds, which made assembling the gliders a bit more interesting. The non-checkout was quite discouraging to Clark, Ed and myself. On Monday things didn't improve much for us even though the weather was much better. The Grob had a fairly bad O2 leak and the transponder on the Junior would not "tune" to 0440. Ed and I spent the entire afternoon trying to fix the gliders but to no avail.

So Ed and I spent the afternoon waiting to fly, as the DG was being flown by Clark and Charlie, which took several hours as one of the tow planes had an engine problem. Also our attempts to repair the Grob were frustrated by a lack of parts and/or no ground help to secure any parts. Once Charlie came back from flying with Clark, he asked me if I wanted to start the area checkout in the DG and I jumped at the chance, afternoon saved. After three pattern flights, two with me at the controls, we attacked the Grob O2 problem and Charlie decided to get parts Tuesday morning and repair the glider then. Clark was able to “coax” the Junior transponder to tune to 0440 with a light flick of the buttons. The camp staff provided burgers and hot dogs with all the trimmings to top off the first day of camp.

As Tuesday afternoon rolled around we had two flyable gliders, but Ed Knapp had to leave camp early for personal reasons. That left me to fly the Junior and Clark to fly the Grob. So we both finished our area checkouts first thing that afternoon with Charlie, in the Grob. Still no thermalling yet but Wednesday was looking pretty good and Clark and I were starting to get excited.

Rolf Peterson’s teaching was great, what a storehouse of knowledge. After the morning lecture and lunch Clark and I headed out for some thermalling adventure. Both of us took “high tows” to the Dogskins and immediately found some lift. I flew for 2:30 and reached an altitude of 14,000 MSL. Clark was up for almost 5 hours and made it over 15,000. Wow. Now I finally understand what soaring is. After almost 150 “falling rock” flights in Hollister I was able to experience soaring that I had only heard about.

On Thursday the weather report was indicating some unstable air and it looked good for thermalling that day. The other good indicator, we discovered, was that quite a few of the locals showed up to fly, including Charlie Hayes loading water ballast into the DG-1000 (Charlie ended up with a 600km cross country day).

I asked the tow pilot for another tow to Dogskins, as that is all I knew, but he knew better and took me to the Red Rocks and shouted for me to get off tow about 1000ft lower than I was comfortable with. As I was well within safe distance of Air Sailing, I complied and released. However I had waited too long and had to reverse course to seek out the lift that I had towed through. I lost about 400ft and then found a boomer thermal and went quickly up to 14,000.



Looking down on Pyramid Lake.

From then on it was clear sailing. I simply couldn’t NOT find lift and I was up for almost 4 hours and made it to 16,800MSL. I was able to experience the cold at that altitude, keeping myself hydrated and using the Travel Johns, eating in flight, speaking with Reno Approach and seeing business jets being vectored around me. I was able to make it as far north as Little Flanigan Lake and pretty much tour the entire valley, then pulled the spoilers and headed for home before a weather cell crossed the Dogskins. All in all it was a satisfying day.

Friday started out good and I went after my Bronze Badge and took 4 pattern tows with 3 accuracy landings. I then took a medium high tow to seek some lift but the over-development set in and we all had to land about 3:30 to make for a short day. We then topped off the week with a catered Mexican Buffet in the clubhouse.

When it was all over Clark and I both had a great time with Clark earning his A, B, C and Bronze badges and me earning my B & C badges (only 4 solo flight away from bronze). Also both of us earned our Silver Altitude gain as well.

Aviation Gear For Sale

We have decided to post ads here for BASA members who want to sell aviation-related items. The first listing comes from Charlie Hayes:

I have 2 Strong parachutes, Icom A4 and A23 handheld transceivers, Cambridge CAV2 elec. vario (2 place, new), vertical card compass, and a Volkslogger (Volkslogger available 7/21). I also have airplane avionics: KX-155 navcomm (slightly used), KI-208

VOR/localizer (new), and KT-76A transponder (new), all 14V systems.

If you are interested in any of these items contact Charlie Hayes. See the address list attached to this newsletter for Charlie's contact information.

Mountain Glider Reservations

Under the BASA reservation rules, a pilot may make a reservation at one of the mountain soaring sites (Truckee or Air Sailing) 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.

Dual Cross-Country Flights in BASA Gliders

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
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.

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
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 19-20	Ed Lord (at Truckee)
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

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| 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) –
 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