

## - BASA BUGLE -

### **BASA Meeting Wednesday October 24.**

The next BASA meeting will be Wednesday October 24, 2007. This will be our last meeting for 2007. We will be showing some short soaring videos. We may have some photos / videos from the October Panoche weekend. We may also show a video about last summer's soaring encampment at Lone Pine (no BASA participants, but some great aerial shots of flying over Mt. Whitney).

We will also be making some decisions about changes to Sponsor members' reservation privileges (see below about this).

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.



*Gliders at Panoche, October 13, 2007.*

### **Membership Chairman (Wolf Weber)**

I will be away on vacation for the next two weeks, but Jeremy Zawodny will fill in on membership duties and receive emails sent to [membership@flybasa.org](mailto:membership@flybasa.org).

Joining/Leaving. We had no membership changes this last month. Due to a miscount, our actual membership was reported incorrectly last month. The correct count stands at 71 members.

Sponsor Memberships For Sale. With the new club buy-back policy for sponsor memberships, the financial

downside to buying a membership and then being forced to sell because of unforeseen circumstances has been capped. We expect there to be increased interest in sponsor memberships. Buying one saves you \$40/month in dues. If you have been in the club for a while and plan to stay, consider making the longer-term commitment to become a sponsor member.

Starting with this month's Bugle, we will be listing people in the market to buy or sell a sponsor membership. By creating a more open market, we expect deals to be worked out more easily. If you are in the market, please let me know, so that I can publish your name. Buyers and sellers should contact each other to make a deal. Once a deal is settled, please make sure that funds flow through the BASA treasurer so that accounts can be settled. We will also be reporting the price of recent deals in future Bugles, to give some guidance on sponsor membership market prices.

#### Looking to sell their sponsor membership:

Jim Goetsch (sailing around the world for the next few years)

Sam Arquilla

Maike Bokkers

#### Looking to buy a sponsor membership:

Christian Ilmi

### **Sponsor Membership Changes (Harry Fox)**

Buy-Back Policy. The BASA Board of Directors has adopted a club buy-back policy for Sponsor memberships, as a way to reduce the financial risk for Sponsor members who want to sell and therefore make Sponsor memberships more attractive to prospective purchasers. The policy is that BASA will repurchase Sponsor memberships for \$1500 from Sponsor members who are willing to sell to the club at that price and have been unable to find a buyer after having their membership up for sale for 3 months or more. There will be a limit of 4 repurchases per year.

This reduces the risk of buying a Sponsor membership because at current prices it would only take a year or two for the reduced Sponsor dues to balance out any potential "loss" incurred by reselling to the club at \$1500. For example, one year of Sponsor membership

saves \$480 in dues and two years saves \$960 in dues. If you could buy now for \$2500 and you could predict that you are likely to remain a member for more than two years, then you should feel that your risk of having to sell is balanced out because you will recover \$1000 of your cost in reduced dues over two years and one month. If you could buy now for \$2000, then it would only take a year plus two weeks to recover \$500 of your cost. If you stay a member beyond those "break even" points then all the dues reduction accrued after that point is to your benefit.

At the September meeting we got more responses to the survey questions that were published in the September Bugle. We had asked the Associate members whether a dues suspension for selling Sponsor members, or a club buy-back at \$1500, would cause them to become more likely to buy a Sponsor membership. Including the responses received at the September meeting, the response was equal for both proposals (two "much more likelies", nine "somewhat more likelies" and two "no more likelies").

So the survey response didn't favor one proposal or the other. The Board of Directors then talked this over amongst ourselves. We came down in favor of the \$1500 buyout because we think that both (a) it should motivate Associate members to buy Sponsor memberships, and (b) if buyouts by the club actually occur, it reduces the number of Sponsor memberships on the market and helps us get rid of the "overhang". The club will then have the option to resell the purchased membership later, or to retire it completely if we want to slowly move towards a system with only one class of members.

Changes in Membership Privileges for Sponsor Members. The Board of Directors also feels that other steps should be taken to make Sponsor memberships more attractive, by providing enhanced reservation privileges to Sponsor members. We want to discuss these and make some decisions at the October meeting.

Some of the proposals up for discussion are:

(i) Vacation reservations for Sponsor members would be extended so that Sponsors can reserve any glider (including two-seat gliders) for up to 6 vacation days (instead of just 3 now for a two-seat glider) and can split a vacation reservation into two 3-day periods in different weeks.

(ii) Sponsor members would be able to make full-day reservations for two-seat gliders on weekends. But should this be limited to just Truckee reservations?

(iii) Sponsor members would be able to have more than one Hollister reservation in place at a time.

What other ideas are out there? If you would like to suggest some other ideas or comment on those listed above, send a message to [execs@flybasa.org](mailto:execs@flybasa.org).

We had heard suggestions that certain privileges be deleted for the Associates (some ideas were no vacation reservations for Associates, or even no DG-1000 flying privileges for Associates). The Board of Directors does not support those last two suggestions because the DG-1000 was partly paid for by Associate member dues and because there are some folks for whom buying a Sponsor membership doesn't make sense because of job uncertainties.

### Treasurer (Charles Hanes)

The balances for Oct. are as follows:

Checking: \$9,057.  
 Ins. fund: \$47,422.  
 New glider fund: \$45,000.

Next month, you will see an extra charge for your annual SSA membership, so plan ahead. For most members, this will be \$64, but check for your specific balance as for some members (especially new members) it may be different. Remember that membership in the SSA for all our members is a requirement for our liability insurance policy. The reason BASA charges this amount extra and does not include it with your dues is that some members already have paid for lifetime SSA memberships, and it would not be fair to them to ask them to pay again.

There are too many members with late dues: **Sam Arquilla, Chris de Roulet, Ricardo Mestre, John Murayama, Kevin Brick, Marco Flagg, Ed Lord, Hans van Weersch, and Steve Woolery.** Check your balances, and get those checks in to me to restore your flying privileges.

Also, many members show BFR OUT, get those renewals done and send me your updated BFR dates.

### Hollister Ground Procedures

Please remember that you must put away and tie down your glider after use unless the next pilot is present and takes responsibility for the glider. Just because another

pilot is signed up after you on the schedule does not mean you can assume that pilot will appear later. Do not leave BASA gliders unattended on the north side of Runway 24 – you may only leave a glider there if the next pilot has arrived and come over to take possession of the glider.

### Batteries for the Grob

While the Grob has a solar charger, the batteries will last longer if they go on the AC charger each night. We have two Grob battery packs and should be alternating between them. One of the battery packs has just a female cigarette lighter-type plug on it, but there is an adapter in the battery charger box that plugs into the lighter-type receptacle and allows the glider fitting to be used.

### Panoche Weekend Report



Late afternoon over the Panoche hills.

The October 13-14 Panoche weekend was very successful, with the Grob, DG-1000, Junior and Pegasus all in use, and a total of 15 BASA pilots participating. All 15 got to fly, and several also gave rides to family and friends.

After the rain on Friday we had moist post-frontal conditions on Saturday. Cloudbases were low (in the range of 4000 MSL to 5000 MSL), but there was lots of usable lift, some of it within half a mile of the Panoche airstrip. The rain was not heavy enough to muddy the airstrip, but it was enough to reduce the dust kicked up by the towplanes. Sunday was mostly cloudless and saw more typical Panoche conditions, with higher tows needed to get to the best lift over the high ridges that border the valley.

Larry at the Panoche Inn put on a great barbeque Saturday afternoon / evening. A few of us also camped out at Mercey Hot Springs, taking a hot soak under the stars and then a morning swim in the pool.

Maybe we'll aim for another Panoche weekend in the springtime.



Matt Gillis and Tom Joy involved in some ground-vehicle maintenance at Panoche. (What are they going to use those boulders for – ballast?)

### Glider Locations

As of October 15, glider locations are:

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

### Get Your Junior Checkout!

With the Junior based back at Hollister now, we encourage all members to get a checkout to fly it. It doubles the number of BASA gliders you can fly (if your only other checkout is for the Grob), it's a great glider for working the weak winter thermals we get in the Hollister area, it's fun to fly, and it's easy to fly. It was expressly designed as a club glider for newer pilots, and in lots of clubs around the world they put student pilots in a Junior after they have had a handful of solo flights in a trainer.

The checkout involves some time with an instructor to go over the glider's features and flight characteristics, and then some initial flights under the instructor's supervision.

Go to the page for the Junior on the BASA website, <http://flybasa.org/index.php/equipment/n106ds/> to access the Pilot's Operating Handbook for this glider and the checkout information sheet.

## Fall / Winter Soaring Weather

We have gotten an early start on the autumn storm fronts this year. The bad news is that clouds and rain will shut down the flying some days, but the good news is that the more dynamic weather brings good local thermaling conditions on many days at Hollister, plus the possibility of wave when the wind picks up.

For good local thermaling at Hollister, look for "post-frontal" conditions. This generally means the day after a rain storm comes through, but can also include the same day that rain occurs if the front passes through in the morning. After a front passes the usual marine inversion is generally wiped out and replaced with a pool of cold air aloft. This makes for a good lapse rate, allowing thermals to reach reasonable altitudes. The front will also usually leave behind increased moisture levels. This moisture may be enough for cumulus clouds to form, marking the thermals. As we get later into winter the moisture levels increase and cloudbases get lower.

To predict post-frontal conditions, just keep an eye on the National Weather Service forecasts for the Hollister area. Go to <http://newweb.wrh.noaa.gov/mtr/forecast.php> and click on the link for "Monterey Bay, Northern Salinas Valley, Hollister Valley, and Carmel Valley below 1000 feet". Also on the same page, click on the "AFD" link for the Area Forecast Discussion. For example, the forecast issued today (October 16) calls for chance of rain at Hollister on Friday evening October 19, and partly-cloudy conditions on Saturday October 20. If that forecast pans out, Saturday could be a nice post-frontal day.

We may still get some warm late-summer type days this year with an offshore flow. This can result in strong heating at Hollister with little or no inversion, again resulting in good local thermals but with clouds unlikely. Today's Area Forecast Discussion is indicating we could have some of those days starting Sunday and into early next week.

The other winter soaring weather we want to see is strong wind for wave. This can be generated in pre-frontal conditions, with strong winds out of the southeast to southwest arriving just ahead of a storm front. The ideal conditions for pre-frontal wave are created by a strong but relatively dry front, so that

winds are strong but clouds are few. With a wetter front there may be a window of just a few hours between the time the winds get strong enough for wave and the time that clouds and rain make flying unsafe. And with many fronts there is no usable window at all – the strong winds, clouds and rain all arrive together.

Wave can also occur in post-frontal conditions, if strong winds out of the northeast arrive after the low pressure center passes by. The best chance for this is usually after a low pressure center passes a little south of us. Lows that pass to the north are more likely to generate northwest post-frontal winds. On days with strong northeast winds there are seldom clouds.

To predict wave conditions, the best place to start is again the National Weather Service Zone Forecast and Area Forecast Discussion that are referenced above. The Forecast Discussion will generally point out expected high-wind events several days in advance. Wind forecasts for the Hollister area are also available from Dr. Jack at <http://www.drjack.info/WINDIP/index.html>. Click on the "Latest" link for Salinas. Note that time descriptions for each column are in GMT ("Zulu") time, so 00Z for any given date is really 5PM PDT the date before.

## BASA Election

At the September, BASA officers were elected to serve for the period October 1, 2007 through September 30, 2008:

President:	Harry Fox
Vice President:	Jeremy Zawodny
Treasurer:	Charles Hanes
Flight Committee Chairman:	Hans Van Weersch
Maintenance Chairman:	Matt Gillis.

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### Executive Committee [execs@flybasa.org](mailto:execs@flybasa.org)

President –	Harry Fox
Vice President –	Jeremy Zawodny

Treasurer – **Charles Hanes**  
 Flight Committee Chairman – **Hans Van Weersch**  
 Maintenance Chairman – **Matt Gillis**

**Flight Committee** [flightcomm@flybasa.org](mailto:flightcomm@flybasa.org)

Chairman – **Hans Van Weersch**  
 Members: **Stan Davies** **Peter Reischl**  
**Steve Ascher (CFIG)**  
**Harry Fox** **Jeremy Zawodny**  
**Jonathan Hughes (CFIG)**  
**Jim Britton**

Approved CFGs: **Ruth Cook (H)** **Jeffrey Hazlegrove (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)** **Drew Pearce (H)**

**Club Aircraft** **Ship Captains**  
 DG-1000 (451CH) – **Matt Gillis**  
 Grob 103 (3836L) – **Peter Reischl; Ed Knapp**  
 Pegasus (599JH) – **Steve Saglio**  
 Pegasus (101LV) – open  
 SZD-51 (6DS) **Clark Mason**

**Other Volunteers** **Officers**  
 Membership Chairman – **Wolf Weber**  
 Website Maintenance – **Jeremy Zawodny**  
 Insurance Chairman – **Dave Walker**  
 Wave Camp Chairman – **Hans Van Weersch**

**Regional Officers** **Hollister** **Mountains**  
 Parachutes Officer – **John Pierce** **Steve Ascher**  
 Instruments/Electrical –  
 Maintenance Trailers – **Michael Nelson** open