

- BASA BUGLE -

January Meeting.

The next BASA meeting will be Wednesday January 30, 2008. Peter Deane, a well-known local contest pilot, will be giving a presentation about flying at St. Auban in France, and in particular the lessons he learned about soaring close to the terrain in the Alps. This is a great presentation, with two video screens going at once!

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.



In the Alps north of St. Auban.

Membership Chairman (Wolf Weber)

Joining/Leaving. There were no membership changes this month, so the count remains at 65.

Sponsor Memberships For Sale. 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. Buying a sponsor membership saves you \$40/month in dues. Recent sales have been in the \$2000 range.

Looking to sell their sponsor membership:

Ricardo Mestre

Looking to buy a sponsor membership:

Lisa Corsetti

Treasurer (Charles Hanes)

Checking: \$14,394

Ins. fund: \$50,099

5KM loan: \$78,000

We have received all the 5KM loan commitments from members, thanks to everyone who signed up. Harry will be sending out your loan paperwork shortly. The loan has been increased by \$1K from \$77,000 intentionally to give us a bit of margin. We will be making the first loan payments by the end of Mar.

I have moved \$2,000 to the insurance fund account from checking. We will be increasing this balance over time to allow for the addition of 5KM to the fleet.

Members late on dues: **Chris de Roulet, Ricardo Mestre, John Murayama, and Lee Edling.** You must bring your balances current to restore your flying status. Note that many members are close to being late, get your payments in or you will be on the list next time.

Glider Locations

As of January 15, glider locations are:

DG-1000 1CH	In service at Hollister.
DG-505 5KM	In service at Hollister. Expected to go to Williams for service at the end of January.
Grob 36L	At Hollister. Needs new tow release mechanism – expected to be fixed by Jan. 18.
Junior 6DS	In service at Hollister.
Pegasus 9JH	At Williams for maintenance. Expected to return to Hollister at end of January.
Pegasus 1LV	In service at Air Sailing.

Maintenance Chairman (Matt Gillis)

General Items. **Jim Britton** and **Terry Byers** have been charging ahead as ship captains of the DG fleet. I can hear the bugles now. It has helped relieve some of the workload. Thanks guys!

With the strong winter storms, there are strong winds. Make sure the glider is tied down well when you leave it. If strong weather is imminent, be sure to secure the wings well. If necessary, add an additional line to all 3 points and make sure the main wheel is blocked. There should be rope in the HGC storage area. The recent storm in Avenal destroyed a couple gliders and is an example of tie-downs failing. At Hollister, the result can also be the damage of hitting other aircraft as well. Fortunately, the storm winds were not quite as bad here. Nevertheless, **Haven Rich** got the gliders buttoned down. Thanks Haven.

- Matt Gillis, MC

N505KM. The DG-505 is currently in service at Hollister but will be moving to Williams at the end of January for installation of an EDS O2 system, a transponder, as well as some other items.

Those wishing to check out in this glider may want to do so before February to take advantage of the Hollister spring soaring season when the 505 returns. The tail battery will soon be replaced, and we will have a solar charging setup similar to the DG-1000. Until then, remove the tail battery from the glider and use the AC charger that resides on the HGC charging table.

There was a Technical Note from DG regarding possible damage to a bellcrank bolt, but this item was inspected at the last annual and all is in order.

The Jaxida tail cover was modified with a Velcro flap above the TE probe port to allow for covering with the TE probe attached.

- Terry Byers

N451CH. DG-1000 has been inspected for Technical Note 1000/12 and is flyable but aerobatics are prohibited for now. It has been re-assembled and re-taped but has not been flown since it was taken apart, so, inspect carefully.

To preserve the gel-coat finish we will be looking for volunteers to wax the glider every month starting next month (in addition we will now apply floor wax to both edges of the canopy seals – this eliminates the creaking).

Both main batteries (the ones that go behind the rear seat) are at about half capacity. We have purchased one new main and it will be installed once we have tested its initial capacity. Please log the main and tail starting and ending voltages.

- Jim Britton

Jeremy Zawodny and Hans Van Weersch have offered to identify the loads on the circuits and generate a schematic of the power supply circuits. We will attempt to do this with both the DG's since this is important to have for initial trouble shooting. If anyone has CAD skills that could help draw up a final version of the schematics, contact Jeremy. It would be good to have an electronic version for easy reference. They are also monitoring battery capacities which will be helpful in determining a timely battery replacement schedule. Thanks Hans and Jeremy. –MG

N599JH. This Pegasus is in the shop at Williams and is scheduled to be ready by the end of January. We will need a volunteer to go get it.

N101LV. This Pegasus is up at Air Sailing. As late winter/early spring approaches, there may be wave opportunities there. So, members should consider getting some wave time in 101LV.

N3836L. The Grob 103 is currently grounded until the new TOST mechanism arrives. We expect to receive and install the replacement tow release by the end of this week, so it should be available to fly this weekend. The mechanisms now are required to be replaced based upon # usages rather than time; 2000 releases for replacement. So, BASA needs to track the number of flights.

N106DS. Glider is in service at Hollister.

There have been several comments on the lack of a cockpit pouch in the glider to store stuff. Clark will be arranging with members of the N106DS BASA crew to determine size, shape and mounting position of a pouch and we will get it installed.

Online BASA Glider Repair & Maintenance List [Google Spreadsheets]. Jim Britton has added some improvements to the Maintenance List. Thanks Jim. As time goes on, this could be a good central reference for maintenance info with contacts, part numbers, links to documentation, etc.

Updated Flight Rules

Jim Britton has taken the initiative to update our Flight Rules to include the DG-505 and the Junior, and to clarify some other matters. A copy of the new Flight Rules is included with this newsletter. All BASA members should read the Flight Rules and be familiar with the requirements and restrictions applicable to the gliders they want to fly and the type of flying they want to do.

BASA Wave Camp

We plan to hold a Wave Camp in the mountains this spring. This can provide a good introduction to mountain soaring for those who have most or all of their flying experience at Hollister. Questions to be decided include:

When? In April? Or the second week in May, immediately before Truckee opens?

Where? Traditionally, we have held this camp at Minden, but Air Sailing is another possibility. The wave is not as reliably good at Air Sailing and the accommodations are more primitive (rent a camping trailer on the field, or bring your own trailer or motorhome, or stay in Sparks half an hour away). But we could have the place pretty much to ourselves, and the tow rates are very reasonable.

We'll discuss these questions at the January meeting and try to make some decisions then.



Returning to St. Auban .

Upcoming Events

BASA Wave Camp. April or May?

Air Sailing Thermaling Camp. May 26-30. Contact Rolf Peterson, 925-447-5620, 925-447-4255, rolfpete@aol.com

Air Sailing Cross-Country Camp. June 1-6. Contact David Prather, 530-748-7275, dwprather68@yahoo.com

NSA Bishop Encampment. June 15-19. Nevada Soaring Association will provide a towplane at Bishop during this period. Contact: Bob Spielman, 775-345-0410, thudpilot1@msn.com

Parowan Safari. Either June 28 to July 6, or July 5 to July 13. At this point, the later week is looking more likely.

BASA Air Sailing Week? Last year several BASA pilots who had flown at the Cross-Country Camp suggested that we have our own week at Air Sailing later in the summer, where a group of BASA pilots would gather and fly together.

Which Soaring Camp Do I Recommend? (Jeremy Zawodny)

[This is a re-run of an article Jeremy wrote last year, and it seems a good time to publish it again.]

Another BASA member recently asked which of the upcoming camps and events I recommend. Given that the season will be upon us in a few short months, here's a slightly longer version of my answer--aimed at anyone looking to expand their skills this year.

Which camp do I recommend?

As usual, it depends.

It depends on your goals and your experience.

Air Sailing Cross Country Camp. If you have ambitions of flying cross country in the Sierra, I highly recommend the Air Sailing Cross Country Camp in early June. It's an intense week of learning and flying. From 9am until dinner time (and often beyond), all we do is fly and talk about flying farther, faster, and more efficiently. It's a safe and supportive environment for learning XC flying and conveniently meets the requirements for XC qualifications in BASA if things go well.

Air Sailing Thermaling Camp (or doubling up at Truckee). If your thermaling isn't already second nature and you have little experience flying in the high desert, I'd recommend skipping the XC camp this year and instead either attending the Air Sailing Thermaling Camp (also a week long) or pairing up with a few experienced BASA pilots to fly at Truckee this summer. You can improve quite a bit with a few dual flights in the DG-1000 or DG-505 and then flying Truckee locally to hone your technique in the Junior or a Pegasus.

Or you could do both!

BASA Wave Camp (Minden). Wave Camp is fun but a bit of a gamble. Some years we have great wave, so if you want some wave experience you might give it a try.

But other years it's mostly local and/or XC weather. In that case it may not turn out to be a full "wave camp", but it is good practice and a good introduction to high-desert flying. The way the scheduling works out you're generally sharing the glider with one or two other people, more so at the start and end of the camp and less so in the middle of the week.

Parowan Safari. While not an official BASA outing, several BASA members will be heading to the soaring paradise of Parowan, Utah again this July. When the weather is good, the XC soaring in Parowan is hard to beat. There are long cloud streets at or above 18,000 feet, airports spaced every 20 miles or so, and scenery to die for. If you're XC qualified and looking for a new site to fly, definitely consider Parowan. If you're not XC qualified yet, sharing the DG-1000 or DG-505 with a qualified BASA member is certainly an option. Even when the weather is poor, you can get a lot of flying in.

Hollister League. Every Spring the weather gods around Hollister deliver some days with conditions for excellent local and XC soaring (sometimes even on the weekends). When this happens, you can usually find a group of pilots gathering every Saturday and Sunday morning to hear what Ramy Yanetz believes the minimum short and long tasks should be for the league race that day. It's a very informal and friendly competition intended to encourage new and experienced XC pilots to get out and fly a bit farther and a bit faster than everyone else. Details usually start appearing on the hggroup mailing list:
<http://groups.yahoo.com/group/hggroup/>

Vacation Reservations. If you plan to participate in the Air Sailing camps or the Parowan Safari, book a glider soon using your vacation reservation. That'll give you either full access to a single seat glider for the week or the ability to get the DG-1000 or DG-505 along with another pilot.

The single best way to improve your flying is to fly more. Take advantage of all camps, trips, and dual mentoring flights you can. Take a few days off during the week and fly at Truckee when it's quiet. Remember, with the weekday reservation policy, you won't even need to use your vacation reservation in many cases.

Vacation Reservations for 2008

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**.

Executive Committee 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

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

Approved CFIGs:

Drew Pearce (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) –	Jim Britton
DG-505 (505KM)	Terry Byers
Grob 103 (3836L) –	Peter Reischl; Ed Knapp
Pegasus (599JH) –	Steve Saglio
Pegasus (101LV) –	Lee Edling
SZD-51 (6DS)	Clark Mason

Ship Captains

Other Volunteers

Membership Chairman –	Wolf Weber
Website Maintenance –	Jeremy Zawodny
Insurance Chairman –	Dave Walker
Wave Camp Chairman –	Hans Van Weersch
Trailers–	John Pierce

Officers

Regional Officers

Parachutes Officer –	Hollister	Mountains
	John Pierce	Steve Ascher