

- BASA BUGLE -

February Meeting.

The next BASA meeting will be Wednesday February 27, 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 time we really mean it – I've double-checked and Peter has no scheduling conflict this time!

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.



BASA Grob near Hollister (photo by Steve Brockman).

Membership Chairman (Wolf Weber)

Joining/Leaving. **Bryan Trujillo** joined us this month. Bryan is a professional pilot who used to fly gliders and wants to get back into them. Welcome Bryan! The membership count is now 66.

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: \$18,546

Ins. fund: \$50,226

5KM loan: \$78,000

We should be able to make a principle and interest payment of about \$10,000 on the 5KM loan next month.

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

Glider Locations

As of February 15, glider locations are:

DG-1000 1CH	In service at Hollister.
DG-505 5KM	In service at Hollister. Expected to go to Williams soon for service.
Grob 36L	In service at Hollister.
Junior 6DS	In service at Hollister.
Pegasus 9JH	At Williams for maintenance. Expected to return to Hollister soon.
Pegasus 1LV	In service at Air Sailing.

Maintenance Chairman (Matt Gillis)

General Items. 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 and tail well. If necessary, add an additional line to all 3 points and make sure the main wheel is chocked. There should be rope in the HGC storage area. A storm in Avenal destroyed a couple of gliders and is an example of tie-downs failing (see the January 4, 2008 entry at <http://www.soaravenal.com/> for the gruesome details). At Hollister, the result can also be the damage of hitting other aircraft. If you have any questions on how to tie down the gliders, ask Quest

Richlife or another experienced pilot. One good knot is better than numerous bad ones.

Since wave is a distinct possibility out of Hollister over the next few months having the O2 systems ready to go is good idea. The DG-1000 currently has about 1000 psi, which is good for two people for a few hours. If you are out at the airport and have time, go ahead and have Gavilan Aviation fill the bottle if it is less than half full. This process is often more involved and time consuming at Hollister than at gliderports such as Soar Truckee (you may need to bring the glider down to the Gavilan hanger). So it may be difficult to take care of early enough for day that has wave in the morning. BASA will reimburse you for the O2 charges.

-- **Matt Gillis**, Maintenance Chairman

N505KM. The DG-505 is currently in service at Hollister but will be moving to Williams hopefully by the end of February 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 then 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, use AC the charger that resides on the HGC charging table.

N451CH. The DG-1000 is flyable but aerobatics are still prohibited. It will be going into AirCrafters in Watsonville on April 21st for 5 days to reinforce the airbrake mountings and an elevator bell crank. When that work is done it will back up to full health. We will need help to de-rig and re-rig for this on April 20 and April 26.

We will now apply floor wax to both edges of the canopy seals to eliminate the creaking.

Both main batteries 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.

The February waxing happened on schedule and we will be looking for volunteers to wax the glider every month from now on.

Please make sure that the aileron locks are fitted *outside* the wing covers. The procedure is to place an aileron lock on the opposite wing while installing the first wing cover. This prevents the cover from snagging on the aileron causing tears. The second aileron lock is then

placed on the outside of the first cover which holds the ailerons in position for installing the second wing cover.

The first aileron lock is removed for installing the second wing cover and then replaced over the outside of the wing cover. The locks are not left underneath the covers because they snag on the covers and slide off the wing. The netting and fabric on the inside of the covers is delicate and is beginning to tear and will need to be repaired. We want to minimize this damage. The mounting procedure is similar for the DG-505.

-- **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 DGs since this important to have for initial trouble shooting. If anyone has CAD skills and could help draw up a final version of the schematics, contact Jeremy. It would be good to have an electronic version for easy reference. Jeremy and Hans 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 February. We will need a volunteer to go get it. Rex had some towplane repair emergencies that postponed the work on 9JH.

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

N3836L. The Grob 103 has had a new TOST mechanism installed and is online and available to fly at Hollister. The mechanisms now are required to be replaced based upon number usages rather than time; 2000 releases for replacement. So, BASA needs to track the number of flights for this and all our other gliders, since they all have TOST release mechanisms.

The pouch still needs to be refastened.

The oxygen system has been removed to repair a leak. It should be re-installed over the next few weeks.

N106DS. The annual was performed on the 'Junior' and the glider is in service at Hollister. Main items repaired:

1. The front canopy hinge was replaced.
2. Trim Knob Assembly: new hinge plate, adj. knob spring and housing assembly
3. Cleaned and repacked wheel bearings

4. BGA Rudder, airbrake gear and canopy latch inspections.
5. Replaced the "antique" hydraulic brake line,
6. Inspected the TOST release and reattached the release cable return tensioner spring which was hanging loose in the nose compartment. We will look into replacing the entire TOST mechanism based upon number of flights.

Thanks, Haven.

A new storage pouch still needs to be designed. The N106DS glider crew is 'working on it' ©. Location and dimension limits need to be defined and provided with some digital pics of the area for installation. This can be accomplished by having people sit in the glider and determine space limitations and accessibility, then using a tape measure. To accommodate all BASA members and body members, maximum size limits would be constrained by the largest person and available elbow room; basically, optimum pouch dimensions are a function of asses and elbows.

BASA Wave Camp

Our Wave Camp will be held at Minden May 10-18 (including travel days at the beginning and end to move gliders from Hollister to Minden). Lots of members expressed interest in this camp at the January meeting, so the current (tentative) plan is to take four gliders: the DG-1000, the Grob, the Junior and Pegasus 1LV. This would leave the DG-505 and Pegasus 9JH at Hollister during this period. Depending on how many members actually sign up to attend, we may end up taking fewer or more gliders to Wave Camp.

We will need to trailer the DG-1000, the Grob and the Junior from Hollister at the start of the camp, and move 1LV from AirSailing to Minden. Since the DG-1000, the Junior and 1LV will be staying in the mountains after the Wave Camp, only the Grob will need to be trailered back to Hollister at the end.

For more details about Wave Camp preparations, see **Hans Van Weersch's** Wave Camp web page at <http://www.geocities.com/weersch/hobbies/soar/BASA/wavecamp/wavecamp.html>. There are a number of links on the left side of the page with information about accommodations, equipment and clothing, "chamber rides", etc. To sign up for Wave Camp, contact Hans.

Upcoming Events

BASA Wave Camp. May 10-18, 2007, Minden.

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. July 5 to July 13.

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.

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.**

Glider and Dates	Pilot
DG-1000, May 25 to May (Air Sailing Thermaling Camp)	Ed Knapp
DG-1000, Pegasi 1LV and 9JH; June 1 to June 6 (Air Sailing XC Camp)	Terry Byers, Christian Ilmi [tentative]
DG-1000, maybe a Pegasus; July 5-13	Parowan Safari (vacation reservation days will be charged to BASA pilots using these gliders)

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 CFGs: **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)

<u>Club Aircraft</u>	<u>Ship Captains</u>
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

<u>Other Volunteers</u>	<u>Officers</u>
Membership Chairman –	Wolf Weber
Website Maintenance –	Jeremy Zawodny
Insurance Chairman –	Dave Walker
Wave Camp Chairman –	Hans Van Weersch
Trailers–	John Pierce

<u>Regional Officers</u>	<u>Hollister</u>	<u>Mountains</u>
Parachutes Officer –	John Pierce	Steve Ascher