

- BASA BUGLE -

BASA Meeting August 27.

The next regular BASA meeting will be Wednesday August 27. Nomination of officers for the next year will be on the agenda. Other topics for discussion include whether to refinish the fuselage of 1LV, and the current status of glider operations at Hollister.

The meeting will be at the IHOP, 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.



Gen Shibayama over Brian Head, Utah.

Membership Chairman (Wolf Weber)

Joining/Leaving. In the last month, **Matthew Colgan** was expelled from the club for violation of flight rules. **Mark Polakoff** joins as an associate member. Mark is a retired airline pilot with a commercial glider rating. He is just getting back into flying gliders after having taken a break from them for many years. Welcome, Mark! The membership count remains at 69, with one sponsor membership and five associate memberships available.

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 - \$2500 range. Please contact me if you are interested in buying a sponsor membership. Also let me know if you are interested in selling your sponsor membership, so I can list you here.

Treasurer (Charles Hanes)

Checking: \$7,065
Ins. Fund: \$50,796
5KM Loan: \$62,318

This month's amount due for each member includes an additional amount for the annual membership fee for the SSA, which the club pays on behalf of each member. SSA membership for all club members is required for our liability insurance. Please check your amount due and remit the extra amount. For most members, this additional amount will be \$64, but for new members it may be different.

You will note that the "Flight Status" column has been moved next to the name of each member, and the member's name will also be in bold if the status is "BFR OUT" or "DUES UNPAID". Also, since the "Flight Status" column is now defined by a spreadsheet formula, those members who previously had "???" as their BFR date will need to send me their BFR date. I have used the date 01/01/01 as a placeholder for these instances, which will mean that the "Flight Status" column will show "BFR OUT". See the Flight Committee chairman's notes for important information about a new policy in regard to the "Flight Status" information. Get your past dues and updated BFR dates in to me as soon as possible.

Members late on dues: **Seth Broche, Chris de Roulet, Ali Rastegar, Hans van Weersch.**

Flight Committee Chairman (Jim Britton)

From the Grumpy Flight Committee Chairman:

Firstly - every member is grounded after September 15th. All ships are off limits.

Seriously. To find out how to un-ground yourself - read on.

But before we get to that, here is something that genuinely may save your life.

DG-505 design flaw. There was a bad accident recently in the UK involving a DG-505. The glider was destroyed but the experienced pilot did actually survive. The full report can be found at http://www.aaiib.dft.gov.uk/publications/bulletins/february_2008/dg505_elan_orion_bga_4432_jdn.cfm

There is a basic design flaw with the DG-505 that was introduced when they added a hinged rear seat headrest. This was done to improve access to the baggage area. The headrest can be hinged forwards about 60 degrees and is restrained by a pair of nylon cords. Unfortunately the design is such that if these restraints break, the headrest hinges forward onto the seat bottom and rests very neatly behind the rear stick. It is then impossible to move the stick back past its mid-point. The glider then becomes a lawn-dart with no possibility of recovery. The failure mode is even more unforgiving as it won't usually happen at any significant height – so you won't have time to bail out. The headrest in the accident glider seems to have moved forwards only as the glider slowed when the airbrakes were opened on final approach.

So - every time you fly this glider - gently inspect the restraints that prevent the headrest from falling forwards too far. If you see any degradation of the restraints, let the ship captain know. This check is a mandatory part of the 'daily inspection' and the glider checklists are being updated to incorporate it. This is clearly an essential check if you are going to fly solo. Make it a habit to check it every time you fly.

What does the Bugle 'flight status' column mean?

BASA is supposedly a group of sensible pilots who can be trusted to follow the simple rules that have been put in place to protect themselves, their passengers, and our property. Several incidents have happened recently that have proven that flight privileges are being abused.

One rule that is not being obeyed is the use of the 'flight status' column as reported every month in the Bugle. The rule is bizarrely simple. If your status is not 'OK' you cannot fly.

What's not to understand? You will notice that the format of the last page changed this month. The 'flight status' column is now nearer to your name so its easier to correlate. So starting next month - once the September Bugle has been published - the flight committee will be actively checking every flight reservation.

If your published status is not OK - you will not be allowed to reserve or fly any ship. Period. If you are grounded for 'dues not paid' - sorry - you are grounded for a month. Its not like you didn't have any notice.

If you are grounded for 'BFR out' - and you get a new BFR before the next Bugle is published: let Charles

Hanes and me know by email and make a note in the reservation that you have done this.

That gives you all one month to get your act together. Here is what I need you to do.

1) Check your BFR date reported in this copy of the Bugle - is it correct?

If not - let the Treasurer (Charles Hanes) know the correct date

2) Check your 'amount now due' balance – if it goes over 3 months due you need to pay it off in full or you are grounded.

How to prevent automatic grounding on September 15th. Its time for you all to complete another BASA pilot survey. The last one was sent out in 2006. You will find it attached to this Bugle and also online on the BASA safety page.

Either return it with your dues next month - or email it back to me.

Any pilots who don't complete this before the September bugle are - you guessed it - grounded.

Finally from me this month...

Be kind to your FBO. Please remember that at Hollister, Quest bases his tow-pilot staffing partly on the BASA online schedule. We owe him the courtesy of canceling any online reservations as soon as possible if we know we are not going to use them. But please check before you cancel that no one has added in their name as a standby. Your job in that case is to contact the standby pilot to let them know its available. If you cancel the day before - or on the day - phone the HGC office to let them know, and drop a quick note to the HGC Yahoo group to announce that the slot has become available if it on a weekend. Also please make the effort to turn up on time. Remember under the BASA rules you forfeit your reservation if you don't claim it by 30 minutes before the start time. If you are running late - phone the HGC office and let them know. Sometimes that allows us to radio the pilot that has the slot before you to tell them they can stay up longer if they desire. It also allow us to decide whether to wait with the glider on the north side of 24 or to bring it back to the ramp and tie it down.

OK - enough already. Behave for the next month and I'll make this column more cheerful next month. – Jim

Landout in 505KM

Our DG-505 5KM was landed out recently between Soledad and King City.

The PIC made an initial navigational error and then missed several opportunities to correct the situation. Only minor cosmetic damage was done to the glider and no injuries were reported. We initially assumed it was a simple chain of bad judgments and that after thorough retraining the pilot would be allowed back into the Grob and eventually the DGs. But upon investigation of the circumstances we uncovered multiple serious violations of club rules and an overall lack of responsibility. Upon the recommendation of the Flight Committee, and following a unanimous vote of the Board of Directors, the member has been expelled from BASA. This issue and the facts surrounding it will be discussed at the next monthly meeting and a full report will be attached to next month's Bugle.

Maintenance Chairman (Matt Gillis)

N451CH. Firstly we all owe a big thank you to Ed Lord and his son Luke for twice polishing the entire DG-1000 and even polishing/organizing its trailer and fixing some lights.

It is now due for its next polishing so if nobody steps forward the press gang will be activated. How many times have you polished the a DG? Ed noticed some new micro-cracks on the wings during the latest polishing. We don't know if these were caused by abuse of the -10C temperature limit or aggressive aerobatics. Please respect the -10C limit and no negative-G aerobatics unless the 18m tips are installed. Matt replaced the tail dolly tire and tube as they were worn down to the fabric and made the rudder lock fit. We are looking for a volunteer to fix the felt on the tail dolly when the ship returns to Hollister next month. The EDS system seems to be behaving properly at last.

-Jim

DG505. Scuffed from out-landing. Topic elaborated on elsewhere.

The O2 system was overhauled due to failure during flight. The cylinder regulator was faulty due to materials associated with the new design. Internal components were replaced with the more reliable original design. The O2 D1 EDS regulators had the overpressure sensors replaced because of the cylinder regulator failure. Due to the recent malfunctions in the

air it became apparent that the EDS system can fail in several ways. So, having a backup is prudent. Our older units were reliable, so having a backup was not anticipated. A backup cylinder regulator was purchased that is interchangeable with the system in 1CH and adaptable to the current lines in 5KM. As a backup, the manual rotometer style flowcontrollers with Oxymiser cannulas can be plugged into the CPC fittings as in the Pegasi and Grob. So, that system can be carried as a backup. The new system in the DG505 has all quick connect fittings, but can be adapted using a a male adapter to the CPC fitting in either the DG1000 or the auxiliary cylinder regulator with a female CPC fitting. There is a CPC splitter for use with new regulator. The new regulator and splitter will be kept with 5KM for now, but can be used in either glider.

A new canopy is being ordered and is on the slow boat to save shipping costs.

N101LV. The horizontal stabilizer was refinished. Consideration is being made for the entire fuselage. This may be discussed at the meeting.

599JH. Juliett is on the line in Truckee and in generally good working order. The PTFE coating is holding up well, although it is starting to show some signs of wear. Wing tape needs to be replaced frequently because of sitting out in the elements and wing flex. Use some gasoline to clean off the tape glue if it is building up.

I plan on putting some kind of foam seal in the canopy in the front to minimize whistling in the cockpit. If anyone would like to volunteer assistance on this, let me know.

At some point we should inspect the O2 systems in both Pegasi; leak test and adjust output pressure as needed.

The 'Fox' mouse barrier seems to be helping from my general observations. But it is important to push gravel/soil around the base to close gaps on the uneven ground. A nice solution would be to pour a small 4x4' slab with a wheel divot. The mouse barrier would sit flat on that.

If up at TRK, even if not flying the Pegasus, check the batteries and swap the charger to the second battery. The dual battery system seems to be working well for flights over 5 hours, but I have gone well into the second battery on flights around 7 hours.

106DS. The glider is on line up at Truckee yearning to be flown. I am unclear on the status of the side pouch.

Grob 103. Functional at Hollister. Still waiting on parts for the elevator trim linkage.

BASA Officers For Next Year

At the August meeting, nominations will be accepted for BASA officers for the next fiscal year (starting October 1, 2008). Some of the current officers have been serving for many years and could use a break. Being a BASA officer is very rewarding – you learn a lot about the gliders and the other members. If you are ready to step forward to help out, please let one of the current officers know.

Glider Locations

As of August 15, glider locations are:

DG-1000 1CH	In service at Truckee.
DG-505 5KM	In service at Hollister.
Grob 36L	In service at Hollister.
Pegasus 9JH	In service at Truckee.
Pegasus 1LV	Offline for maintenance / repairs. Should be back in Hollister soon.
Junior 6DS	In service at Truckee.

Salinas Airshow and AOPA Expo

We have agreed to let PASCO use one of our gliders for display at the Salinas air show (September 27-28) and possibly the AOPA Expo in San Jose (November 6-8). **Joel Klein** is organizing these glider displays. If you would like to help out, please contact Joel.

Learning From Others' Accidents (Harry Fox)

From time to time, I skim the NTSB accident reports to see what new and interesting ways there may be to crack up an aircraft (in hopes that I can avoid the same fate). Here are a couple of recent glider accident reports that caught my eye:

On July 23, 2008, about 1400 Pacific daylight time, a Glaser-Dirks Flugzeugbau DG-100G, N132S, experienced an uncommanded release while being towed, and landed off the runway at Truckee-Tahoe Airport (KTRK), Truckee, California. The pilot/owner was operating the glider under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The pilot, the sole occupant, was not injured; the glider sustained substantial damage. The flight departed KTRK at the time of the accident, for an unknown destination. Visual

meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that the event occurred during takeoff from KTRK. The glider's release mechanism activated without his command, detaching the glider from the tow rope. The glider landed past the end of the runway, impacted terrain, and sustained structural damage to the tail boom.

I was able to get more details on that one from Mike Johnson at Truckee. During the early part of the tow, at less than 200 feet AGL, the tow hook spontaneously released. The glider pilot later told the tow pilot "I just saw you flying away from me." The glider pilot tried to turn back for a landing on runway 28, but had insufficient altitude and ended up in a rough grassy area on the airport grounds. The tailboom broke behind the cockpit, but the pilot was uninjured.

Later when the glider wreckage was being examined in a hanger at Truckee, an FAA investigator attached a tow rope with Tost ring into the glider's tow hook. On a moderate pull, it stayed attached. Then when he gave it a hard pull using his body weight, the tow ring popped out of the hook (and he landed on the floor).

Moral: Tost tow releases must be periodically replaced, because the springs weaken over time and the mechanism gradually gets sloppier. If you notice free play in a tow release mechanism during your pre-flight inspection, don't fly the glider and don't let anyone else fly it. Notify the ship captain and maintenance chairman, or have a qualified mechanic examine it if one is available.

On August 2, 2008, at 1415, a Piper PA-25-235 (tow plane), N7211Z, collided with the vertical tail of a Schweizer SGS 2-33A glider, N33923, while conducting air tow operations over Jean Airport, Jean, Nevada. Las Vegas Valley Soaring operated both airplanes under the provisions of 14 Code of Federal Regulations Part 91. There were no injuries to the certified flight instructor (CFI) and student in the Schweizer, or commercial pilot in the Piper. The glider was substantially damaged; the Piper was not damaged. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight originated from Jean Airport at 1413.

Both pilots reported to the National Transportation Safety Board investigator that 1 minute after the glider released the tow line, the tow plane's right landing gear collided with the glider's vertical tail fin and rudder. They had performed an normal tow breakaway at 3,000 feet mean sea level; the glider turned right and the tow plane turned left. Neither pilot kept the other airplane in visual contact as they maneuvered over the airport. The tow plane pilot said that he did not see the tail of the glider beneath the nose and instrument panel of his airplane. His right landing gear contacted the tail of the glider at a

slight left to right crossing angle. The collision occurred while both airplanes were on a southwesterly course. Both airplanes landed safely at the Jean Airport.

Moral: It is not enough to just turn right upon release, you need to make sure you keep track of the towplane until it is a safe distance away. One of my early instructors preferred a quarter turn to the right upon release, followed by a turn back to the left to keep the towplane in sight until it was well way from the glider.

Executive Committee execs@flybasa.org

President –	Harry Fox
Vice President –	Jeremy Zawodny
Treasurer –	Charles Hanes
Flight Committee Chairman –	Jim Britton
Maintenance Chairman –	Matt Gillis

Flight Committee flightcomm@flybasa.org

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

Approved CFIGs:

Drew Pearce (H)	Charlie Hayes
Jonathan Hughes	Steve Ascher (T)
Mike Johnson (T)	Doug Lent (T)
Lee Edling (ASI)	Ruth Cook (H)
Jeffrey Hazlegrove (H)	

Club Aircraft	Ship Captains
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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

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

Regional Officers	Hollister	Mountains
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Parachutes Officer –	John Pierce	Steve Ascher
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