

- BASA BUGLE -

BASA Meeting September 24.

The next regular BASA meeting will be Wednesday September 24. This is our regular annual meeting, with election of directors and officers for the 2008-2009 fiscal year, plus votes on revised By-Laws and a proposal for a Family membership category (see below in this issue for details). **It is extremely important that we achieve a quorum for this meeting, so please send in your proxy well before the meeting, even if you currently plan to attend in person.**

Jeremy Zawodny will bring a collection of glider related t-shirts to give away to members who correctly answer trivia questions about ships in our fleet

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.



Approaching the summit of Mount Shasta on September 15, 2008 (photo by Matt Gillis).

Membership Chairman (Wolf Weber)

Joining/Leaving. I am sorry to have to inform the membership that **Clyde Cotterell** has passed away. Also, **Tom Joy** resigned his associate membership. The membership count stands at 67, with one sponsor membership and seven 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.

<http://www.flybasa.org>

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: \$6,057
Ins. fund: \$52,267
5KM loan: \$62,318

We are up-to-date on all bills, including current year property taxes and the ILV stabilizer/elevator refinishing, and will be able to make about a \$5,000 payment on the 5KM loan at the end of the month.

Thanks to everyone who sent in their SSA dues in addition to their regular payments. A few members still need to do this, please check your balance and remit the extra amount to avoid being late on dues.

Members late on dues: **Seth Broche, Chris de Roulet, Lee Bailiff, Lee Edling, and Ali Rastegar.** Please get your past due balances in to restore your flying and reservation privileges.

Also, thanks to all those members who sent in their BFR updates, but again, a few are still outstanding. Get your BFRs done and send in your BFR date to restore your flying and reservation privileges.

Flight Committee Chairman (Jim Britton)

2008 Pilot Survey. Firstly, a big thank you to those of you that already filled in your pilot qualification survey. We got a good response to this initiative. If you haven't got yours back to me yet - just put it in with your monthly dues or email it directly to me.

The 'official' answers to the questions were:

Junior - Minimum recommended a/tow speed is 54 knots (page 20). I got answers ranging from "not specified" to "81 knots".

Grob - Max crosswind permitted is 11 knots. You all got that right.

Pegasus - Trick question: spins are prohibited (section 2.2). But since gravity doesn't know that, you would apparently lose 260 feet if you did spin (assuming you recovered).

DG-505 - You can use 40% of your backseat weight to compensate for underweight front-seat-dwellers (section 6.8.1). Most of you got this right.

DG-1000 - The tail battery weighs 12.7lbs on (page 2.9 and page 6.5) or 12.1lbs (page 4.3). Most of you also got this right.

The purpose of this exercise was to make you read the manual again. I hope you all learned something new when re-reading these manuals.

DG-505 Outlanding Report. Attached to this copy of the Bugle is the full report on the recent DG-505 outlanding and the subsequent expulsion of the member involved from the club.

Please take from this the following:

We have sailplane assets with a combined value exceeding \$350,000 that are uninsured for flight risks (other than our self-insurance fund which currently sits at \$52,267). We expect our pilots to take responsibility for looking after these assets by:

- a) Knowing the rules.
- b) Following the rules.
- c) Treating the gliders as if there were their own (actually, better than your own, since you should take fewer risks with a shared asset).
- d) Staying current and acting professionally.

Always turn on the transponder. On any flight above pattern altitude carry a current sectional. Learn how to use the flight computer in the 505. If you are carrying passengers - remember the Federal rule - 3 flights in the preceding 90 days. Even without a passenger, BASA Flight Rules still require 3 flights in the preceding 90 days (see section 4.2).

Violations of BASA rules or Federal rules that put our assets in danger will not be tolerated.

Plastic Pilot Certificates. As you know, you need to be in possession of both your pilot license and some form of government-issued photo id whenever you are PIC. The recent announcement that paper certificates were going away to be replaced with a credit-card style plastic ones gave them the chance to add a photo to the license.

Here is the announcement from the SSA on how you get yours replaced: Two years after this rule becomes effective, paper pilot certificates may no longer be used to exercise piloting privileges. After that date, the airmen must hold upgraded, counterfeit resistant plastic certificates. Student pilot certificates, temporary certificates, and authorizations are not affected. To make the replacement process as quick and easy as possible, the Registry has recently set up a system that allows a certificate holder to request a replacement certificate using the Internet. Paper certificates need not be surrendered in this process. Certificate holders may access this system by going to the following address: <https://amsrvs.registry.faa.gov/amsrvs>.

I am in possession of a shiny new license now. As part of the application process you need to specify a "source" for your photo. I used my drivers license picture. Imagine my surprise when I looked at the back of the new license to see that they had added a jacket and tie to my photo.

On closer examination I realized that they have pictures of the Wright brothers on the back of the new licenses and for a moment I mistook Wilbur Wright for a photo of me. So there you have it - your tax dollars at work - you still need your license AND a photo ID. (though I may just use it as-is, since its close enough)

Maintenance Chairman (Matt Gillis)

1CH: Cracks have appeared in the rear canopy below the window area, emanating up from the canopy frame. They have been stop-drilled and glued to try to prevent further growth of the cracks. We are not sure how or when these cracks started – it may have been someone grasping the clear area of the canopy around the window (a definite no-no), or it could have come from applying too much leverage to the canopy latch, or perhaps some other cause. In any case, the message is clear that **THE CANOPY IS THE MOST DELICATE PART ON EACH OF OUR GLIDERS**. Please take care.

Also on 1CH, the tailwheel tire has been replaced and it was found that not all the required bushings were installed on the tailwheel axle, allowing the tailwheel to wobble. This has been corrected.

9JH: The transponder does not transmit, probably due to a fault in the wiring connection to the antenna. This will need to go to an avionics shop for diagnosis / repair.

1LV: Needs new weight & balance before flying.

5KM: New O2 regulator has been installed.

36L: Nosewheel tire was found to have been worn through to the threads. Pilots need to do a more thorough pre-flight inspection: spin the nosewheel tire to inspect it all the way around. To reduce wear on this tire, be sure to hold the stick back all the way on every roll-out, to minimize the time spent rolling on the nosewheel.

6DS: Battery wiring needs repair. May be done by September 20.

Glider Locations

As of September 15, glider locations are:

DG-1000 1CH	In service at Truckee. Returning to Hollister by end of September.
DG-505 5KM	In service at Hollister.
Grob 36L	In service at Hollister.
Pegasus 9JH	In service at Truckee. Moving to Hollister in mid-October.
Pegasus 1LV	Needs new Weight & Balance. Will probably get this done before the end of September.
Junior 6DS	In service at Hollister. Battery should be fixed by September 20.

Election of BASA Officers for 2008-2009

At the August BASA meeting, nominations were made for the following officers:

Christian Ilmi, has been nominated for Treasurer, where he will take over for outgoing Treasurer Charles Hanes (thanks Charles, for all your years of service as Treasurer and Vice President!). The other nominations are hold-overs from last year: **Matt Gillis** for Maintenance Chairman, **Jim Britton** for Flight Committee Chairman, and **Jeremy Zawodny** for Vice President.

The election will take place at the September meeting. A voting form/proxy is included with this issue of the Bugle. **It is extremely important that we achieve a quorum for this meeting, so please send in your proxy well before the meeting, even if you currently plan to attend in person.**

You can mail your signed and completed proxy / ballot back to the BASA mailbox with your dues payment, or you can scan it and e-mail it to the Treasurer (**Charles Hanes**) and the Secretary (**Jeremy Zawodny**).

BASA By-Laws; Family Memberships

By-Law Update. **Wolf Webber** has updated our By-Laws from the 1995 version to reflect various changes that were approved over the years, plus a few more updates to reflect current policies. You can see the full revised By-Laws on our BASA website at <http://flybasa.org/bugle/bylaws-rev-2008-09.pdf>, along with a redlined copy at <http://flybasa.org/bugle/bylaws-rev-2008-09-red.pdf> showing the differences from the 1995 version that you have in your current BASA three-ring binder. The specific changes are:

Article I, Section 2: Deleted language about BASA's official offices being at Soar Hollister's office.

Article IV, Section 1: Changed to reflect previously-approved addition of Student Member and Instructor member categories. Deleted reference to admission of "non-voting flying Family members" because that seems to refer to a policy that was in place many years ago but has not been followed in recent years. See below for description of current Family Member proposal.

Article IV, Section 2: Deleted language about Sponsor Members "owning" the assets of the corporation, since under California non-profit corporation law the Members could not receive the proceeds from selling off the assets – those proceeds would have to go to charity.

Article IV, Section 3: Changed to reflect previously-approved expansion of Sponsor Member limit to 30 from 25.

Article V, Section 2: Changed to authorize Board of Directors to establish buy-back policy for Sponsor Memberships. Current policy is to pay \$1500 if Sponsor is otherwise unable to sell, but Board has flexibility to alter or suspend this.

Family Membership Proposal. In addition, **Jeremy Zawodny** has written up a proposed change to the By-Laws to add a Family Member category, as was discussed at recent meetings. A detailed description and the specific language By-Law language can be found at:

<http://flybasa.org/bugle/family-membership-proposal.pdf>

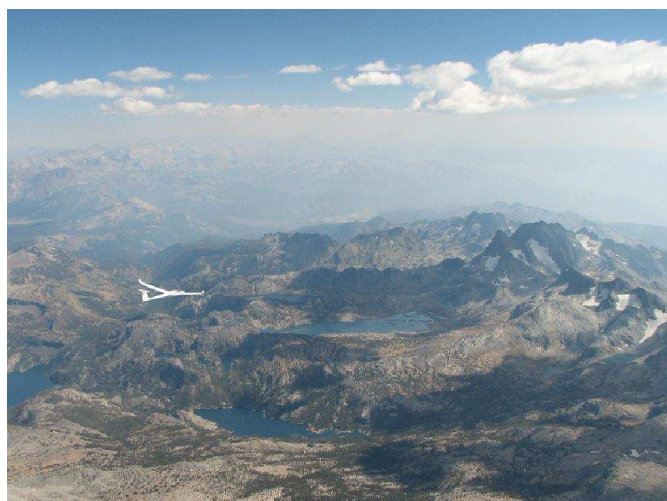
We will have two separate votes on these at the September meeting: one to approve or disapprove the updated By-Laws as drafted by Wolf, and a separate vote to approve or disapprove the Family Membership proposal. If both votes are affirmative, the Family

Membership language will be incorporated into the By-Laws.

Members may vote on these issues by using the enclosed Proxy / Ballot form.

Truckee Season Winding Down (Harry Fox)

Soar Truckee will be shutting down the weekend of October 18-19. But it is still worth a trip up to the mountains to fly, as there has been some great soaring in September. The period from Saturday September 13 through Monday September 15 saw outstanding conditions, with a convergence placing the best lift right over the crest of the Sierra Nevada and cloudbases from 15,000 feet to 18,000 +.



Gen Shibayama (GS) approaches Mount Ritter, west of Mammoth Lakes, on Saturday September 13, 2008 (photo by Matt Gillis).

On Saturday a number of pilots flew south along the crest to the Mount Ritter / Minarets area (west of Mammoth Lakes), on Sunday there were flights along the crest south to Yosemite and north to Mount Lassen, and on Monday three pilots made flights northwest to Mount Shasta and returned to Truckee. On each of those three days the longest glider flight in the world for that day, as reported on OLC, was flown from Truckee.

Plans are to bring 1CH down to Hollister by the end of September (**Jim Britton** is hoping to fly it home if possible). Pegasus 9JH can stay at Truckee until the season closes, but we will need someone to bring it to Hollister, either on the weekend of October 11-12 or the weekend of October 18-19.

The maintenance and camping trailers will need to be moved from Truckee to storage in Sparks, Nevada, no later than October 18.

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

Club Aircraft

DG-1000 (451CH) –
 DG-505 (505KM)
 Grob 103 (3836L) –
 Pegasus (599JH) –
 Pegasus (101LV) – **Lee Edling**
 SZD-51 (6DS)

Ship Captains

Jim Britton
Terry Byers
Peter Reischl; Ed Knapp
Steve Saglio
Lee Edling
Clark Mason

Other Volunteers

Membership Chairman –
 Website Maintenance –
 Insurance Chairman –
 Wave Camp Chairman –
 Trailers–

Officers

Wolf Weber
Jeremy Zawodny
Dave Walker
Hans Van Weersch
John Pierce

Regional Officers

Parachutes Officer –

Hollister

John Pierce

Mountains

Steve Ascher