

- BASA BUGLE -

No BASA Meeting Until January.

The next regular BASA meeting will be at the end of January.



Jeremy Zawodny in 1M, near Hollister on November 9, 2008 (photo by Matt Gillis).

Membership Chairman (Wolf Weber)

Joining/Leaving. This month, we had **Mark Polakoff** resign his associate membership. **Matt Hoebet** joined at the associate level. Matt flies business jets for a living and recently added a commercial glider rating to his pilot's license. Welcome Matt! Also, **Joy Pierce** is now a family member on **John Pierce's** sponsor membership. The membership count stands at 65, with one sponsor membership and nine 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 (Christian ILMI)

Checking: \$6,672.27
Ins. Fund: \$51,074.93
5KM loan: \$58,240.00

We received one more bill from San Benito County for the prior year's property tax. Still catching up...

Members late on dues: **Chris de Roulet, Lee Bailif, and Lee Edling.**

Flight Committee Chairman (Jim Britton)

BASA/Hollister 'Winter currency' days. As we keep reminding you, under BASA rules you need to have flown gliders 3 times in the past 90 days to be considered current to fly any BASA ship as PIC. This is based on the Federal requirement of 3 flights in the previous 90 days to be allowed to fly passengers. Personally I notice that I am not as crisp as I should be if I have not flown for about 2 weeks, and every new year in organizations that don't follow these rules we see a rash of 'first-flight' accidents. So you know how important it is to stay current for safety and legal reasons. But you also know that it can get expensive. So here is your opportunity to get current this Winter at a very reasonable rate. You will then be ready for that first Spring day and all of the great soaring that we can get from local tows.

What it IS. A chance to get in 3 refresher/currency flights at a special rate of \$199. This will get you current to BASA standards and the FAA standards for passenger carrying. You will also earn a back-seat checkout in the process if you need one. You can then *stay current* by giving your workmates/buddies rides in the great visibility that comes with Winter, and you will be ready for all of the great soaring that we can get from local tows as the warmer unstable air of Spring returns.

What it IS NOT. It is NOT a cheap BFR. There is no ground instruction included. A special BFR offer is in the works. Be patient.

What do I actually get for my money? You will be getting a total of 7000' of tows spread over 3 flights.

You will be getting 1 hour of an instructors time. You can probably expect one wave-off at height and one low rope break.

How can we do this? By getting together a group of pilots to cover a full day of activities, we can guarantee a certain income for the instruction and the tow operation. This covers the various fixed costs that we never get to find out about. Also by running the line ourselves we save the cost of the line boy for the day. We need at least 6 pilots to commit in advance to make this happen.

Important Conditions. This rate is only good for these special "BASA winter currency" days

You must:

- a) Be a BASA member in good standing with a current BFR.
- b) Already be checked out to fly the glider to be used.
- c) Be familiar with the operating speeds etc of the glider to be flown.
- d) Be familiar with the standard SSA tow signals.
- e) Commit to turn up 1 hour in advance of your slot and stay for 1 hour afterwards.
- f) Commit to having your glider prepped and ready to go at your slot time.

Payment will be by check only for the \$199 rate. Visa/MasterCard will be accepted but the cost will be \$205.

Once reserved - any no-show will be charged \$50 to cover the instructor time guarantee. No refunds if less than 7000' of tows actually taken. No further discounts for 'tow-club' members - remember we are committing to a whole day of activities to achieve these discounts and running the line ourselves. There will be no charge if the whole day is canceled for weather reasons.

Interested? The proposed first date is Sunday December 21. Come celebrate the first day of winter at Hollister. If it works, we may do 1 day a month over the Winter. The initial thought is for 6 slots/day, one each hour starting at 10AM. If that sounds like something you may be interested in - email Jim jamesbritton@yahoo.com with your preferred slot time and we can try to get it set up.

What if I don't have a current BFR? You cannot take advantage of this month's offer, but we are still working on the details of a special rate for 'small-group' BFRs. If we get enough interest then we may do currency in December/February and BFRs in January/March. Again, email Jim if you might be

interested in this. Look out for details on the BFR offer next month.

Glider Locations

As of November 15, glider locations are:

DG-1000 1CH	In service at Hollister. Needs annual inspection by the end of this month.
DG-505 5KM	In service at Hollister.
Grob 36L	In service at Hollister.
Pegasus 9JH	In its trailer at Hollister. Needs to go to avionics shop for transponder problems.
Pegasus 1LV	In service at Hollister.
Junior 6DS	In service at Hollister. Varios are having problems.

Collecting My Three Diamonds – Part One (Wolf Weber)

Background. This is the story of how I completed the three flights that make up the diamond badge. I hope my story will encourage other BASA members to stretch themselves to gain skills and confidence in their soaring. I am not a soaring whiz-kid, if I can do it, so can you!

I have been flying single-engine planes since 1988. I added a glider rating in late 1997 and joined BASA in the spring of 1998. Because of my height (6'7"), I flew mostly in the Grobs and then the DG-1000 when we got it. I could also fit in the 1-34 while we still had it, but not the Pegasus or the Junior. Like most other BASA members, I started out mostly with local flights out of Hollister, and giving rides to friends and family members. Within the first year, though, I also checked out in Truckee and soon after that Minden (for wave camp). My overall progress in gliders was pretty slow, mostly because I did not fly that often -- there are lots of other things I enjoy in life and I usually don't pursue one thing to the exclusion of all others.

In 2005 I decided to attend Thermaling Camp at Air Sailing. I can't say enough good things about the spring camps at Air Sailing. Flying every day and being immersed in an all-glider environment really helped me improve my soaring. I probably made more progress in a week at Air Sailing than a year otherwise. And the camps are a fun social experience, too. During the 2005 Thermaling Camp, I was encouraged to start going for some of the soaring badges. With the help of an ancient

mechanical drum-type barograph, I was able to document a 1000 m (3,281 feet) altitude gain as my first leg of the silver badge. But for cross-country flying, you really need a GPS-based data logger, unless you want to go back to the traditional way of recording distance flight with a camera taking pictures of turn-points along the way. Data loggers are not cheap, but they really make life easy when documenting flights. I had decided to go for Cross-Country Camp in 2006, and so I bought myself a logger in preparation for the 2006 season.

5000 Meter Altitude Gain. The diamond altitude leg requires an altitude gain of 5 km, or about 16,400 feet. Given that 18,000 feet is the usual limit for gliders (bottom of class-A airspace), it is pretty difficult to achieve the diamond altitude leg anywhere but in wave windows. These are specially designated areas where by agreement with air traffic control and upon request by the glider community, the 18,000 foot ceiling can be lifted when conditions warrant, i.e. when wave is present.

During the 2006 Cross-Country Camp at Air Sailing we did not have very good conditions for cross-country soaring but we did have a few days of wave. I had the Grob (36L) to myself for the week, on a BASA vacation reservation. The way the Cross-Country Camps are structured is that there are lectures on weather, physiology, navigation, strategies, etc. in the morning and then there is flying all afternoon. The days are rounded out by shared dinners and telling of grand stories in the evenings. Each group of one or two pilots is paired with a lead pilot. The lead pilot flies with the fledgling cross-country pilots and is there with help, advice, and encouragement as needed. My lead pilot was Jeremy Zawodny, also a BASA member. It was great to have him around and make the whole experience less daunting and lonely.

One of the nice aspects of Air Sailing is that it is often possible to thermal up into the wave rather than be forced to be towed into the wave – which always feels a bit like cheating to me. On Wednesday I had contacted some weak wave after thermaling over the local Red Rocks, and had made it up to 17,500 feet, enough to claim my gold badge altitude leg. For Thursday, stronger winds were forecast, and so we were gearing up for more wave flying. Preparation for high-altitude wave flight requires taking care of staying warm (lots of layers, warm boots, etc.) and having a good oxygen mask. Oxygen cannulas are good to 18,000 feet only. I had bought a good rubber mask in preparation for some high altitude flights, and had it with me that morning.

I launched around noon, with release over the Red Rocks at 6,100 feet. Two good thermals took me to about 9,500 feet and it was time to make my way along the ridge northwards towards Tule Peak. My plan was to gain more altitude and then push out westward over the valley, where the wave typically sets up. The flight up the ridge was not productive and I had to retreat back towards the Red Rocks. I did get a little lift in a bowl on the way back, that brought me back to 9,500. This is usually not high enough to hit the bottom of the wave, but I was growing impatient, so I went for it anyway. I struck out westward over the valley and into the blue – there were no clouds the entire day. Soon the air started being slightly buoyant, and I found myself going up slowly. It took a while to figure out where the wave was and getting set up in it, but then it was smooth climbing in 3 to 5 knots up. I swept back and forth. The wind was probably around 30 knots or so at altitude.

As I passed through 17,000, I realized that I could not go much higher in this position, because I was outside the wave window's lateral limits. The wave window had been opened to 25,000 feet, but I needed to be in it before I could climb further. Jeremy had contacted the wave a little later and was still climbing up below me. I let him know on the radio that I would try to jump onto the next (downwind) harmonic, which would place me into the wave window over Pyramid Lake. At this point, I was trying to make sure I stayed below 18,000 feet as I flew downwind. Going over 18,000 would be a violation of the FARs and invalidate any chance of claiming the flight for a badge. Flying downwind was very fast because of the tail wind (ground speed > 120 knots). Even though I was in 7 knots sink in the trough of the wave, I only lost about 1000 feet before re-entering the lift in the next harmonic.

At this point I had my oxygen mask on and started lazy beats back and forth over the wave crest. The altimeter kept winding up and it was kind of surreal, because it was very quiet and smooth. The sky above me was a deep blue with not a cloud in it. I could see other gliders and jets (heading for Reno) way below me, tiny specs over the ground. It was cold, but the sun over the canopy helped keep me cozy in my layers. The climb up to 25,000 feet only took 15 minutes and two long sweeps. Jeremy was not far below, enjoying the same view. As I approached 25,000 feet, I had to get out of the lift, in order to avoid bumping up against the wave window ceiling. I radioed Jeremy with my intentions to descend. Getting down was not so easy because I could not go upwind to find the wave trough and at the same time stay inside the wave window. Since I had to stay in the wave window until at least 18,000 feet, I pulled

the spoilers and pushed the nose down. This worked well enough to get me down so I could head west out of the wave window below 18,000 feet. It had only been about two hours or so since the beginning of the flight, and I was very happy to have bagged my diamond altitude. Jeremy and I explored the different wave harmonics upwind towards Reno for a while longer. A view of my flight trace clearly shows six parallel bands for this flight, the most westward just downwind of Peavine Peak. The flight was a bit over five hours long in total, so good for my silver badge duration leg as well.

Next month – the goal flight.



Another shot of 1M near Hollister.

PASCO Seminar Highlights (Harry Fox)

November 1 turned out to be a great day to be inside talking about flying, because it was pouring down rain outside. Some of the items discussed at the PASCO Seminars were:

California Skyranch. Rex Mayes has found a piece of property to create a new gliderport about 8 miles from Williams, at the base of the first hills on the west side of the Sacramento Valley. He is setting up a new Limited Liability Company to buy 80 acres of land, grade and pave two runways, build hangers, a clubhouse, small guest chalets and an RV area. The concept is to create a glider center patterned after the facilities at Omarama, New Zealand. The total budget of about \$2,500,000 would be raised by selling memberships in the gliderport. Different membership privileges would apply based on the number of shares purchased. Williams Soaring Center would provide tows and instruction, but would also keep its current shop and airstrip on the east side of Highway 5. For details, see www.californiaskyranch.com.

{00062690-1} <http://www.flybasa.org>

Minden and Pyramid (AirSailing) Wave Windows. A new "Letter of Agreement" has been signed between PASCO, Oakland Center and Reno TRACON (Reno Approach) concerning the glider wave windows at Minden and AirSailing, effective July 31, 2008. New procedures and requirements now apply. Among the most significant changes are: (i) Gliders operating in the wave windows will need an operating Mode C transponder, squawking 0440. (ii) Gliders must be in radio communication with Reno Approach before entering into and while in the wave windows. (iii) The maximum altitude available is Flight Level 280. This last change was made because all operations above that altitude now require compliance with the Reduced Vertical Separation Minimums rules (special equipment and training requirements that allow high altitude jet traffic to be stacked only 1000 feet apart vertically).

Note that the 2003 Letter of Agreement no longer applies. Information about the new 2008 Letter of Agreement is posted on the PASCO website, www.pacificsoaring.org, under the Safety tab. We will go into this information in more detail before our Wave Camp in the spring. In the meantime, you can get a briefing on the new procedures from the FBOs at Minden (either Soaring NV or Soar Minden), or from a knowledgeable person at AirSailing.

Talking With Reno Approach. Don Brooks from Reno Approach spoke about procedures for talking with Reno Approach while operating in their airspace. The key point he made is that you really need to check in with them by radio, whether you have a transponder or not, when you are crossing over or thermaling near their main approach paths. The most important places are on the Dogskin Mountains just west of AirSailing, when crossing from Mount Rose to the Pine Nut Mountains, and when leaving the Pine Nuts to return to Truckee. If you are going to fly from AirSailing or Minden this winter or spring, or cross-country out of Truckee in the summer, please get a briefing from an experienced pilot about these procedures, and review the information available on the PASCO webpage at www.pacificsoaring.org/safety.html#transponder.

We learned some other interesting information from the Reno Approach folks. First, progress is being made within the FAA on establishing a single national glider transponder code. The code won't be 0440, and it may take a while to work its way through the organization and finally be implemented, but at least we have some movement.

We also learned that since Reno Approach has been given jurisdiction of the airspace up to Flight Level 190 feet within their operating area, they can at their discretion allow a glider to climb up to that altitude within their airspace. The practical use of this would be very limited because: (i) Reno Approach's jurisdiction is actually rather small – it stops a few miles south of Minden, about ten miles north of AirSailing, midway between Truckee and Mount Rose on the west and out around Silver Springs on the east. (ii) They would have to treat you as IFR traffic to allow you above 18,000 feet, meaning you would be assigned a squawk code for your transponder and would have to obey any vectors they give you to separate you from other traffic. (iii) It's totally at their discretion whether to grant such a clearance. So it's probably not worth bothering them just for an extra 1000 feet of altitude, but it's interesting just to think about it.

Northern California Winch Club. Marc Ramsey is working towards establishing a winch-launching operation somewhere close to the Bay Area. Marc thinks the way to finance this is to create a winch-launch club, with members contributing initial capital to purchase the winch and related equipment, then paying dues to cover annual operating expenses. The charge to members for each winch launch would then be very low, as it would only need to cover the marginal cost of the launch.

Besides funding the initial costs, I see the biggest stumbling blocks as: (i) finding a suitable location, and (ii) staffing the winch launch operation. While the operating costs of a winch are rather low, it is a labor-intensive operation, requiring a winch operator, a cable-retriever and possibly a third person to supervise the launch operation. If you have to pay all three of these people, the launch cost is not as low as you might expect.

Perlan Project. Einar Enevoldson gave a presentation about his world-record glider altitude flight with Steve

Fossett, and about his continuing efforts with the Perlan Project. Einar is raising funds to build a pressurized two-seat glider capable of altitudes up to 90,000 feet. He's also looking for pilots to fly this glider in Argentina – want to sign up?

Executive Committee execs@flybasa.org

President –	Harry Fox
Vice President –	Jeremy Zawodny
Treasurer –	Christian Ilmi
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 Hazzlegrove	

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
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