

- BASA BUGLE -

BASA Meeting Wednesday January 28.

The next BASA meeting will be Wednesday, January 28. There will be a discussion of plans for this year's Wave Camp at Minden, Peter Deane will give a presentation about PASCO (our regional soaring organization that covers all of Northern California and Nevada), and there will be a chance to catch up on issues regarding glider maintenance and other club matters. New members are invited in particular – this is a chance to meet some more-experienced BASA members who can mentor you in soaring techniques.

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.



New Zealand -- lakes near Omarama.

Membership Chairman (Wolf Weber)

Joining/Leaving. We had nobody joining or leaving this month. The membership count continues to stand at 64.

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.

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Treasurer (Christian ILMI)

Checking: \$8,376.14
Ins. Fund: \$51,213.37
5KM loan: \$58,240.00

We now have many members late on dues: **Chris de Roulet, Lee Bailif, Pat Dolan, Lee Edling, Eric Hicks, Ed Lord and Matthias Mederer.**

As we are not in the flying season, we are taking this opportunity to catch up on annuals, repairs, etc..., which means that the bills keep coming. Please bring your status up-to-date as BASA does not have deep pockets. Some members pay a few months in advance, so if you think you may be missing the payments in the winter months, you can do like these members and forget about being late.

We will be making a small payment against the loan for 5KM in the next days as we have to plan for the refinish of 1LV.

I will be traveling on February 9 for 12 days, so I will not be able to deposit your dues if they arrive in the PO box during that period. Please make sure you mail your dues by February 1st if you want them to be reported on the Bugle next month.

Also, we find that only about 1/3 of the members are using the reply envelopes we include with the Bugle, for mailing in their dues. To cut down on wasted paper, we are going to stop sending those envelopes unless you request them. Send me an e-mail if you want to keep receiving the envelopes.

Thanks,
Christian

Flight Committee Chairman (Jim Britton)

You will be glad to read that there is not much from me this month. But I offer you the BASA new years resolution. With your help we can....

"Make 2009 a safe year where we all expand our horizons"

I have two ideas to help make that happen:

Firstly, if you are not yet cross country qualified and would like to be - consider going to the AirSailing

Cross-Country Camp this June (14th—19th). Read Jeremy's writeup in this issue for a better description than I can give it. This course is 100% recommended.

And secondly, for those of you that like safaris (or more importantly for those of you that have yet to go on your first safari) - how about we try to do something closer to home this year. Maybe we should try GreatWestern (now Pearblossom) down near the LA basin, or Tehachapi or California City. These are all less than a day of ground towing away so may be more achievable by those of limited time (and financial) budgets.

Safaris are a great way to expand your horizons while surrounded by friendly folks that will come and retrieve you if you don't quite make it back to base.

Think about it and let me know if you think we should organize something more local this year.

Another worthy aim is try to have a purpose for *every* flight this year. Whether you are crossing the Grand Canyon or giving your buddy a sled-ride at Hollister - set a goal and strive to achieve it. For the folks that are happy staying local at Hollister - aim for a precision low-energy touchdown every time, and for a longer term goal maybe try to get a back-seat checkout or a Panoche checkout. You can also do some 100k triangles while staying in easy range of Hollister.

Finally to keep you sharp and current, there are a few more currency and BFR days to go this winter. Check out the calendar towards the end of this Bugle for the dates, and for the details on costs and conditions etc, refer to the last two Bugles

Glider Locations

As of January 15, glider locations are:

DG-1000 1CH	In service at Hollister.
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 its trailer at Hollister. We are obtaining bids to refinish fuselage and repair cracks in wing surfaces.
Junior 6DS	In the shop at Watsonville for repair.

Maintenance Chairman (Matt Gillis)

General Items. Members need to report all glider issues they notice to the ship captain via the glider email alias (n415ch@flybasa.org for 1CH, n505km@flybasa.org for 5KM, etc.). The ship captains will compile/edit the reports and issue a summary to the Maintenance Chairman by the first week of the month.

N505KM. Outstanding issues: (i) Canopy (we have a replacement canopy now, but have not yet installed it); (ii) missing trailer vent (ordered). The old O2 bottle was hydrotested and is good for another 5 years. It could be used as a spare for both DGs by using the MH cylinder regulator on the CGA cylinder valve port.

N451CH. The DG-1000 went through its annual last month. It is back on line at Hollister. Something Haven noticed in the annual was one of the clevis pin safeties in the rudder cable connection was all but gone. Most cables on aircraft are attached with a small bolt and lock nut. Why DG chose to use a clevis pin is beyond me. Haven replaced the worn safety pin but could not change this to a different configuration because it is a type-certified aircraft. We should be sure to check this item more carefully during preflight inspections.

The O2 bottle was hydrotested, so the cylinder is good for 5 years, until 2013.

The glider will be due for a waxing in February.

The wing covers are probably in their last season. We will need to discuss options for repair or replacement.

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.

N599JH. This Pegasus currently is in the trailer at Hollister. The transponder is inoperative. Airmartronics at WVI was going to look into repair details from Becker and get back to me he has been slow to respond during the holidays. Since the error E10 is a transmission error we are suspecting it is in the coax connections or the antenna. A modular solution might be to obtain another antenna and coax cable. If the error code goes away, problem solved. Otherwise it

may require further investigation. The glider will get annualued over the next month or so. We are looking into converting the glider to Experimental along with 1LV.

N101LV. The glider is in the trailer and will be shipped to a shop, probably in Redding, for refinishing the fuselage and repairing the cracks in the wing finish. We will need a volunteer to haul it up there soon. The glider will subsequently be annualued, and converted to Experimental certification.

N3836L. In service at Hollister.

N106DS. The glider is now at AirCrafters in Watsonville for repair of the fuselage undersurface around the skid plate.



About to start an aertow in the snow -- note footstool used to keep wingtip out of the snow.

Refinish Work on 1LV (Harry Fox)

The fuselage on 1LV needs refinishing. Also the paint on the wings is cracking and peeling near the spoiler boxes and this needs to be repaired. We will probably be flying this glider for another 5 to 10 years, because we need to pay off the 5KM loan and then acquire a replacement for the Grob, before we replace the single-seat gliders. So it seems worthwhile to spend the money on these refinish needs.

We have an estimate of \$8,100 for the fuselage work from an experienced glider-painting shop, sight-unseen. We don't have an estimate yet for the wing repairs, as these will require the shop to look at the situation to see how much work is required. But a rough guess is that we may incur costs up to around \$10,000 on this glider. Once this is done, we'll have glider with a good finish all over, and all the other systems have been functioning fine. And it flies nice too (other than that gradual left roll when you let go of the stick).

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Once this refinish work is done, we will get both 1LV and 9JH converted to Experimental registration with the FAA, so that we will not be subject to the 3000-hour limit imposed on Pegasus gliders in a prior AD.

The By-Laws require approval from the Sponsor members for any single expense exceeding \$5,000. The BASA Executive Committee recommends that we spend up to \$10,000 on the refinish and repair work for 1LV, and is asking for the Sponsor members to authorize this. A ballot for this vote is included with this issue of the Bugle. Sponsor members are asked to fill this out and return it by one of three methods: (i) mail it to the BASA PO Box with your dues check this month, (ii) scan it and e-mail to execs@flybasa.org, or (iii) fax to 831-427-2446. Please do this right away, so that we have the authorization to proceed!

Collecting My Three Diamonds – Part Three (Wolf Weber)

In the last two months I described my wave flight at AirSailing to 25,000 feet, and my 300km diamond goal flight. This month, it's the last of my three diamonds, the 500km distance flight:

500 km Distance. Having achieved my goal flight, I "only" needed the 500 km distance flight. This allowed me to use three turnpoints for a zig-zag flight up and down the Whites/Inyos without having to go nearly as far from Bishop, and without the need to start and finish at exactly the same turnpoint. Tuesday, I set up two turnpoints south (one near Whitney Portal and the other at Cerro Gordo) and one north (about 15 miles north of Boundary Peak). I was eager to fly the eastern edge of the Sierra down to Mt Whitney, but this proved difficult. After a good start, I crossed over to the Sierra, but soon hit sink and was unable to stay up over the eastern edge of the mountains. I drifted down into the valley, where I found no lift either. Pretty soon I was down by Whitney Portal but so low that my only option was to land at Lone Pine. Oh well, try again the next day.

On Wednesday, I decided to go with two turn points north and only one south. This would allow me to go north first and not hit the southern part of the route until later in the afternoon, which in turn would allow me to stay on the Whites/Inyos (facing west and into the sun) rather than having to cross back to the Sierras.

And so it went. This flight could hardly have gone smoother. I launched at 11:30 am and released right into a thermal that took me to over 13,000 feet. I had declared my start point on top of the Whites and I

reached that point before noon. I got up to 15,000 near there, and started heading north. The going was a little slower than I had hoped, and I had to slide off the west edge of the Whites as I got lower, and then climb back up. Nonetheless, by 1 pm I was at Boundary Peak at 17,000 ready to jump off to my first northern turnpoint, a little to the north-west. I was not far and I even found a good climb right before I got there, so that I was able to turn it at 17,500.

From here, I decided to shoot down to a cloud street which took me west of the Whites and then back over the range. I was able to climb going straight ahead, always a great pleasure. I was now back near my start point, just under 18,000 feet and close to 2 pm, looking good. I had been listening to another glider pilot (Roger Harris, "Coot") who had gone south first and was really struggling over the Inyos. He made it back to Bishop but it made me wary of weaker conditions further south. As I transitioned from the Whites to the Inyos, I kept stopping for every bit of lift, to make sure I would not be caught low. The lift was not bad at this time, though, and I turned my southern turnpoint at Cerro Gordo around 3 pm and over 17,000 feet. Heading back up the Inyos, I followed my GPS trace carefully, hoping to find the same lift. This section went well and I was soon back on the Whites, over more familiar territory, and breathing a sigh of relief.

A little after 4 pm I was back at my start point, heading north towards Boundary Peak for the second time. There were some more rough patches, but generally I made good progress and never got lower than 15,000. I reached Boundary Peak by 5 pm and was able to pump up to 17,600 one more time before jumping off to my second northern turnpoint, a little further east. By this time, there was not too much lift around in the flat area north of Boundary Peak, and in fact patches of sink, so I just glided out to the turnpoint and reached it at about 14,000. I turned it and hurried back towards the Whites. At this point I was just at glideslope to Bishop, but I was not too worried, because I could likely pump up again once I reached the Whites. I just proceeded down the western flank of the Whites towards Bishop, and kept accumulating more buffer for final glide. In the end, I did not need to turn any more at all. I reached Bishop at 7,500 and had some altitude to burn to get down and into the pattern. I landed at 5:45 pm, so this was a 6:15 hour flight – one of my longest. I was definitely tired at the end, and happy to be done with it. I actually had my diamonds in the bag!

The flight had gone quite smoothly, yet it had taken me over 6 hours to cover the 500 km. That made me think

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how difficult it will be to go for a 750 km flight. When I proudly posted my flight on OLC, I saw that someone in Utah had gone 1000 km that same day. Wow! That kind of put my flight into perspective. I will definitely have to get faster by working the lift more efficiently and not spending time in weak thermals. That's the good thing about soaring: there's always a further goal.

Upcoming Events

Jan 25th Hollister: Group BFR day – FULL.

Feb 22nd Hollister: Winter currency day - see Jim.

Apr 5th Hollister: Group BFR day - See Jim.

April or May? TBD Minden: Wave Camp - see Hans.

May Hollister: Hollister League.

Jun 8th-12th: AirSailing Thermaling Camp – contact Rob Stone 775-240-9461, rstone118@charter.net.

Jun 14th-19th: AirSailing Cross Country Camp – contact Dave Prather 530-672-6993, dwprather@yahoo.com.

June or July?: NSA Encampment at Lone Pine, Bishop or elsewhere?

July 4-12 (tentative): Parowan Safari.

July 18 or 25 Truckee: Truckee Bash. We are the hosts this year.

August?: Gerlach Dash from AirSailing.

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 2009

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
Pegasus, June 14-20	Clark Mason (AirSailing Cross-Country Camp)

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) –
 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