

- BASA BUGLE -

Next Meeting August 24

The August meeting will be at the International House of Pancakes, 5403 Stevens Creek Boulevard, Santa Clara on Tuesday August 24.

Allen Silver, master parachute rigger, will give a presentation about the use and care of parachutes. For those who have not seen this presentation before, it is well worth attending. Even those of us who have heard Allen several times enjoy coming back for more.

The August meeting is also the time to nominate candidates for BASA officers for the upcoming fiscal year. Voting for officers will be held at the September meeting.

IHOP is just south, or west, of the Interstate 280/Lawrence Expressway intersection. Coming north on 280, you exit at Lawrence, get in the center or left lane, and turn left on Stevens Creek at the first light. Then continue straight on Stevens Creek, under the 280 freeway, and IHOP is the first building on the right after all the traffic lights. Coming south on 280, you exit at Lawrence and turn right on Stevens Creek at the first light, and IHOP is on your immediate right. If you're on Stevens Creek heading into San Jose, you'll need to do a U turn at the first freeway traffic light, after the Tantau Road light. Our room is reserved from 6:00 PM.



Chris deRoulet concentrates while centering a thermal.

Glider Locations

As of August 15, glider locations are:

DG-1000 1CH	In service at Truckee.
Pegasus 2BA	In service at Truckee.
Schweitzer 1-34	In service at Truckee.
Pegasus 9JH	In service at Truckee.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at Hollister.

We will start bringing gliders back from Truckee to Hollister in early September (Truckee closes at the end of September). Current thinking is to perhaps leave one Pegasus in Minden for the months of October and November, then bring it back to Hollister before the really harsh mountain weather sets in. Please let the club officers know your preferences for glider locations this fall – speak up at the next meeting, or send an e-mail.

Treasurer

Current Financial Status. Current balances are:

Insurance fund: \$39,711
Checking: \$7,407
Balance due on DG-1000 loan: \$37,099
Balance due on 101LV loan: \$10,000

Members in Arrears on Dues. The following members are more than three months in arrears on their BASA dues, and therefore their flight privileges are suspended until they bring their accounts current: **Ricardo Mestre, John Murayama and Jamie Jacobs.**

Membership Chairman

New Associate Members. **Robert Jones** of Fair Oaks, California, has rejoined BASA. Robert has been a member of BASA in the past as well as a member of the Chico Soaring Association and the Orange County Soaring Associates. He has a great deal of soaring experience having started flying gliders in Chico and in Calistoga in 1971. **Robert Moody**, of San Jose started flying gliders at Hollister in February of this year,

completing his Private Glider rating this summer. Please welcome these two new members to BASA when you see them.

Sponsor Memberships for Sale. Attention Associate members!! Sponsor memberships are sold by negotiation between a seller and a buyer. Sponsor members who wish to sell contact the Membership Chairman stating a price at which they are willing to sell. Prospective buyers contact the Membership Chairman with an offer to buy at a specific price. The Membership Chairman attempts to get buyers and sellers together to complete a sale. If you are interested in buying a Sponsor Membership contact the Membership chairman to place a bid. The most recent Sponsor Membership sold for \$2500. At a savings of \$40/month on the dues the new Sponsor Member will have his purchase paid for in a few years and will continue to save in the future.

Prospective sellers and buyers are free to contact the Membership Chairman at any time to change their prices, discuss membership sales, etc. The Membership Chairman, **Jim MacDonald**, can be contacted at (408) 867-2602 or at machoward@earthlink.net.

Flight Committee Chairman

A note from our interim/upcoming Flight Committee Chairman, **Jonathan Hughes**:

For this month's Bugle I have written a refresher for cross wind landings. This was initiated after a discussion with other BASA members about technique used in crosswinds at Truckee.

The goal is always to make a low energy touchdown. During a normal landing in no wind conditions or a slight headwind, the proper technique is to use the proper approach speed during the pattern (usually best L/D plus half the wind – but don't overestimate the wind and fly too fast!). If you have set your pattern up correctly, approximately half spoilers should be enough to maintain the proper glide path all the way from final through the flare and touchdown. In the flare, you should try to hold the glider off of the runway as long as possible, allowing the airspeed to decrease, until the glider settles onto the runway.

Cross wind landings are accomplished with the same technique only you must add a crab angle in the pattern and a side slip to maintain the proper alignment with the runway on final. You should use the bank angle to control your track and the rudder to keep the nose pointed straight down the runway. Very close to the

ground you will need less side slip than you did when higher on final because of the wind gradient. You should still plan to flare in the side slip and hold the glider off of the runway until it settles.

The glider should not be flown onto the ground. It is just as important to make a low energy touchdown in a crosswind as in a normal landing in no wind conditions. Doing a wheel landing or flying the glider onto the runway could result in an excessive side load to the gear, or it could lead to a bounce setting you up for a dangerous situation where you are now several feet in the air with very low energy and you still have a crosswind to deal with! At Truckee, you could very easily find yourself flying sideways over the sagebrush with little room or energy left to maneuver back over the runway!

Remember to check the AWOS at Truckee (188.0 MHz) and the windssocks and use the most appropriate runway for the observed wind (the AWOS sensor is located on the other side of the airport from the glider landing zone of runway 19, so the actual winds on runway 19 may be quite different from those reported on the AWOS). Crosswinds are common on runway 19 in the afternoon and if you aren't comfortable with landing in a crosswind you should get with an instructor and practice. This can be done at Hollister with the sea breeze or at Truckee on a typical afternoon.

Summer Flying Fades Into Fall

The days are getting shorter, but good flying conditions at Truckee are still to be found into September. During the late summer, there tends to be more moisture drawn up to the Sierra and the Great Basin from the south, meaning more cumulus clouds but also increased risk of thunderstorms. A couple of years ago, Peter Deane set a national speed record for a 750 km out-and-return flight from Minden on Labor Day weekend – that should indicate that September conditions can still be quite strong in the mountains.

After Labor Day weekend, a construction project will begin at Truckee to add a large, paved exit area for gliders on the east side of runway 19. This may cause some disruption in Truckee glider operations during the remainder of September, but we probably won't know how much disruption until the project gets started. This project will make for easier, safer landing rollouts starting next summer.

This time of year also brings good conditions in the hills east and south of Hollister. The sea breeze

weakens in September and October, and we even get some days with an offshore flow. These days bring good conditions over the east hills as well as at Panoche, and on strong offshore days there may even be soaring over the Santa Lucia Mountains (just inland from Big Sur). Keep an eye on the general weather forecasts for predictions of hot days at the beach with no sea breeze – those are often interesting days, sometimes with thermals to 6,000 or 7,000 feet within 5 miles of the Hollister airport. Sometimes these days even have better conditions west of Hollister rather than east. But the days with a sea breeze often have strong soaring as well – it's just located farther inland. If you have not subscribed for the HGC weather alerts, you should do so, because Brett sends out forecasts of good conditions a few days ahead.

Lift Under Cirrus

The same moist air that feeds cumulus clouds can also result in lots of cirrus overhead, if the moisture continues into the upper levels. Days with lots of high cirrus clouds may not look flyable at first, but they can still have good soaring. **Chris deRoulet** and **Harry Fox** had a 300 km triangle flight out of Truckee on August 12 that showed this is true.

The NWS Reno Soaring Forecast and the BLIPMAPS called for very strong conditions, but there was a thick cirrus shield over Truckee and to the south, and the forecast models usually have a hard time dealing with the effects of cirrus. Cumulus clouds started popping over Mount Rose a little after 11AM, so we got ourselves organized and launched about 12:30. The first thermal was definitely weaker than what we had seen the previous two days at Truckee, and we had to settle for a 2 knot to 3 knot climb until we could get high enough to reach Mount Rose.

Once under the cumulus clouds at Mount Rose, we started seeing 5 knot to 6 knot lift, which was pretty typical for the rest of the day. Cloudbase at Mount Rose was about 15,500 feet, and rose to the east, where we eventually reached 17,300 north of Silver Springs. The cirrus clouds were much higher than that.

Our route took us south along the Carson Range past Spooner Summit, east over Minden to Mineral Peak, and then south along the Pine Nuts to Mount Siegel. We turned around there because of rain and lightning to the south, and ran back up the Pine Nuts, jumped across to Virginia City, then north past AirSailing to Flannigan Railroad Intersection (just north of Flannigan

Dry Lake). From there we returned to Truckee via Stead.

The cirrus weakened the lift, but it also made for smoother conditions, less heat in the cockpit, and very pleasant flying. We saw very few other gliders all day – a couple of Grob 103s near Minden, one single-place glider far below us on the Pine Nuts (probably Sergio returning from an aborted attempt at a 1250 km triangle), and two gliders very low at AirSailing while we wafted overhead at 15,000 feet. It was a day to get high and stay high, as the lift was best close to cloudbase.

Instruction at Truckee with Charlie Hayes

Charlie Hayes is available to BASA members for dual instruction in the DG-1000 at Truckee on Tuesdays, Wednesdays and Thursdays this summer. Rates are \$50 hour, or:

Half day cross country (2.5 to 3.5 hours including ground) for \$125.

Full day cross country (5.0 to 6.5 hours including ground) for \$200.

Contact Charlie on his cell phone at (831) 801-2957 if you would like to arrange for this. Note that you will need to separately call Soar Truckee to reserve the glider.

Ship Captains for Pegasi

We are looking for new ship captains for two of our Pegasi. **Lance Cushenberry** and **Jeremy Zawodny** currently serve as ship captains for 2BA and 9JH, but they have recently purchased their own gliders so it would be fair to find replacements for them. With 1LV coming back into the fleet, it will need a ship captain soon as well.

A ship captain is expected to keep track of maintenance items needing attention on his glider, and to help arrange necessary repair or maintenance work. He is not expected to actually maintain the glider himself, although some ship captains enjoy being involved in minor repair projects. For anyone who has recently started flying the Pegasi, this is a good opportunity to get to know the glider in more detail. For anyone who is thinking of buying his own glider, a stint as a ship captain is a good education in the care and feeding of gliders.

Charging Batteries at Truckee

The gliders at Truckee tend to get used for longer flights, often with the transponder working (on 2BA and 1CH), and this draws the batteries down. After a 4 or 5 hour flight, a few hours on the solar charger is not enough to top up the battery charge. Therefore, please put the glider battery on an AC charger after a long flight. **Hans VanWeersch** has obtained two new trickle chargers to use with the Pegasus or 1-34 batteries, and there is a separate AC charger for the baggage-compartment battery (battery #2) from 1CH.

These chargers will usually be kept in the charger cabinet on the outside north wall of the Soar Truckee office. Our chargers are labeled with "BASA" and the glider type.

If you have only taken a short flight, or the battery has been fully charged on the AC charger, install the battery in the glider and plug in the solar charger to keep it topped off.

For 1CH, we will continue to use battery #2 as the primary battery in flight, because it can be easily removed and placed on an AC charger. The usual battery charging procedure for 1CH at Truckee will be as follows: At the end of the day, remove the luggage-compartment battery (battery #2) and place on the AC charger in the charging cabinet on the outside wall of the Soar Truckee office. Our charger is marked "BASA 1CH". Set up the solar charger to top off the tail battery (battery #1). Be sure to turn off all instruments, including the green blinker light that indicates the tail ballast status.

Vacation Reservations

Every BASA member may reserve a glider for up to five days midweek (Monday through Friday), once per calendar year in addition to the normal reservations allowed under BASA rules. If you want to make a such a "vacation reservation", contact **Harry Fox**.

The following vacation reservations are currently in effect:

Glider	Reservation
1CH at Truckee	August 16-20, vacation reservation (Charlie Hayes)

Executive Committee

President –	Harry Fox
Vice President –	Charles Hanes
Treasurer –	Daniel Ruegemer
Flight Committee Chairman –	Stan Davies
Maintenance Chairman –	Joel Taylor

Flight Committee

Chairman –	Stan Davies	
Members:	Jim MacDonald	Jonathan Hughes (CFIG)
	Peter Reischl	Steve Ascher (CFIG)
	Harry Fox	Hans Van Weersch
	Brett Hinze (CFIG)	Miguel Flores
	Jim Goetsch	

Approved CFIGs:	Drew Pearce (H)	Brett Hinze (H)
	Russell Holtz (H)	Charlie Hayes (H)
	Jonathan Hughes (H)	Steve Ascher (T)
	Joe Silvestri (T)	Mike Johnson (T)
	Jan Driessen (T)	Doug Lent (T)

Club Aircraft

DG-1000 (451CH) –	Matt Gillis
Grob 103 (3836L) –	Peter Reischl
Pegasus (642BA) –	Lance Cushenberry
Pegasus (599JH) –	Jeremy Zawodny
Pegasus (101LV) –	Pat Healy
SGS 1-34 (7632) –	Maynard Vitalis

Ship Captains

Other Volunteers

Membership Chairman –	Jim MacDonald
Website Maintenance –	Brian Choate
Insurance Chairman –	Dave Walker
Airshow Chairman –	open
Entertainment Chairman –	Louis Taddeo
Wave Camp Chairman –	Hans Van Weersch
Equipment Registration –	Eb Lemcke

Officers

Regional Officers

	<u>Hollister</u>	<u>Mountains</u>
Parachutes Officer –	Dave Walker	Steve Ascher
Instruments/Electrical –	Clyde Cotterell	Clyde Cotterell
Maintenance Trailers –	open	open