

- BASA BUGLE -

Next Meeting September 28

The September meeting will be at Harry's Hofbrau in San Jose on Tuesday September 28. This is our official annual meeting, when officers are elected. A ballot and proxy form is enclosed with this issue of the Bugle. Candidates' statements appear on page 4, below. If you will not attend the meeting, it is important that you fill out and sign the enclosed proxy and voting form, and mail it to the Treasurer right away (an envelope is enclosed).

We will also have a slide show and short videos taken by BASA members during their flying this summer, including some highlights from the Parowan safari.

Harry's Hofbrau is located at 390 Saratoga Ave., San Jose, in the northeast quadrant of Saratoga Ave. and Kiely Blvd. one block north from Interstate 280, or one block south of Stevens Creek Blvd. Happy hour starts at 6:00 PM in the lounge area. Our room is reserved from 6:30 PM. Harry's Hofbrau does not take checks or credit cards, but there is an ATM on site.



The line-up at Truckee on Labor-Day weekend.

Highlights of the Month

This month's meeting includes the election of officers for the next fiscal year, which starts October 1, 2004. If you can attend the meeting to vote, please do so. If you cannot attend, please fill out and mail in the proxy form that is attached to this issue. *If we don't get enough members in attendance or proxy forms in the mail, we*

won't have a quorum, and will need to go through the whole process all over again.

The other big news this month is that **BASA is switching to an online reservation system on October 1**. For a detailed description of this system, see page 2, below.

Treasurer

Current Financial Status. Current balances are:

Insurance fund: \$40,765

Checking: \$7,505

Balance due on DG-1000 loan: \$37,066

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 Mario Pauda.**

Membership Chairman

New Associate Members. **Lee Baillif** of San Jose has just completed the requirements for his Glider Rating and now joins BASA. Lee began training in gliders in May 2003 and has already had altitude chamber training at Beale AFB. **Dan Dye** of Belmont first stepped into a glider in 1970 and then completed his glider certification in the early seventies. Following his introduction to flying he has taken up power flying, earning ratings in single and multi-engine aircraft. He has now become recurrent in gliders at Hollister, flying with Brett Hinze. **Jack Matiasevich** has become certified in all kinds of aircraft, including helicopters, and has lots of hours in his log books to show for it. Jack, who lives in Santa Cruz, lists his occupation as pilot, but has all kinds of Instructor ratings as well. Please welcome these new members next time 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.

Glider Locations

As of September 15, glider locations are:

Pegasus 2BA	In service at Truckee. Will move to Minden soon.
Schweitzer 1-34	In service at Truckee. Will move to Hollister soon.
DG-1000 1CH	In service at Hollister.
Grob 36L	In service at Hollister.
Pegasus 9JH	In service at Hollister.
Pegasus 1LV	In service at Hollister. Has microphone problems – bring a handheld radio.

The 1-34 should move from Truckee to Hollister this week or next. 2BA will move from Truckee to Minden by the end of the month – check with Soar Truckee to see if it has moved.

On-Line Reservation System

We are switching over to an on-line reservation system for BASA aircraft, which will replace the paper schedules now maintained by the FBOs where our glider are based. This system was originally designed for scheduling conference rooms (so you will see that our gliders are described as "Rooms"), but it appears that it will work fine for our needs and the price was right (free). **Jonathan Hughes** has reviewed the system and written up these instructions for it:

BASA's new online aircraft schedule will be effective October 1, 2004. The schedule is simple and intuitive to use and will relieve our FBOs from the burden of maintaining the schedule for our aircraft. From now through September 30, 2004, it is recommended that you use both the online schedule and call the FBO to

enter your reservation in their book. This will allow us to get used to the online schedule and to work out any unforeseen bugs in the system.

Hollister Gliding Club is planning to have its office staffed on weekends only beginning in October, even though they will still be open for tows Wednesday through Sunday. By having our schedule online, we will be able to maintain the schedule for aircraft on the days when we can get a tow but cannot call and schedule a glider.

We plan to use the system for all aircraft, whether based at Hollister, Truckee, or Minden. The location of the aircraft is indicated right on the schedule and will be updated when the ship is moved to another location.

The BASA aircraft schedule is available on the BASA home page: <http://www.flybasa.org/index1.htm> or can be accessed directly from the following link: http://www.soaringnet.com/basa_sched/month.php

In order to make the roll-out of the online schedule a success, we need to establish some ground rules that we all follow:

1. All reservations for club equipment are expected to be made online starting October 1, 2004. If you don't have access to a computer and want to make a reservation, you can still call Hollister Gliding Club on days when the office is open and they can enter your reservation in the online system, or you can ask another member with computer access to make your reservation for you. (Note: We have not yet asked SoarTruckee or SoarMinden if they are willing to enter reservations in the online schedule for us.)
2. You are still bound by the club reservation policy. The schedule system does not verify your reservation against the club rules so you are on your honor to follow the reservation rules. The executive committee will check the schedule periodically to ensure that members are following the rules. The reservation rules can be accessed on the BASA website at <http://www.flybasa.org/res.htm>. Remember that weekend time blocks at Hollister are 2 hours long, beginning on the odd hours (i.e., 9:00 – 11:00 AM, 11:00 AM to 1:00 PM, 1:00 to 3:00 PM and 3:00 to 5:00 PM).
3. As currently implemented, we are all logging in with the same username and password so nothing prevents someone from deleting or changing

another member's reservation. Although I'm sure that no one would do this intentionally, it is also very easy to do inadvertently so please be careful when viewing other member's reservations so that they are not accidentally deleted, changed, or moved.

4. You are not allowed to move another member's reservation to another plane without the permission of the other member even if the plane is the same make and model.
5. You are required to enter your name on your reservation. You are not required to, nor should you, enter your email address or phone number as this is stored on a public site and could potentially be mined for such data. Every member's contact information is available in the address list which is distributed with the Bugle each month so if you need to contact someone about a reservation simply look up their contact information in the address list and give them a call or send them an email.
6. Only executive committee members are allowed in the Admin area or are allowed to make changes to the aircraft descriptions. Again, we are all logging in with the same username and password so you are on your honor to not make any changes to the schedule other than adding or changing your own reservations.
7. If an aircraft needs to be grounded for some reason, you must notify a member of the executive committee, preferably the maintenance chairman or the flight committee chairman so that the aircraft schedule may be blocked off and any members with upcoming reservations notified.

Schedule basics:

The schedule may be accessed by going to the BASA website and clicking on the link for the Online Schedule at the top of the home page.

You can select several views for the schedule:

A **Monthly** view can be selected by clicking on the link for the desired month at the bottom of the schedule page. This view is for a single aircraft and the aircraft that you are viewing is displayed at the top of the view. To add a reservation on this view, click on the number of the desired day and the schedule will switch to the **Daily** view. You can also use this technique to switch from the **Weekly** view.

To add a reservation, go to either the **Weekly** or **Daily** view. The **Weekly** view displays a single aircraft and the **Daily** view displays all aircraft. You can switch aircraft in either the **Monthly** or **Weekly** view by clicking on the desired aircraft in the list at the top of the schedule.

The **Weekly** view can be selected by clicking on the link for the desired week at the bottom of the schedule page. This view is for all aircraft.

Adding a Reservation:

On either the **Weekly** or **Daily** view, click on the plus sign that corresponds to the desired time slot row on the left, and the column which corresponds to the day (**Weekly** view) or the aircraft (**Daily** view.)

You will be prompted to enter a username and password. Use the following username and password.

Username: basa
 Password: soarbasa

Use the following guidelines to fill in the reservation form:

- Brief Description:** <your name>
- Full Description:** <any additional information you wish to enter, x-c, back seat available for dual ships, etc.>
- Date:** <date of reservation>
- Time:** <time of reservation>
- Duration:** <length of reservation in hours>
- Rooms:** <desired aircraft>
- Type:** <not applicable>
- Repeat Type:** None
- Repeat End Date:** <date of reservation>
- Repeat Day:** <not applicable>
- Number of Weeks:** <not applicable>

Click the "Save" button to save the reservation.

To change a reservation, simply find your reservation in the appropriate view and click it. The reservation details will be displayed. You can choose to either edit or delete the reservation. Note that your name is only visible in the **Daily** and **Weekly** views.

The system is very simple and fairly easy to use. Because we all login with the same username and password it is possible to change or delete another member's reservation so please be careful. If you find yourself in a situation where you are unsure of what to do, don't do it and send me (**Jonathan Hughes**) an

email and tell me what you were trying to do and I'll see if I can straighten it out.

Election of BASA Officers

Harry Fox, is running for President. **Charles Hanes**, current Vice President, is running for Vice President again. **Jonathan Hughes**, CFIG and Flight Committee member, is running for Flight Committee Chairman. **Joel Taylor** is running for Maintenance Chairman, and **Daniel Ruegemer**, the incumbent Treasurer, is again running for Treasurer.

Each of these candidates has written up a few words about his goals for the next year:

Joel Taylor (Maintenance Chairman): I look forward to becoming more familiar with the 'nuts and bolts' of what keeps our club in the air and legal. Each time a club member climbs into a ship for a flight they expect that the plane is in full compliance with inspections and airworthiness directives. Also they expect that any mechanical issues have either been resolved or are clearly noted in the log books. By taking the position of maintenance chairman I feel I can contribute to the safe and pleasant experience of every flight our members make.

My priorities in the coming year are to move annual inspection dates into the late fall / winter timeframe when flying conditions are less than optimal. This will help make sure our gliders are not taken down in the good times. I will also be working on educating members on good pre-flight and post-flight inspections to ensure minor problems do not become major problems.

Jonathan Hughes (Flight Committee Chairman): My primary goal as flight committee chairman is to continue to ensure that our members are flying safely. Additionally, my goals are to promote safe cross-country flight and encourage members to expand their soaring skills. It is up to each of us to ensure that our flying skills are sufficient to maintain our safety and not damage club equipment.

As flight committee chairman, I will encourage all members to fly often to maintain their currency. I will also make myself available for dual flights with new BASA members or members that aren't current, for aircraft checkouts, and for mentoring flights for members who want to learn to fly cross country.

Daniel Ruegemer (Treasurer): To make glider flying available and affordable to many people, functioning soaring clubs are essential. It is for this reason, and therefore also in my own interest, that I want to support

BASA and its members by managing the finances for the club.

In my opinion, the most important thing about the treasurer job is to do it accurately and keep our records in order, so we always know exactly where we stand financially and we can make the right decisions. It is the job of the treasurer to make this data visible to the club.

The priorities for the coming year will be to increase the insurance fund to \$45,000, and to continue to pay back the loans we took for the DG-1000 and for Pegasus 1LV. I expect it will take us into early 2006 to pay back the DG-1000 loan, and then we could repay the 1LV loan by late 2006.

How quickly we can achieve the goal to be debt-free will highly depend on careful handling of our equipment. I am hoping for another year of no smashed canopies and no gear-up landings!

Charles Hanes (Vice President and Secretary): My main goals for the coming year are to consolidate and update the club records, as well as to continue to help with club communication and special activities and projects.

Harry Fox (President): I think we have made tremendous progress in the last year. We acquired the DG-1000, and re-acquired Pegasus 1LV. At the same time, we have built up our self-insurance fund and made a big dent in our acquisition loans so that our current debt is considerably less than half the cost we incurred to acquire the DG-1000. At this time last year we had 50 members, while our roll of regular members is now back up to 70.

My main goal for the next year is to see lots of BASA members out there flying BASA gliders and achieving their own flying goals, whether those individual goals are simply to enjoy local glider flying, to get into wave lift for the first time, to start flying cross-country, or to earn a diamond badge.

We have had great contributions in the last year from the BASA officers, from ship captains, and from lots of members who have volunteered to help out with various tasks. I will be looking for a few more volunteers as the year goes on (see below regarding the need for a Pegasus ship captain). And this will be my last year as President, so my last goal is to recruit a replacement this time next year.

Cross-Country Adventures with Charlie Hayes

By Lance Cushenberry

This has been an exciting year of soaring. Jeremy Zawodny, Darren Braun and I had ambitious plans to attend the BASA Wave Camp, Air Sailing X-C Camp, fly local X-C out of Hollister as well as flights in the Sierra. While Jeremy missed Wave Camp, we have all managed to meet our objectives. Each of us has pushed his personal limits and comfort levels to achieve respectable flights. We have launched from Truckee, AirSailing and Minden gaining an understanding of the unique aspects of each site.

To push further I engaged Charlie Hayes as an X-C mentor for two days of flying from Truckee. My expectations were modest: understand how to get from Truckee to Minden and points south, and see just how an expert manages cross-country flights. Charlie certainly exceeded all my expectations!

On Tuesday 27 July 2004, Charlie and I launched from Truckee in the DG1000 with the 20M wingtips at 11:30. It was a good day with cumulus clouds running down the Sierra, the Pinenuts and the Whites. After working the early lift over the hot rocks, we worked to the top of Mt. Rose to the forming clouds. After some short discussion and my many questions, we decided to jump to the Pinenuts, which looked like a rather intimidating distance. We put the nose down and reached the Pinenuts with no problems, then headed for Mt. Patterson. I had flown from Minden so I was familiar with this part of the flight, but the fun was just starting. Once on Mt. Patterson, I looked at the long gap to the Whites, with Mono Lake on our right. We picked a cloud street and started, there was lift everywhere, but I was flying too slowly. We were passed by an 18 meter ship carrying water ballast, streaking along, putting on a show! I suggested Charlie fly and catch him. That's when I really noticed the difference, flying X-C is about speed and energy. Charlie demonstrated how it should be done, truly masterful! As the day progressed, I kept attempting to repeat what Charlie demonstrated and started to improve. I was shocked and thrilled, my concepts of flight were changing and I was able to pick up speed and gain confidence in pushing forward. We flew down the Whites and Inyos to abeam Lone Pine and started back to Truckee. I did two unnecessary (looking back now) turns then we just flew straight to Truckee, amazing! A 6-hour and almost 500-mile flight. Day one was a success; exceeding anything I thought was possible.

The next day was even more awesome. Charlie suggested we fly the Sierra to "sight-see". After an epic flight yesterday I was surprised we were going long again! But we did, turning over Mt. Whitney, and then jumping over to the Whites back toward Minden. However the conditions were changing and a front was shutting down our return to Truckee. This actually worked well from my perspective, as I added Carson City to my list of airports. Total for this flight was 7 hours and 600 miles.

Observations: Charlie is phenomenal as a cross-country instructor/mentor. My flying changed significantly from day 1 to day 2. Charlie made sure I kept pushing and didn't stop for weak lift. If you are not sure about your cross-country abilities or want to see an expert do his stuff, I suggest you fly with Charlie. I learned tons from watching Charlie fly, then attempting to mimic the behavior. The flights were great; the high point (no pun intended) was looking down on the summit hut and people on Mt. Whitney. As always, Charlie was exceptional to fly with!

2BA at Minden

When Pegasus 2BA is moved to Minden later this month, it will be based on the east side of the field at the Soar Minden tie-down area. We will not be able to keep our maintenance trailer at the Minden airport, although the glider trailer for 2BA will be stored on the east side near the glider. We will store the parachute either at the Soar Minden office or in the 2BA trailer (unlocked), and we will probably store the battery and AC trickle-charger in the Soar Minden office. **Dave Bingham** or **Steve Ascher** will take care of moving the glider and trailer over to Minden and making the storage arrangements with Soar Minden – once this is done we will send out a general e-mail with details on where the various items are located.

Pilots With Cross-Country Privileges in DG-1000

Based on the cross-country experience they have gained this summer, the Flight Committee has decided to add **Darren Braun** and **Lance Cushenberry** to the list of pilots permitted to fly the DG-1000 on cross-country flights. And, if we had not previously put **Brett Hinze** on this list, it was well past time to do so. So the full list of instructors and BASA members who have cross-country privileges in the DG-1000 is now:

Charlie Hayes Brett Hinze	Steve Ascher Hans VanWeersch
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Drew Pearce	Harry Fox
Russell Holtz	Matt Gillis
Jim Goetsch	Daniel Ruegemer
Jim MacDonald	Lance Cushenberry
Eb Lemcke	Darren Braun
Jonathan Hughes	

We encourage the members on this list to make dual cross-country flights with other BASA members, and we encourage BASA members who do not yet have a cross-country checkout to seek out the pilots on this list for dual cross-country flights.

Ship Captains for Pegasi

We are looking for one new ship captain for Pegasus 2BA. **Pat Healy** has taken over as ship captain for 1LV, and **Frank Jenkins** is now ship captain for 9JH.

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.

2BA spends a lot of time in the mountains (it will be in Minden for October and most of November). So it would be best to find a ship captain who goes to the mountains often to fly. Or perhaps one of our mountain members would volunteer to look after 2BA while it is up there, and another member based in the Bay Area could serve as co-captain while it is in Hollister.

1CH Batteries

1CH now has two interchangeable batteries to mount in the baggage compartment, behind the rear seat (thanks to ship captain **Matt Gillis**). This is the number 2 battery on the battery switch, but it is the main battery we use in flight.

One of these batteries will be kept on an AC trickle charger in the HGC shed (where all the HGC batteries are stored). After a day of flying in the DG-1000, the preferred procedure will be to swap the battery in the glider for the battery on the AC charger. Use the solar charger to charge the tail battery (number 1 on the battery switch).

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)

<u>Club Aircraft</u>	<u>Ship Captains</u>
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DG-1000 (451CH) –	Matt Gillis
Grob 103 (3836L) –	Peter Reischl
Pegasus (642BA) –	Lance Cushenberry
Pegasus (599JH) –	Frank Jenkins
Pegasus (101LV) –	Pat Healy
SGS 1-34 (7632) –	Maynard Vitalis

<u>Other Volunteers</u>	<u>Officers</u>
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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

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