

- BASA BUGLE -

Next Meeting Thursday October 28

The October meeting will be at International House of Pancakes, 5403 Stevens Creek Boulevard, Santa Clara on Thursday October 28. For entertainment at this meeting, we will be showing a soaring video on the big screen.

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.



Instrument screws parallel to horizon = good bank angle for thermaling. Near Panoche, mid-September.

New AWOS Frequency for Hollister

Hollister now has an Automated Weather Observing System, broadcasting on 120.425.

Glider Locations

As of October 15, glider locations are:

Pegasus 2BA	In service at Minden.
DG-1000 1CH	In service at Hollister.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at Hollister.
Pegasus 9JH	At Hollister –check if ASI is working.
Schweitzer 1-34	At Hollister but not flyable.

A piece of retaining hardware on the 1-34 trailer broke during the trip from Truckee, allowing one of the horizontal stabilizers to depart the trailer unnoticed. We have some leads on a replacement, but don't have a timeframe yet

Treasurer

Current Financial Status. Current balances are:

Insurance fund: \$40,791
Checking: \$2,183
Balance due on DG-1000 loan: \$30,534
Balance due on 101LV loan: \$10,000

We were able to pay down the principal balance of the DG-1000 loan by \$6,532 in the last quarter. If we can continue principal payments at approximately this rate, we should have the DG-1000 loan paid off in a little over a year from now, and the 101LV loan paid off about 6 months later.

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, Glenn Baxter and Robert Marston.**

Membership Chairman

New Membership Chairman. **Miguel Flores** has taken over the Membership Chairman position for BASA.

Please direct your questions, comments and requests to Miguel at: miguel.flores@gd-ais.com, or telephone him

at 831/801-2363. Send documents to him at: 1581 Brighton Drive, Hollister, CA 95023. Thanks are due to **Jim MacDonald** for several years of service as Membership Chairman.

New Associate Members. Two new members of BASA have joined since the last issue of the BUGLE. **Darryl Ramm** and **Maik Bokkers** have joined as Associate Members and are now in the process of completing their checkouts in the Grob. Welcome these new members to BASA when you meet 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, **Miguel Flores**, can be contacted at 831/801-2363 or at miguel.flores@gd-ais.com.

Flight Committee Chairman

At the beginning of September, one of our Flight Committee members was approached by a local Truckee pilot about a near mid-air collision with a BASA pilot flying the DG-1000. Apparently, the other pilot felt the BASA member was not flying safely in the vicinity of other gliders.

The information concerning this incident was passed to me second hand. I spoke to the BASA pilot but not the Truckee pilot so without speaking to both pilots about the incident first hand, I can only speculate about what happened. It was reported by the local Truckee pilot that the DG-1000 pilot flew straight at him and then turned away at about a 70 deg bank angle. I don't know how close he was but it was obviously close enough to cause concern for the other pilot.

That another pilot felt that one of our members was not flying safely is disconcerting. I believe that the incident would not have been brought up unless the local

Truckee pilot truly felt that an unsafe condition existed. We don't want BASA to have a reputation for being reckless or unsafe. Even more importantly, a mid-air collision would most likely be fatal for both pilots, parachutes or not. This is serious stuff and we must always keep our safety and the safety of our fellow pilots our highest priority. We also don't want to wear out our welcome at our FBOs.

Whether a member of BASA, another club, or a private owner, we all have an obligation to fly in a manner that is not only safe, but makes other pilots that we share the airspace with feel safe also. All pilots do not have the same level of comfort when flying in close proximity to other aircraft. We should never do anything that would make another pilot feel uncomfortable, or worse, unsafe.

Many of us learned to fly at Hollister and had little opportunity to learn gaggle flying techniques until we were already qualified to fly in the mountains, where gaggle flights are more likely to occur. (The AirSailing Thermaling and Cross-Country Camps are a good place to learn thermaling skills, including gaggle flying.)

A few points to remember to make gaggle flying safe:

1. The first glider in a thermal establishes the direction to circle. If you are joining a circling glider, you should always turn in the same direction regardless of whether they are above or below you. (You may out-climb them or they may catch up to you.) Also, never reverse the direction of your circle once you have started thermaling. Another glider may have joined your thermal and should be turning in your original direction. (I see this a lot when flying dual with new pilots who aren't used to working lift.)
2. Maintain adequate speed when thermaling with other gliders. A stall could put you too close to another glider.
3. If you are joining a thermal with another glider at the same altitude, try to join so that you are 180 degrees behind (opposite) the other glider. Match their speed and bank angle so that you fly the same circle radius. Try to make sure that you are not so close to their tail that they cannot see you.
4. When circling behind another glider at the same altitude, always keep your nose to the outside of the circle. Never let your nose cross to the

inside of their tail. Never turn inside another glider so that you lose sight of them.

5. Never fly directly underneath another glider. They have no way to see you.
6. If you are out climbing a glider above you and the other glider cannot or is not circling tight enough to stay in the core, don't cut inside them even if you are in better lift and climbing faster. Either find another thermal, try to talk them into thermaling tighter, or match their circle radius when you reach their altitude. Faster climbing gliders should give way to slower climbing gliders. (I see this from experienced pilots who are comfortable flying at 50 deg bank angles when in the same thermal as a new pilot who is only flying at 20 deg bank angles.)
7. Always know where **all** the other gliders are in the same thermal with you. Keep your head out of the cockpit. Don't worry about the variometer. Watch the other gliders. They will indicate lift and sink. Besides, you must fly to put yourself in the best (i.e. safest) position with the other gliders; it doesn't matter if that is not in the best lift.
8. Communicate with other gliders that you are joining them on 123.3 but do **not** assume that every glider in the thermal is on the same frequency, has a working radio, has the radio on, etc. unless you make radio contact with them.
9. If you aren't comfortable in a gaggle with other gliders, leave the thermal and find another one or wait for the gaggle to climb away and then rejoin the thermal.

Election of BASA Officers

At the September meeting, officers were elected for BASA's fiscal year beginning October 1, 2004 and ending September 30, 2005. These are: **Harry Fox**, President; **Charles Hanes**, Vice President; **Jonathan Hughes**, Flight Committee Chairman; **Joel Taylor**, Maintenance Chairman; and **Daniel Ruegemer**, Treasurer. Thanks are due to our outgoing Flight Committee Chairman, **Stan Davies**, for his years of service in that position.

Reporting Outlandings and Damage Incidents

Some members had recently asked about their responsibilities when they notice damage to a glider, or if a club glider is landed off an airport. Here is a refresher on what is required of the members in these circumstances:

Reporting an Outlanding: Since the BASA Flight Rules require that our gliders be flown "airport to airport", an off-airport landing might be interpreted as a violation of the Flight Rules. Also, since pilots who have not yet received cross-country approval are required to stay within range of the home airport, a landing at another airport by such a pilot indicates he has flown outside the Flight Rules. In either case, the landing should be reported to the Flight Committee Chairman, along with an explanation of how it came about.

Our intent is not to punish the pilot who lands off airport, or away from the home airport. In most cases, it is evident that the pilot did the right thing by landing where he did, because at some point in the flight the alternatives became riskier than the outlanding. We just want to know how the incident came about, to make sure the pilot is exercising proper judgment and not taking improper risks with BASA gliders. Since club gliders are a shared resource, they need to be flown more conservatively than one might fly his own glider, and that is one of the reasons for our "airport to airport" rule.

Reporting Damage Incidents: These rules are detailed in section 9 of the Flight Rules. To summarize: If you notice minor damage (not affecting safety of flight), note this in the logbook and report it to the ship captain for that glider, either via phone or e-mail. If you notice major damage (which makes the glider unsafe to fly), report this immediately to the Maintenance Chairman or another member of the BASA Executive Committee, and place a note in the cockpit (preferably on the instrument panel or the control stick) indicating the glider is not safe to fly. If major damage was caused by a BASA member during flight operations, that member is grounded until the incident has been reviewed by the Flight Committee.

A member will generally be held responsible for the cost of repairing either major or minor damage that occurred during his use of the glider (including trailering damage), up to the \$1000 deductible amount. However, the Executive Committee will not hold the member responsible if the damage was without fault of

the pilot (e.g., an instrument quits working in flight, or a trailer breaks without being abused). Alternatively, if the cause of the damage also involved a violation of the Flight Rules, the deductible limit may not be applied and the member may be held responsible for the full amount of damages.

On-Line Reservation System

We have switched over to the on-line reservation system for BASA aircraft, which has replaced the paper schedules previously maintained by the FBOs where our glider are based.

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.soothingnet.com/basa_sched/month.php. Instructions on the use of the system are also available through a link on the BASA home page, immediately below the link to the schedule page.

1CH Wing Covers

We've been having problems with tears in the mesh portions of the wing covers for 1CH. One of these now has a large tear in it, which we will try to repair soon.

The tears are caused by the cover snagging on a sharp edge – probably the back corner of the winglet or an aileron corner. Snagging on the winglet can be minimized by using the bungee cords that are kept in the wing cover bins. Before removing a wing cover, first remove the winglet cover separately. Then, before removing the wing cover, bunch the wing cover up into a donut shape just inside the winglet, and place a bungee cord through the hole to hold it in this shape. Slip the cover off over the winglet while bunched in the donut, then store it in the bin with the bungee in place to hold this shape. When you put the cover on, slip it over the winglet before removing the bungee cord – it goes much easier if it is kept in the donut until past the tip wheels.

Whatever the cause of the snagging we need to be careful in sliding these covers on and off. If you feel resistance, don't force it – look for where the cover is hung up and free the snag before proceeding.

Executive Committee

President –	Harry Fox
Vice President –	Charles Hanes
Treasurer –	Daniel Ruegamer
Flight Committee Chairman –	Jonathan Hughes
Maintenance Chairman –	Joel Taylor

Flight Committee

Chairman –	Jonathan Hughes (CFIG)	
Members:	Jim MacDonald	Stan Davies
	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) –	Dave Bingham (Minden) open (Hollister)
Pegasus (599JH) –	Frank Jenkins
Pegasus (101LV) –	Pat Healy
SGS 1-34 (7632) –	Maynard Vitalis

Ship Captains

Other Volunteers

Membership Chairman –	Miguel Flores
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

Parachutes Officer –	Dave Walker	Steve Ascher
Instruments/Electrical –	Clyde Cotterell	Clyde Cotterell
Maintenance Trailers –	open	open