

# - BASA BUGLE -

## Next Meeting in January

The next regular BASA meeting is scheduled for Tuesday, January 26, 2005, at the International House of Pancakes on Stevens Creek Boulevard in Santa Clara.



*Pushing an LS-8-18 out of an alfalfa field. Near Beaver, Utah, June 2004.*

## Glider Locations

As of November 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	In service at Hollister.
Schweitzer 1-34	At Hollister but not flyable.

**Joel Taylor** was able to obtain a replacement horizontal stabilizer and elevator for the 1-34, but we still have some work to do before the glider can be flown again. We'll send out an announcement when it is back on the line.

## Treasurer

Current Financial Status. Current balances are:

Checking: \$7,477  
 Insurance fund: \$41,791  
 Balance due on DG-1000 loan: \$30,534  
 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, Robert Jones, Robert Marston and Robert Moody.**

## Membership Chairman

New Membership Chairman. **Miguel Flores** is now the membership chairman for BASA. Please direct your questions, comments, and requests to Miguel at: [Miguel.flores@gd-ais.com](mailto:Miguel.flores@gd-ais.com), or telephone him at 831.801.2363 (cell) any time. Send documents to Miguel at: 1581 Brighton Dr., Hollister, CA 95023. This is the same contact information listed in the membership roster. The membership page of the BASA web site is being updated with this contact information as well.

New Associate Members. We have had no new members over the last month. That's the first time this has happened all year. Our current club limit is 75 members (45 associates), and we presently have 68 active members and three inactive student associates. So there is still room for seven more associate members.

Sponsor Memberships. And also for the first time in my six years in BASA there are currently no sponsor memberships for sale! Remember that sponsor membership prices are negotiated between the buyer and seller, and subject to the approval of the Executive Committee and the other sponsor members. If you are a sponsor member and wish to sell your membership, or are an associate member and wish to buy a membership, please contact me (Miguel Flores) and I will keep a list of offers and bids, and put the interested parties in touch to negotiate a sale.

## Flight Committee Chairman

One of our members recently asked me about how to schedule flights with members of the Flight Committee so I thought I would take this month's Bugle to explain our current policy.

In the past two years, BASA has had a large increase in new members (this is good!). To help the new members get acquainted with the club, its equipment, and procedures we wanted to have a Flight Committee available at Hollister on the weekend days to act as mentors.

Earlier this year, at the beginning of the soaring season, we had Flight Committee members sign up for "Duty Days" where they would be available on the ground to help new members with BASA equipment and procedures, introduce themselves to new members that they may not know, and to make sure that everyone (or at least the BASA members) were flying safely.

We did not intend for the Flight Committee members to necessarily be available to fly dual as they would not be available on the ground to help new members. By the end of the summer, we felt that it was no longer necessary to have a Flight Committee member available at the airport.

We currently don't have Flight Committee members "on-call" for the weekends. We have discussed this in the past but I'm not sure that we have enough demand to justify having Flight Committee members committing to an entire day. The members of the Flight Committee are more than happy to fly with members who ask them to (otherwise, they would not have agreed to join the Flight Committee!)

"So how can I arrange to fly dual with a Flight Committee member?" If you already have a time that you want to fly and have reserved the glider, the first step would be to email the members of the Flight Committee asking if any of them would be available to fly with you at that time.

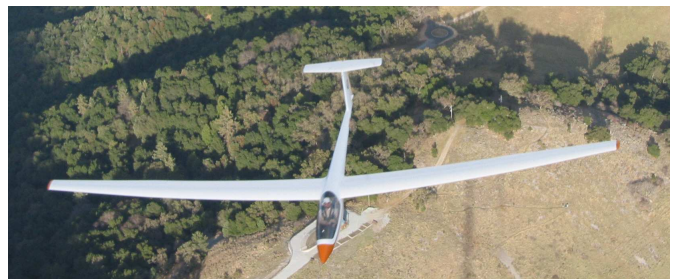
If you want to fly but don't have a specific date or time in mind, you might want to contact an individual Flight Committee member ahead of time and work out a time that will work for both of you.

The members of the Flight Committee have volunteered for the job because they enjoy mentoring other pilots, so

don't be shy about asking Flight Committee members to fly with you!

## Planning for 2005 BASA Wave Camp

Soar Truckee will not open until mid-May in 2005, so we have decided to move the annual BASA Wave Camp earlier in the season, when wave conditions are more common. Easter is March 27, 2005, and we probably want to avoid scheduling for the week before or after Easter. Therefore, some potential dates for the 2005 Wave Camp are March 12-20, April 2-10, or April 9-17. If you have a preference for any particular week, please contact **Hans Van Weersch** at [hans.van.weersch@philips.com](mailto:hans.van.weersch@philips.com).



## BASA E-Mail Announcements

Are you on the BASA e-mail server list? We use this list to send out general announcements to BASA members regarding upcoming events or the status of BASA equipment (gliders that have been grounded, or that have been fixed and are available again). To subscribe to this list, you need to go to the BASA website at <http://www.flybasa.org/basanewssub.htm> and sign yourself up.

If you haven't subscribed to the HGC message group, you might also consider that. Glider pilots flying actively out of Hollister use this e-mail message group to communicate about upcoming events and recent flight conditions. If you want to test your forecasting skills even on days you can't fly, the flight reports on this message group will let you know how things turned out. You can learn a lot over time about what kind of weather conditions produce good lift in the Hollister area, and you might be surprised at how many days result in good flights. You can sign up for the HGC message group at <http://groups.yahoo.com/group/hgcgroup/>.

## Are You a BLIPMAP User?

You may have heard other pilots talking about how "the BLIPMAPs forecast a good day" or "the lift turned out just as forecast on the BLIPSPOT for Quien Sabe", and wondered what the blip these loonies are talking about.

BLIPMAPs and BLIPSPOTs are soaring forecast tools created by Dr. Jack Glendening, a local soaring pilot and meteorologist. You can access these from Dr. Jack's website, at [www.drjack.info](http://www.drjack.info), but it might be best to start on the Help page at <http://www.drjack.info/BLIP/INFO/help.html> and read the July 2002 Soaring Magazine article that is posted there, as well as other links on the Help page to information about BLIPMAP Registration and BLIPMAP Subscription. Without a subscription, you can access the "Thermal Updraft Velocity" maps, as well as all the BLIPSPOT forecasts, but you must still register to get the free access. A subscription, which costs just \$20 per year, allows full access to all BLIPMAPs.

If you are a new pilot flying out of Hollister, start with the BLIPSPOT numerical forecasts for Hollister and Quien Sabe, accessed from <http://www.drjack.info/BLIP/RUC/SPOT/index.html>.

The numbers in the row labeled "Hcrit" forecast the usable thermal heights in the flatlands around Hollister, while the "BL Top" is a good forecast of the usable thermal heights in the hills. Below these numbers, you will see "W\*" which is the forecast thermal strength (subtract a couple of hundred feet per minute to account for the glider's sink rate, but thermals will be stronger if cumulus clouds are present), and the "B/S" number which predicts whether thermals will be sheared by the wind (a B/S number of 5 or below usually means thermals will be unworkable, except under cumulus clouds).

Further down the page, you will see "sfcLCL" which forecasts the condensation level for air lifted from the surface by thermals – that is, the cloud base for thermal-generated clouds. If this number is near the BL Top number, cumulus clouds are likely. Still further down the page is a detailed winds-aloft forecast, with the altitudes listed down the left-hand column, and the forecast wind speed and direction for those altitudes at various times listed in the other columns. If you see winds of 25 knots or above at 4000 feet (ridgetop level), then wave is likely near Henrietta and the Quien Sabe Valley if the wind is out of the north or northeast, or near Fremont Peak and the Gabilan Range if the wind is out of the south or southwest. Wave is sometimes

found with ridgetop winds as low as 20 knots, but is generally weaker and harder to work at those wind speeds.

There are descriptions of all the BLIPMAP and BLIPSPOT parameters on the main BLIPMAP index pages (for example, <http://www.drjack.info/BLIP/RUC/CANV/index.html>), and at the end of each description is a link to "MoreInfo" – these detailed explanations are worth reading, even if you find that some of the meteorological concepts go whizzing by.

## Winter Soaring Conditions at Hollister



*Miguel Flores in 2BA over Fremont Peak, December 2002.*

The days are getting shorter and cooler, so you may suppose that good soaring is hard to find in the winter. At Hollister, however, some of the best soaring is generated by rainy-season storm fronts, which may generate: (i) strong wind out of the south or southwest ahead of the front for wave between Hollister and Fremont Peak, (ii) cumulus clouds and post-frontal thermals after the rain clears out, or (iii) if the low pressure center passes south of Hollister, strong winds out of the northeast after the front for wave around Henrietta and Quien Sabe.

If you are new to soaring, winter offers you a much better chance of finding lift right at Hollister. The cloudbase might not be high enough to go anywhere, but that just means the cross-country pilots won't be competing with you for access to the gliders.

*Here is a reprint of an article from a couple of years ago about forecasting of wave conditions at Hollister:*

With the winter storms upon us, the winds pick up, and wave days become possible at Hollister. Hollister does not have consistently outstanding wave conditions like Minden, but you might be surprised at the number of days with usable wave. Hollister has two kinds of wave days: pre-frontal wave, with winds out of the south to southwest, and post-frontal wave, with winds out of the north to northeast.

As a cold front approaches Hollister, there are usually strong winds aloft coming out of the south to southwest. Winds on the surface often come from the southeast due to terrain funneling of the local mountains. These pre-frontal winds may generate wave off of Fremont Peak and the Gavilan Range, with the best lift found south to southwest of Hollister or sometimes right over the town. The wave may also set up over Gilroy, generated by the Santa Cruz Mountains, particularly when the winds are more westerly.

The challenge with pre-frontal wave is usually the accompanying storm. The period during which the wave can be flown may be very short – the winds pick up, and soon thereafter it's overcast and raining. The ideal forecast to look for is a windy but relatively dry front, with rain forecast no further south than San Francisco. This type of storm may carry enough moisture to form lenuies or roll clouds over Hollister, without clouding over completely as the front passes.

The strongest example of pre-frontal wave I've seen at Hollister had the wind blowing straight up Runway 13 at 15 knots. Gliders and towplanes would take off, and appear to climb away at a 30 degree slope because the wind only a few hundred feet up was at 20 or 30 knots. Miguel Flores has been to 18,000 feet right over the town of Hollister in these kinds of conditions. The good conditions may last a few hours, and then the cloud cover can go from 50% to 100% in about an hour. So, the key with these conditions is **DON'T GET CAUGHT ON TOP OF THE CLOUDS.**

Post-frontal wave days occur a day or two after the storm has moved through, when we find ourselves

between the low to the east and a high to the west. Strong north to northeast winds will come down the back side of the low, and generate wave in the north end of the Quien Sabe Valley, or off the ridges between Henrietta Peak and Pacheco Pass, or over Highway 152 near Casa de Fruta. These type of winds are more likely to occur when the low pressure center passes to the south of Hollister, rather than passing right through Hollister or to the north of us.

For forecasting wave conditions, look first at the Area Forecast Discussion on the National Weather Service forecast page, at <http://newweb.wrh.noaa.gov/mtr/forecast.php> (go to the "AFD" or "AFD+" link for your area of interest). If strong winds are projected a few days out, you will usually find out about it there. If you want to see the isobars and wind vectors as forecast by the various numerical models, go to the Unisys weather website at <http://weather.unisys.com/index.html>. The one to focus on is the 850mb chart, which corresponds roughly to ridgetop level. For example, see [http://weather.unisys.com/mrf/4d/mrf\\_850\\_4d.html](http://weather.unisys.com/mrf/4d/mrf_850_4d.html) for a four-day forecast at 850mb. You should also look at some of the higher altitude charts to confirm that the wind increases with altitude. There are also direct links to these charts on the BASA Weather webpage, <http://www.flybasa.org/weather.htm>.

When you get within 24 hours of the day in question, links to winds aloft forecasts can be found on the National Weather Service aviation page, or directly at [http://aviationweather.gov/products/nws/fdwinds/dynamic/sfo\\_fd1.shtml](http://aviationweather.gov/products/nws/fdwinds/dynamic/sfo_fd1.shtml). Hollister is located about midway between San Francisco (SFO) and Fresno (FAT), but my experience is that our wind conditions are usually closer to the SFO forecast than the FAT forecast. Since the ridges that generate our wave are only about 3000 to 4000 feet MSL, you should look mostly at the winds forecast for the 3000, 6000 and 9000 foot levels. When the winds at ridgetop get in the 20 knot range, weak to moderate wave is possible. Higher winds at 3000 feet are uncommon, except in the midst of a storm, but when they occur strong wave is more likely. When the BLIPSPOTS become available for the day you plan to fly, you can also look at these for a more detailed winds-aloft forecast.

For both wave and thermal forecasting, there are lots of good links on the Hollister Gliding Club weather page at <http://www.soarhollister.com/weather.htm>.

## **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.soaringnet.com/basa\\_sched/month.php](http://www.soaringnet.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.

### **Executive Committee**

President –	<b>Harry Fox</b>
Vice President –	<b>Charles Hanes</b>
Treasurer –	<b>Daniel Ruegemer</b>
Flight Committee Chairman –	<b>Jonathan Hughes</b>
Maintenance Chairman –	<b>Joel Taylor</b>

### **Flight Committee**

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

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) –	<b>Matt Gillis</b>
Grob 103 (3836L) –	<b>Peter Reischl</b>
Pegasus (642BA) –	<b>Dave Bingham (Minden) open (Hollister)</b>
Pegasus (599JH) –	<b>Frank Jenkins</b>
Pegasus (101LV) –	<b>Pat Healy</b>
SGS 1-34 (7632) –	<b>Maynard Vitalis</b>

### **Ship Captains**

### **Other Volunteers**

Membership Chairman –	<b>Miguel Flores</b>
Website Maintenance –	Brian Choate
Insurance Chairman –	<b>Dave Walker</b>
Airshow Chairman –	open
Entertainment Chairman –	<b>Louis Taddeo</b>
Wave Camp Chairman –	<b>Hans Van Weersch</b>
Equipment Registration –	<b>Eb Lemcke</b>

### **Officers**

### **Regional Officers**

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