

## - BASA BUGLE -

### Next Meeting January 25

The next BASA meeting will be Tuesday, January 25, 2005, at the International House of Pancakes, 5403 Stevens Creek Boulevard in Santa Clara. We have the room reserved from 6PM. Rolf Peterson will talk about thermaling techniques and about the AirSailing Thermaling Camp. Rolf has been the organizer of the Thermaling Camp for many years, and a prime mover behind the AirSailing Cross Country Camp and soaring camps in Parowan Utah, in addition to serving as our PASCO liaison to the FAA.



Waiting for the towplane – Beaver, Utah.

### Treasurer

Current Financial Status. Current balances are:

Checking: \$6,472  
Insurance fund: \$42,875  
Balance due on DG-1000 loan: \$20,918  
Balance due on 101LV loan: \$10,000

A principal payment of almost \$10,000 was made on the DG-1000 loan last quarter. If we can continue making payments at the rate we have the last few quarters, both the DG-1000 loan and the 101LV loan will be repaid before the end of this year.

A detailed financial report for the fiscal year ending September 30, 2004 appears on page 2, below.

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: **Seth Broche, John Murayama, Babu Srinivasan, Lee Bailiff, Matt Gillis, Robert Marston and Mario Pauda.** Hey guys, just because its winter doesn't mean that you can take a break from paying club dues!

### Membership Chairman

Final Glide. **Eb Lemcke** reports: We are saddened to report the death of **Pap Phelps**, a BASA sponsor member since the late 1970's. Pap owned a Mooney and prior to joining BASA started soaring at Fremont. He earned his silver badge, attended many wave camps and acted as BASA treasurer for several years. We will miss him.

Sponsor Memberships. The family of **Pap Phelps** has asked BASA to sell his sponsor membership. 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. In this case BASA will act as an agent for the seller. If you are interested in purchasing Pap's sponsor membership, please contact me (**Miguel Flores**).

### Flight Committee Chairman

This month, we have finally revised the flight rules to accommodate the DG-1000. The bulk of this effort was completed by **Stan Davies** last year and passed on to me (**Jonathan Hughes**) to finish up. The members of the flight committee and the executive committee have had many rounds of revisions to this document and a few lively discussions. I think we have finally come to agreement on a good set of rules to get us through the next couple of years.

The purposes of the flight rules are, first and foremost, to promote safety to our members and second, to protect our investment in club equipment. To that end, we have enhanced the currency requirements for some of the gliders as well as the requirements for initially checking out in some of the gliders (specifically, the DG-1000.) We also tried to make it easier to read by condensing

some of the requirements spelled out in the text into tables.

I won't go over every change in detail here but please read the new rules and if you have any questions, please let me know. Note that we have added a spin-training requirement for all gliders in our fleet, because: (i) all the gliders will spin, except perhaps the Grob when it has two people in it; (ii) everyone who trained in 2-32s should already have had spin training; and (iii) anyone can take spin training in the DG-1000. Keep in mind that intentional spins are prohibited in the Pegasus.

The flight rules are printed on three-hole paper so that you can insert them into your BASA binder in place of the old flight rules.

As spring approaches, please keep in mind the currency requirements for our gliders before taking a flight if you haven't been actively flying through the winter. These requirements are for your safety.

And finally, I received a phone call from a BASA member who couldn't log into the online reservation system because he didn't know the username and password and they haven't been published in the Bugle in a few months so I want to re-publish both of them here:

Username: basa  
 Password: soarbasa

Instructions for using the online reservation system are posted on the BASA website and the username and password are included in the instructions.

**Glider Locations**

As of January 15, glider locations are:

Pegasus 2BA	In its trailer 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	In service at Hollister.

Thanks are due to **Joel Taylor** for locating a replacement horizontal stabilizer for the 1-34 and getting the glider back in the air.

The DG-1000 will be going to Calistoga soon for its annual inspection and waxing.

**Report for BASA Fiscal Year 2004, from 10/1/2003 through 9/30/2004**

**By Daniel Ruegemer -- Treasurer**

Summary

The past fiscal year was quite eventful for our club. The highlights were the sale of one Grob and one Pegasus, the purchase of the DG-1000 plus related equipment and re-purchase of the Pegasus we sold earlier. To make all of this happen, we took two different loans with an initial value of \$73,000 and \$10,000, respectively. At the same time, we had a relatively high turnover in our membership with a net increase to 73 from 54 in the previous year (as of October 2004 and September 2003, respectively), which helped us tremendously in achieving our financial goals.

As of today, in January 2005, the biggest part of our loans is paid back with a remaining balance of \$20,918 on the DG loan and \$10,000 on the 1LV loan. At the end of the fiscal year (9/30/04), the remaining total loan balance was \$45,539 as reported below.

In the course of 2004, we were able to increase our insurance funds to \$42,819 from \$33,493 the previous year.

Incoming cash flow from member dues and deposits increased to roughly \$5,300 per month with a total of \$63,652 for the year.

On the expense side – leaving new equipment purchases and loan payments aside - the biggest item was, as in previous years, Maintenance and Repair with \$8,449 for miscellaneous repairs on the DG, the 1-34, the remaining Grob and all Pegasa. It needs to be noted that this is the lowest expense for Maintenance and Repair for the past three years, compared to \$21,580 in FY03 and \$17,000 in FY02. This is a result of not encountering any major repairs or re-finishing jobs, and taking good care of our equipment — no gear-up landings, broken canopies or the like. Keep it up folks!

Operational expenses, such as tie-downs, parachute packing, oxygen, and towing stayed relatively flat at \$6,027, and so did other expenses like property tax, DMV fees, office supplies and postage.

Detailed Report 9/30/03 through 10/1/04:

1 - Income

Member dues	\$63,652
Deposits from new Associate Members	\$5,750
Equipment Sales (15M and 1LV)	\$54,000

Loans taken (income)	\$73,000
<u>Interest</u>	<u>\$328</u>
Total income for Fiscal Year 2004:	<u>\$196,730</u>

2 - Expenses

Equipment Purchases (Pegasus, DG1000, wing covers etc.)	\$132,988
PASCO and SSA Dues	\$5,711
Liability Insurance	\$1,898
Maintenance and Repair	\$8,449
Oxygen	\$925
Parachutes (repacks)	\$1,817
Tie-downs	\$2,401
Towing	\$883
DMV Fees	\$1,204
Deposit Refunds to Departing Members	\$183
Printing and Postage	\$910
Property Tax	\$245
<u>Loan payments made (expense)</u>	<u>\$37,461</u>
Total Expenses in Fiscal Year 2003:	<u>\$195,085</u>

3 - Loans

Loans taken (for DG-1000)	\$73,000
Liability on 1LV	\$10,000
<u>Loan payments made (expense)</u>	<u>\$37,461</u>
Remaining loan balance (*):	\$45,539
(*) as of September 30, 2004 (end of BASA fiscal year 2004)	

Outlook

Similar to last year, we have two primary financial objectives for the current year:

1. Continue to grow the insurance fund to \$45,000.
2. Pay back the loans for the DG-1000 and the Pegasus.

As for our insurance fund, we should be able to achieve this goal in early 2005.

In regards to loans - if we are able to keep the current pace of paying back about \$10,000 per quarter, we would have paid back everything in fall 2005. Of course, keep in mind that any major repairs would delay this schedule.

The better care we take of our equipment, the sooner we can start thinking about further investments in our fleet!

Last, I would like to announce that after three years of being BASA treasurer, I have decided it is time to pass on the baton to somebody new in September. If you can handle an Excel spreadsheet, you are qualified. If you think this is something you could do to contribute to your club, please let me know!

**Ham Radio License Class**

The next Ham Radio Cram Class is upcoming Saturday 29 Jan.

This is a 1 day crash course with exam, with a fairly good probability of passing and getting a Technician Class Ham license. Non-technical people can pass without any preparation other than the class day itself. Engineers have a tougher time if they think they know everything and then overrationalise.

So the motto is: rest well, don't prepare, be ready to study hard for 1 day and pass the test.

In many areas the soaring community is moving to the use of 2-meter handheld ham radios to offload radio traffic from 123.3 or 123.5. There are other advantages too: Ham radio (with repeater stations) is the only means of long range communication when you landed out there in the boonies (and your cell phone has no reception at all.

Contact info / registration:

Amateur Radio Study Session & Test

Produced by: Bay Area Amateur Radio Educational Society

Sponsored by: South County Amateur Radio Emergency Services  
(<http://www.k6mpn.org/training/index.html>)

**Reservations are required.**

Contact Ross Peterson  
Phone: 650 349 5349  
email: [wb6zbu@arrl.net](mailto:wb6zbu@arrl.net).

The Fee is \$25.00 for this session.

**PASCO Cross-Country Seminar**

The Seventh PASCO XC SEMINAR will be held from 8 a.m to 6 p.m. on Saturday 26 February 2005. The location is on the UC Berkeley campus, in the LeConte Physics Building adjacent to the Campanile.

The theme of this seminar is:

"EXPLORING SAFE SOARING ON THE EAST SIDE OF THE GREAT BASIN FOR RECREATION, BADGES, RECORDS, & RACING"

Topics to be covered are:

Kenny Price: Williams Soaring will be adding new programs to support recently licensed pilots to develop cross country soaring tools at their home gliderport before heading to the Great Basin of Nevada.

Rolf Peterson: XC Soaring for pilots new to the Parowan Soaring Playground.

Kempton Izuno: XC Soaring for pilots new to the Ely Nevada Soaring Playground.

Carl Herold: Improving your Achieved Speed Skills by avoiding low points and increasing your Achieved XC Speeds.

Marc Ramsey: Current developments in flight recorder and moving map displays for soaring pilots.

Carl Herold: XC soaring tools to learn when and where to safely cruise long distances without circling in snow virga and light rain virga streets.

For more detailed information contact:

Carl Herold, PASCO XC SEMINAR CHAIRMAN  
P.O.BOX 5879, Reno, NV 89513  
Phone: 775-827-3376  
E-Mail: cdherold@charter.net

## 2005 BASA Wave Camp

From the Wave Camp Chairman **Hans Van Weersch**:

Dear BASA members.

Our 2005 Wave Camp is approaching fast, so the time has come to start working on preparations. The Wave Camp will be held in Minden April 9 through 17, 2005.

Currently the planning is as follows:

Fri 8 April	disassemble at Hollister, trailer to Minden.
Sat 9 April	assemble at Minden, start Wave Camp (maybe some remaining disassembly at Hollister and trailering to Minden)
Sun 10 April	Wave Camp
Mon 11 April	Wave Camp
Tue 12 April	Wave Camp
Wed 13 April	Wave Camp
Thu 14 Apr	Wave Camp
Fri 15 Apr	Wave Camp
Sat 16 Apr	end Wave Camp, disassemble gliders
Sun 17 Apr	transport gliders to Hollister

Please note that BASA Flight Rules specify that for flights above 17,999 feet, BASA requires proof of an altitude chamber ride. For information on chamber rides, see the next article in this issue of the Bugle.

Club ship maximum altitude is 25,000 feet.

BASA no longer provides oxygen masks. Wave camp participants should bring their own cannula and mask (

FAA requirement). A quick disconnect is therefore required.

A complete parts list is as follows:

- One Oxymizer Cannula (max alt 18,000 ft)
- One Aero 2 or Aerox mask (max alt 25,000 ft)
- One A-4 dual scale flow meter
- One Ryan coupling insert
- One In-line disconnect male
- Two In-line disconnect female

These parts can be obtained from Wings and Wheels for about \$90 Ph: 1 716 664 6895 or from Williams Soaring 1 530 473 5600. If you tell them you want "the BASA oxygen set", they will know what you need. If you want a higher-quality mask, they are also available at a higher price.

At the next BASA meeting (end Jan), I will start the list of participants.

For the members not attending the meeting, I request to send me an email to state your (potential) interest and your ability/willingness to contribute to the transportation of ships and equipment, both in Hollister and in Minden/Truckee.

This early indication is needed for the Executive Committee to determine how many ships should be made available for this Wave Camp.

Please send your response to [weersch@yahoo.com](mailto:weersch@yahoo.com) or call me at 408 568 2198.

Hoping for a big response and a successful wave camp.

Kind Regards.

Hans

## Altitude Chamber Training

BASA Flight Rules require altitude chamber training (a "chamber ride") before flying at or above 18,000 in a BASA glider (whether as PIC, co-pilot, or passenger). This training is provided at Beale Air Force Base (north of Sacramento) through an FAA program. Upcoming training dates at Beale are January 25, 2005, February 23, 2005 and March 23, 2005.

For more information about the training, check the FAA's website at [www.cami.jccbi.gov/aam-400/phys\\_intro.htm](http://www.cami.jccbi.gov/aam-400/phys_intro.htm). You must have an FAA medical certificate (at least third class) to attend this training. To schedule a training session, call the FAA at (405) 954-4837 8AM to 4PM CST. Check [www.cami.jccbi.gov/aam-400/enroll\\_military.htm](http://www.cami.jccbi.gov/aam-400/enroll_military.htm) for the information you will need to supply to sign up. For

a list of FAA Medical Examiners who can issue a medical certificate, see <http://ame.cami.jccbi.gov/search.asp>.

The class (at Beale) runs at 7am to 4:30pm. Be sure to allow enough time to clear security at the base entrance.

**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) –  
 Grob 103 (3836L) –  
 Pegasus (642BA) –

Pegasus (599JH) –  
 Pegasus (101LV) – **Pat Healy**  
 SGS 1-34 (7632) –

**Ship Captains**

**Matt Gillis**  
**Peter Reischl**  
**Dave Bingham (Minden)**  
**open (Hollister)**  
**Frank Jenkins**  
**Maynard Vitalis**

**Other Volunteers**

Membership Chairman –  
 Website Maintenance –  
 Insurance Chairman –  
 Airshow Chairman –  
 Entertainment Chairman –  
 Wave Camp Chairman –  
 Equipment Registration –

**Officers**

**Miguel Flores**  
**Jeremy Zawodny**  
**Dave Walker**  
 open  
**Louis Taddeo**  
**Hans Van Weersch**  
**Eb Lemcke**

**Regional Officers**

Parachutes Officer –  
 Instruments/Electrical –  
 Maintenance Trailers –

**Hollister**

**Dave Walker**  
**Clyde Cotterell**  
 open

**Mountains**

**Steve Ascher**  
**Clyde Cotterell**  
 open