

- BASA BUGLE -

Next Meeting March 29

The theme of the meeting will be "Stepping Stones to Cross-Country Flight". Dave Prather, the lead organizer of the AirSailing Cross-Country Camp, will speak.

The next BASA meeting will be Tuesday, March 29, 2005, at the International House of Pancakes, 5403 Stevens Creek Boulevard in Santa Clara. We have the room reserved from 6PM.



Wave lift over Lake Tahoe.

Treasurer

Current Financial Status. Current balances are:

Checking: \$15,532

Insurance fund: \$44,904

Balance due on DG-1000 loan: \$20,918

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: **John Murayama, Babu Srinivasan, Jack Matiasevich and Robert Moody**

Membership Chairman

New Associate Members. We have three new associate members that joined in February and March. **Eric Teeters** of Salinas is a young CFI with lots of power ratings and a commercial glider rating. He has been giving rides for HGC for several months. **Ram Ofir** of Sunnyvale just obtained his glider rating from Hollister. **Wilmont David** of San Jose has numerous power ratings and a commercial glider rating. He has been flying gliders off and on since 1981. Please welcome these new members to the club when you see them out at the field.

Sponsor Memberships. **Maike Bokkers** has purchased the sponsor membership from the late **Pap Phelps**. Maike joined BASA as an associate member in October 2004 and has been regularly flying the Grob and now the 1-34. She is also a partner in a Grumman Tiger and was introduced to BASA by **Jonathan Hughes**, who used the same power CFI as Maike. Please extend a hearty congratulations to Maike when you see her next at the airport.

With the above purchase of the only sponsor membership that was for sale, there are currently no memberships for sale. If you are interested in a sponsor membership, contact me (**Miguel Flores**) to discuss it and to log your interest. Last month associate member Doug McBane folded his cards and left the club. With the transition of Maike to the sponsor list, and the addition of three associates, the active member count is up to 71 (excluding the three inactive Student Associates).

Glider Locations

As of March 15, glider locations are:

Pegasus 2BA	Available soon 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.

Pegasus 2BA is currently receiving its annual inspection at Minden, and will soon be assembled and available for flight at Minden – check with **Dave Bingham** for details. The gliders based at Hollister will be receiving their annual inspections over the next few weeks and therefore may be unavailable at various times (but the work will be scheduled for weekdays – all gliders should be available on weekends).

Maintenance Chairman

Now that the DG-1000 is back in service, here are some pointers to think about:

1. We have had to repair the wing covers because of numerous tears to the inside layers. These are apparently being caused by snagging on the corners of the ailerons, or on the winglet tip. To avoid tears, never force the covers on or off if you feel resistance. Always have at least one person stand at the back of the wing by the aileron, to gently guide the cover over this region whether putting the cover on or off. It will help to put an aileron lock on the opposite wing so that the aileron won't move up or down to snag the cover.
2. We have found some mildew on the inside of the fuselage cover. It was put away wet, stuffed into its storage bin along with some wet towels. Don't put wet covers in the bins – stretch them out over some chairs or other objects in the BASA maintenance trailer to let them dry out. Or, find a better place such as inside the back of your SUV, where the covers can be spread out in the sun but out of the dirt. Wet or dirty towels or rags can go in the yellow bin under the workbench in the BASA maintenance trailer.
3. The transponder has been temporarily removed from the DG-1000 for servicing. This affects the weight and balance. To be conservative, assume the minimum front seat weight has increased by about 10 pounds while the transponder is out.
4. The avionics shop has run an additional wire from the power plug in the back seat to the tail battery (battery #1). This means that battery #1 can be charged with the solar charger while the main battery switch is turned off. We made this change because the radio and

transponder were always drawing some current even when turned off, which could draw down the battery you were trying to charge.

5. We have two batteries for the cockpit battery location (battery #2). One of these should be kept on the AC charger in the HGC shed, and swapped with the battery in the glider at the start of each day's flying.

Flight Committee Chairman

As the spring soaring season nears, it is time to start thinking about soaring in the Panoche area again. If you are cross-country qualified or have a Panoche area checkout then great soaring is just a long tow away from Hollister.

But, before you head out on your first flight of the season to Panoche or beyond, think about whether you are really ready to handle a crosswind landing on a 1,800 foot dirt runway with potentially high grass on the sides, after approaching over the power lines at the end of the runway. That might be tricky if you haven't been keeping your skills sharp during the rainy winter.

Even if you have been flying this winter, do you know what shape the runway is in? Last winter, a rancher put up a temporary fence to keep the cows off the runway for us. The only problem was that he put it right at the edge of the grass which meant it was unavoidable for long wing gliders like the DG-1000.

Is the runway muddy? Could you safely get an aero retrieve with a Cherokee? A ground retrieve from Panoche is difficult because we don't really have easy gate access.

I last landed there in an airplane at the beginning of December after a few days of rain. Although not muddy in the middle the runway was wet and both ends looked soft. I would not have wanted to attempt an aero retrieve because you wouldn't want to push the glider all the way to the end of the runway. Although then not a problem for gliders, the grass was getting tall and that was three months ago.

In the next week or two, we will send someone down in a power plane to check the conditions before we allow BASA gliders to use it as an option.

Finally, we have established some guidelines for days when the altitudes attained at Panoche are high enough that pilots who are not cross-country qualified will be allowed to glide back to Hollister without landing at

Panoche, as would normally be required for those pilots.

First, you must receive permission over the radio from a BASA-approved CFGI, or from a cross-country qualified flight committee member who is flying in the Panoche area at the same time with you.

Second, you must be at least 8,000 feet high at or abeam Elevator-1 in the DG-1000, Grob, or Pegasus, or 9,000 feet high in the 1-34.

Learning From a Landout Experience

Scott Boynton has a tale to tell about clouds, rain and wind:

I was scheduled to fly from 1-3pm on Saturday February 19 in the 1-34. On Friday I had a great 2.5hr flight in the 1-34 so I was looking forward to another day of chasing the clouds. I checked the Blipmaps, soundings, and weather radar on the web Saturday morning and it appeared to be a bit more overcast than Friday but still flyable. I then looked at the HGC web camera which seemed marginal. So I called down at noon and talked to Penny. She indicated that it was busy with club members and they were all flying including Miguel and Jonathan. So I figured it must have been a good day to fly and headed down. Upon arrival I saw several planes sitting off 13 as if they were waiting for tows. I started to prepare the glider (clearing all the ants out). After I was ready I pushed the glider across the taxiway and into the grass next to runway 13. At this point the Grob, and both Pegasus were being moved back to parking. Brett and Richard were also getting ready to launch.

The weather was changing a bit at this point. Where it had been just high clouds over the airport, some of the rain showers coming in from Fremont Peak started to drift eastward causing some light rain to fall (mistake #1, never launch in rain). Alan took off with Brett and Richard in the Duo. He circled them over the airport then headed out to the southeast which was still clear below about 4000 ft. I told the other tow pilot I wanted to head that way as well. As Frank helped me get into position on 13 the tow pilot pointed out the winds had changed slightly and we would have a right crosswind on takeoff. Later after returning, he told me he was actually trying to say the winds were starting to favor 24 and did I still want to tow out to the SE where I would have to fight a headwind back. Unfortunately in my haste to get launched I did not comprehend that fact, one which would have certainly caused me to change my mind (mistake #2, don't rush and make bad

decisions, if conditions change take the time to understand them fully before continuing).

So I launched in a light rain and right after lifting off, the canopy started to fog up. I opened all the vents but it just got worse so I was forced to start wiping the inside of the canopy with my hat to see the tow plane properly. We were quickly out of the rain climbing to 3500 ft and were abeam Christensen Ranch when I decided due to the clouds and the fog in the canopy I was going to return to the airport. I released and started to turn back, it was then I realized that the clouds had closed in behind us and the airport was no longer in sight. I was facing a wall of clouds that descended at least 2000 ft below me. I could see the tow plane off toward Bikle Ranch descending down. I wasn't sure why he had headed that way after releasing me but wisps were starting to form around me so I headed east toward Christensen.

I could still see Christensen below me as I started to figure out what had happened. I tuned into the ASOS and heard the wind was now 240 at 19kts. This was not encouraging news, as I was going to have to fight a strong headwind back in a glider that did not penetrate upwind well (I discovered that on Friday). I started to fly back west along the wall of clouds maintaining zero sink at 3500 ft to see if a hole had opened to the airport (mistake #3, when in apparent trouble land at the nearest safe airstrip while you have the chance).

No such luck, the wind aloft was still coming from the south but was converging with the lower-level wind from the west to form this line of dense clouds. I started heading back to Christensen but by the time I got there the wall had pushed south and was obscuring the Christensen strip. I didn't know exactly how far away it was so I didn't think it wise to pull the airbrakes and try to make a dive under the clouds to find it (good decision #1). I was flying under a non-raining shelf of clouds with bases that fluctuated between 3500 and 4000 ft and was finding zero to +4kts lift all along the cloud bases.

Several times I had to pull the airbrakes to keep from ascending into the clouds but I also wanted to stay as high as possible in the hopes that this would blow out and I could return to Hollister. After Christensen was closed out I locked in on Bikle as my next choice (good decision #2). It was about 4 miles south at this point, well within glide, and in sunshine. I kept a careful watch to make sure it didn't shut out too. I kept running west and east circling and listening to the Hollister ASOS for a sign this was going to blow out. The

ceiling reported by ASOS varied from 300 ft to 1500 ft scattered but with the wind still strong down 24. There were also two levels of clouds above the low one.

Nothing seem to be getting better. With the west wind not subsiding and being so far from the airport I knew I could not make Hollister even if a hole did open up. So I started staying more to the east along the foothills abeam the south end of Quien Sabe Valley. I got up to 4000 ft and kept an eye on Bikle. That was pretty easy since the wall of clouds continued to push me south. When I was about three miles from Bikle I decided to call on my cell to the glider port and talk with Drew (good decision #3). I asked him what he recommended given my situation. He verified I had Bikle in glide and that it was clear. He said I would probably have to land there so he was sending Alan out to check out the situation and advise me. He also told me Brett had just called after landing at Christensen. I wondered why I hadn't thought to call Brett and Richard on the radio to see what they were doing. I guess I figured they had gotten back to the airport or something.

I switched over to 123.3 and pretty soon Alan came on telling me he had just departed Hollister and was on his way. He confirmed the cloud base was about 1500 ft under the shelf and that I was now about 4 miles south of Christensen so that was not an option. He flew over Bikle, found it landable, and recommended I pull the airbrakes and land out. He would then tow me back. The wind on the ground was coming from the SW/W so I would have a right crosswind on landing. He landed first and scared a few cattle off the end of the runway, then parked at the far end telling me that I needed to make a short approach.

Once I got out from under the clouds and into the clear blue skies with sunshine over the airstrip, it wasn't necessary to pull the airbrakes, as I found plenty of natural sink. So I circled about four times on the way down scouting out my approach and watching the windsocks. I extended downwind slightly for the short approaching since I was still at 1500 ft. I turned base and the wind suddenly shifted direct from the west giving me a strong headwind on base. I immediately pushed the airbrakes back in and started angling for the runway. I landed on the runup pad at the end of the runway at about a 30 degree angle heading SW/W. After the main touched down and rolled onto the runway I turned straight down the runway and brought the tailwheel down, then the front skid came down as I applied the brakes. I landed in about 200ft.

Interestingly, this was my 100th glider landing (I remember my 100th power landing was much less

dramatic). Alan walked up the runway from the other end and we pushed the glider back to the runup pad to take off to the south. Alan mentioned he was not real happy about having to take off uphill and into the hills. Someone must have heard him because the windsocks did an abrupt 180 degree change right then. The wind was now blowing from the NW. So we started to push the glider to the other end of the runway. As luck would have it one of the clouds from the west came overhead and drenched us as we maneuvered the glider behind the tow plane.

But the rain was short lived and a window opened up to the north for our departure. The left wingtip wheel was dragging in the mud off the runway a bit which caused the front end to swing left as we started moving, but since we had positioned the glider to the right side of the runway I had enough room to correct and get the wing off the ground before running off the left side. Take off was quick but very turbulent once we got in the air. We hit some strong wind shear about 1500 ft that caused the tow plane and then the glider to swing violently left, then right. I was considering my rope break contingencies most of the way back. I was also back to wiping the canopy again with my hat since it fogged up again right after takeoff. We got up to about 1800 ft and soon we were over Christensen. I could see the other tow plane hooking up to Brett and Richard to bring them back.

I released a couple miles east of 24 and pulled the airbrakes to drop down into an abbreviated pattern at midfield. I came around high due to the strong headwind I was going to encounter and took a steeper approach to 24. One last wipe of the canopy and I made a nice floating landing to end the day. Brett and Richard landed about a two minutes later.

After securing the glider and cleaning the mud and cow droppings off Alan's plane (the least I could do for the rescue), I debriefed with Brett, Miguel, and Jonathan. Miguel ask what I did wrong and I said, "took off in the rain". He responded that was correct and then helped educate me on how the winds and weather can change in Hollister quickly when a front is moving in. I thought a lot about the flight that evening, where the mistakes were, and what I did right to keep myself and the glider in one piece. The main points I kept telling myself were; don't panic, keep an airfield visible and in glide, maintain proper airspeed, and stay out of the clouds. Needless-to-say, I have learned a very valuable lesson and will avoid putting myself into that situation again.

2005 BASA Wave Camp

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

Wave Camp dates are:

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

Based on current sign-ups, we will have on average 12 persons per day. We are planning to have 5 gliders available with 7 seats, so that each pilot can fly about half the available hours. Availability of gliders depends in part on having enough tow vehicles and drivers to move gliders to Minden and back.

If you do not yet have a checkout for the 1-34, obtain this at Hollister before Wave Camp. This requires a CFG signoff, which may not be available when you need it at Minden.

If you are planning to participate in the Wave Camp, but you did not yet enter your name on the list, please contact me as soon as possible, such that we can make adjustments in the planning. Last minute registrations cannot be accepted if that cuts into the ship availability of the participants that registered early.

Contact me at weersch@yahoo.com
Hans Van Weersch

Parachute Status

From the Parachute Officer **Dave Walker**:

The parachutes at Hollister will all be ready for Wave Camp. I would like to thank the members for keeping the chutes in order. Each one has a numbered bag & shelf. This makes it easy to find your favorite chute.

Maintenance Trailer Maintenance

We need a volunteer or two to "adopt" our Hollister maintenance trailer with the aim of keeping it organized and relatively clean. A few hours of initial organizing and cleaning might be required, and then just looking in on it once a month or so to keep it in shape. This might go easiest if two members volunteer to take this on as a team. If you can help with this, please contact **Harry Fox**.

Stepping Stones to Cross-Country Flying

A BASA member recently asked what he could do to get into cross-country soaring. Here are some suggestions on how to build the necessary knowledge and skills:

1. Come to the BASA meetings, both to learn from the presentations and to meet experienced pilots who will fly dual cross-country with you in the Grob or the DG-1000. At the March meeting, Dave Prather will give a presentation about the AirSailing Cross Country Camp.
2. Attend the annual PASCO fall seminar, and the PASCO Cross Country Seminar in the spring. The audience at these events is usually a mix of experienced cross-country pilots and newbies, and there is usually a lot of useful information for cross-country pilots at all skill levels.
3. Build your thermaling skills. You can't really go anywhere until you can efficiently locate and use lift. Spring is the season for local thermals at Hollister, so get out there when you can. If you are not yet checked out in BASA's 1-34, get a checkout and start flying it. It is less likely to be reserved than the Grob, and it's a great thermaling machine. Ask Harry Fox for copies of his favorite Soaring Magazine articles on thermaling technique.
4. Go through the SSA's A, B, C and Bronze Badge program. Dave Cunningham will be leading two five-day camps this summer focused on building these skills. One camp will be at Truckee June 27 to July 1, the other will be at Air Sailing July 18-22. (More details on these camps appear below).
5. Get a Panoche checkout later in the spring. When the ground dries out and the sea breeze kicks in, the thermals at Hollister usually go away but Panoche starts booming. It may be an expensive tow down there and back, but you can team up with another BASA member in the Grob and get a whole afternoon of great flying.

6. Get up to the Sierra and start flying there to build experience in mountain conditions. The BASA Wave Camp at Minden in late April is a good opportunity, because: (i) when there isn't wave there are usually thermals, and (ii) Minden is usually a little more benign than Truckee for an introduction to mountain flying (a little lower elevation, wider runways, safer rope-break options). Or, try the AirSailing Thermaling Camp in May. When Truckee opens in mid-May, get a local checkout and start flying the 1-34 there. On a lot of Truckee summer days, you can fly a 75-mile triangle around the local area and never be out of glide from Truckee. This is a good exercise to build the skills you need for cross-country flying.

7. Once basic thermaling skills are acquired, you should try one or more dual cross-country flights in our Grob or DG-1000. These can be with an instructor for hire, such as Drew Pearce, Brett Hinze, Charlie Hayes or Russell Holtz, and you will get you money's worth with any of these instructors. Or you can fly with another BASA member who is willing to mentor you in cross-country skills. The pilots checked out to make cross-country flights in the DG-1000 are:

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

Drew Pearce has agreed to act as a go-between to put together experienced pilots with beginners for dual cross-county flights.

8. Get to know the airstrips available for landouts in the area you will be flying. For the Hollister area, there is a binder in the HGC office with aerial photos of local airstrips. Similar information is available on the web at http://www.soaringnet.com/landout_data/hollister/ (although the photo links on that page are currently broken). At Truckee, there is a poster in the office showing the locations and ratings for landout sites. Take a flying tour of the Panoche – Hernandez – Avenal area in a power plane. If you are a power pilot with access to a four seat plane, you could grab an experienced local cross-country pilot to be a guide, and two other novice pilots to share expenses. Again, Drew Pearce will help assemble groups for these flights. Visit airstrips and potential landout sites on the ground. For flying out of Truckee, everyone should visit the meadow east of Boca Reservoir (every year or two a

glider lands on the gravel road there), and a dry lake such as Cold Springs Dry Lake west of Stead, or Flanigan Dry Lake north of Air Sailing.

9. Practice judging the usability of farm fields from the air. On a local flight out of Hollister, for example, pick out some fields that look usable from the air and that are accessible by road. Then, after the flight, drive by these fields and see just how good (or bad) they really are. Did you spot from the air all the fences, power lines and other obstacles? While the BASA Flight Rules provide that you should always fly within range of a known usable airstrip, you should have the skills to pick out an appropriate farm field and land there if necessary.

10. Help out the cross-country pilots at the airport with assembly and disassembly of their gliders. In addition to learning glider rigging skills, this will give you a chance to ask the pilots about their plans for the day, or how the flight turned out – what worked and what didn't. If you get a chance to help with a ground retrieve, grab it. You'll learn a lot about trailering and retrieving, which is essential knowledge for a cross-country pilot. All of these activities will introduce you to experienced pilots you can learn from and possibly fly dual with.

11. Subscribe to the hggroup e-mail newsgroup, at <http://groups.yahoo.com/group/hggroup/>. This is where the most active local pilots communicate about flights they've had, forecast weather conditions, information on airfields and a lot of other subjects.

12. Practice your weather forecasting skills by reading the NWS forecasts and forecast discussions regularly (go to <http://newweb.wrh.noaa.gov/mtr/forecast.php> and try the "Zone" and "AFD" or "AFD+" links) and looking at the BLIPMAPs and BLIPSPOTs regularly (go to www.drjack.info, and get a BLIPMAP subscription for full access). Then, watch the flight reports posted on the hggroup and you will start to get a feel for what kind of weather produces what kind of lift and where. To learn about BLIPMAPS, go to Dr. Jack's Help page: <http://www.drjack.info/BLIP/INFO/help.html>. On that page, start with Dr. Jack's July 2002 article from Soaring Magazine. Other links to try on the Help page are Ramy Yanetz's "BLIPMAPs for Idiots" presentation, and Dr. Jack's FAQ page. On the BASA weather page (<http://www.flybasa.org/weather.htm>) you will find links to a short article about BLIPMAP use at Hollister, and to a longer article by Milt Hare about the use of the NWS forecast products.

13. Read the BASA Flight Rules, in particular the requirements for cross-country flight in BASA gliders. You can access the Flight Rules on the BASA website at <http://www.flybasa.org/rules.htm>.

14. Go on the safari to Parowan this summer. There will be opportunities for dual cross-country flights, as well as local flights and in some cases beginner solo cross-country flights out of Parowan. Because of the conditions encountered, this is not a trip for solo flights by pilots who are new to mountain or desert flying, but if there is enough interest we could take both our two-place gliders and offer a lot of dual mentoring flights.

15. Attend the AirSailing Cross-Country Camp. Many of the most active cross-country pilots currently in BASA have attended this camp, and we all learned a lot from the experience. This is one of the best settings for the pilot who is ready to start solo cross-country flights.

OK, that's a lot of suggestions for things you can do. But pick and choose what fits in your schedule, and try to get a mix of both solo flying to build your thermaling skills and some dual cross-country if you can. The best bet at Hollister for local thermaling is usually the day right after a cold front passes through, when the forecast calls for partly-cloudy skies or even a day with scattered rain showers in the forecast.

Parowan Safari June 25 to July 4

A soaring trip to Parowan, Utah is again being planned this summer. The dates are June 25 to July 4. If there is enough interest from BASA pilots, we would again take the DG-1000, plus we could add one or two Pegasus. If there is heavy demand for two-place gliders, we might take the Grob in addition to the DG-1000.

Parowan has three things going for it as a soaring destination: (i) generally great soaring conditions in the early summer, (ii) lots of available airports 15 to 25 miles apart, plus safe landout opportunities in between, and (iii) a beautiful area for other vacation activities on non-soaring days, with many national parks and national monuments within an hour or two drive.

The downside is that it is a long ways away – about 1½ days' driving from the Bay Area (the quickest route is through Las Vegas). But last year, some of us flew to Parowan from Truckee, with a stop in Ely, and that will be a possibility again this year. For those who could only commit to half the trip, there is airline service into Cedar City, Utah, which is about 20 minutes from Parowan.

Truckee BASH July 9

The Truckee BASH has been scheduled for July 9, 2005. This is an annual barbeque/party at Truckee for the three clubs based there, BASA, Silverado and NCSA. This year Silverado is the host. Special reservation rules will apply to BASA gliders for July 9 – shorter time blocks will apply to allow a larger number of pilots to fly.

Bronze Badge Camps at Truckee and AirSailing

Dave Cunningham will be leading two five-day camps this summer focused on building thermaling and other skills needed for cross-country flights, leading up to the SSA Bronze Badge. One camp will be at Truckee June 27 to July 1, the other will be at Air Sailing July 18-22.

The objective of the camp is to develop and sharpen your soaring abilities through lectures, practical demonstrations and daily practice of the basic concepts and skills of recreational soaring. Each camp is five days of soaring talk and practice. Daily safety orientations, lectures, demonstrations and flights start at 8:30 AM and continue through at least 5 PM. The week is topped off with a banquet and celebration of accomplishments on Friday evening.

For more information, contact Dave Cunningham at 925-933-4558 or ldc@att.net.

Vacation Reservation Policy

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

The following vacation reservations are currently in effect:

Glider	Reservation
1-34 and Grob 36L	May 22-28, AirSailing Thermaling Camp (Wolf Webber and Maik Bokkers).
DG-1000, and possibly a Pegasus or two, possibly the Grob	June 25 to July 4, Parowan safari.

One Pegasus, plus the DG-1000	July 23-30, AirSailing Cross-Country Camp (Jim Britton, Harry Fox and Jonathan Hughes).
One Pegasus July 4, DG-1000 July 5-8	July 4-8, Truckee (Hans Van Weersch).

PASCO League

The PASCO League is being revived this year, with three planned events:

Avenal, April 29 to May 1.

Montague, July 22 to 24.

Minden, three days in late August or early September (dates to be determined).

PASCO League is a great experience for the pilot who has recently received a cross-country checkout. It is basically a group flying event where all pilots fly the same course and talk on the radio to say how they are doing, and the more experienced pilots mentor the less experienced. Oh, we do time the speed around the course and come up with handicapped scores, but you don't have to take that part of it seriously if you don't want to. PASCO League flying is a lot like the Hollister League flying that Ramy Yanetz leads out of Hollister in the spring, but with the opportunity to visit other soaring sites and meet other pilots from the region. The BASA Executive Committee will make special reservation arrangements for pilots who want to participate in PASCO League.

Sawyer Award

The Sawyer Award is an annual competition within SSA Region 11 (Northern California, Nevada and Hawaii) to promote cross-country flying. It is based on the total distance flown during the season, but handicapped for glider type, location (flights from lowland airports such as Hollister and Williams score more points than flights starting in the Sierra), and most important of all, pilot experience. The effect of this last

factor is that the award is usually won by a pilot who is relatively new to cross-country flying. The scoring this year will be done through the OLC on-line contest, which will simplify the process for pilots. For more information, see the January 2005 issue of the PASCO Westwind, or contact Eric Rupp at ericrupp@got.net.

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
	Jonathan Hughes	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