

- BASA BUGLE -

No April Meeting

There will be no April BASA meeting – all the club's organizing energies for the month were used up at Wave Camp. The next BASA meeting will be Tuesday night May 31, at the IHOP on Stevens Creek Boulevard.



Steve Saglio over the Pine Nut Mountains on a 4½ hour thermal / wave flight out of Minden.

Treasurer

Current Financial Status. Current balances are:

Checking: \$3,664
Insurance fund: \$44,904
Balance due on DG-1000 loan: \$11,176
Balance due on 101LV loan: \$10,000

We made a payment of \$10,000 on the DG-1000 loan in April.

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, Chris deRoulet, John Murayama, Babu Srinivasan, James d'Andrea, Robert Marston, Jack Matiasevich, Robert Moody and Mario Pauda.** There is an easy way to keep yourself out of this situation in the future – just pay your dues a few months in advance. If you ever decide to leave BASA, we always refund credit balances.

Membership Chairman

New Associate Members. We have two new associate members who joined in April. **Russell Holtz** of Hollister is a former BASA member and HGC instructor who once served as the maintenance chairman on the BASA executive committee. **Jack McCredie** of Berkeley is a private power pilot (SEL, SES, Instrument) who is expanding his experience to soaring. Please welcome these new members to the club when you see them out at the field.

Sponsor Memberships. **Louis Taddeo**, citing increased family responsibility (baby!) has decided to sell his sponsor membership. He promises to return to soaring, but in the meantime, if you are interested in becoming a sponsor member and enjoying a \$40 dues discount then contact me (**Miguel Flores**) and I'll put you in contact with Louis to work out a deal.

Members Leaving. Like Louis above, associate members **Brett Hinze** and **Raul Corral** are leaving BASA to save money and time for new adventures. Brett is returning to school to pursue an advanced degree (and get a real job!), and Raul plans to buy a house in Silicon Valley. Brett will still be instructing at Hollister through the summer, so you have time to say "good luck". As a kid who started with the YSA, Brett is a real success story for getting youth into soaring. He has advanced to CFG, and notably giving BFR's to his former instructors and mentors. Of course, both of these guys are welcome back to hang out and get a ride anytime.

Two associates leaving and two associates joining keeps the active member count at 71 (excluding the three inactive Student Associates).

Temporary Membership Contact. **Miguel Flores** will be out of the country on business through May 10, and **Jim MacDonald** has agreed to fill in for Miguel during this period. Contact Jim for any membership queries, including information about the Sponsor Membership currently for sale. Jim has a new e-mail address: macdhoward@comcast.net.

Maintenance Chairman

All of our Pegasi have l'Hotellier fittings for the control connections. The l'Hotellier fittings have safety pins that are inserted through a hole in the locking plate. On 2BA, these pins are permanently attached to the locking plate. The safety pin on one of 2BA's aileron connections has started to spontaneously pop out of the locking hole. When this happens, the l'Hotellier connection has not come undone, but it has come "unsafetied".

If you are going to fly 2BA, check all the l'Hotellier safety pins before flight. If one has popped out, you may want to obtain an extra safety pin from Soar Minden to secure that fitting, rather than use the built-in pin.



Jonathan Hughes and Eb Lemcke over Minden.

Flight Committee Chairman

This year's Wave Camp was a huge success! Hans did his usual fine job of organizing the movement of the fleet, coordinating with Soar Minden, scheduling the ships, and performing duties as a member of the Flight Committee.

We had five days of wave and several members got to experience 25,000 feet. Joel Taylor and I carried loggers or barographs and got our Diamond Altitude. Several wave cross countries were flown in the DG-1000. We got to see how well the DG-1000 handles in rotor and wave and it is now known as the Wave Cruiser! Several new members got checked out to fly at Minden and in wave. For those of you that haven't experienced Minden wave, you don't know what you are missing.

In other news, Panoche has been mowed so pilots who are cross country qualified or have a Panoche checkout may fly out of Hollister using Panoche as an option in a Pegasus, Grob, or 1-34. To fly the DG-1000 at Panoche you must be cross country qualified in the DG-1000.

As a reminder from last month's issue, here are the guidelines for pilots who are not cross-country qualified but would like 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 CFIG, 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 Grob or Pegasus, or 9,000 feet high in the 1-34.

The Hollister League has started so members that are interested in dual cross country experience may participate in the Grob or the DG-1000 provided they fly with a member who is cross country qualified. Information is available on the HGC website.



BASA's president energetically runs the flight line at Minden.

Maintenance Trailer Maintenance

Please thank **Michael Nelson** when you see him, for cleaning up and organizing the BASA maintenance trailer at Hollister. Now it is up to the rest of us to pitch in from here on out to keep it clean and organized.

Glider Locations

As of April 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	Grounded.
Schweitzer 1-34	In service at Hollister.

Pegasus 9JH did not pass its annual inspection, and is grounded until repairs are made.

Summer Glider Location Plans

Current plans for glider locations this summer are as follows:

1. Soar Truckee opens for tows May 14 or 15, although we should be able to move our maintenance and camping trailer in any time after May 1. The BASA members who live in the mountains should be able to move the trailers and reposition 2BA to Truckee in mid-May.
2. Air Sailing Thermaling Camp runs May 23-27. Wolf Webber and Lee Bailiff will take the Grob and the 1-34, and Michael Nelson will take 2BA. The Grob will be returned to Hollister after the camp, while 2BA and the 1-34 will be moved to Truckee.
3. After Thermaling Camp, that will leave 2BA and the 1-34 and 2BA at Truckee and the rest of our gliders at Hollister.
4. We will move the DG-1000 to Truckee around mid-June (at the latest, the weekend of June 18-19), because we think the cross country season at Hollister will probably stay strong into June and therefore we will get good use out of the glider at Hollister until then.
5. Brett Hinze may hold a thermaling and badge camp at Panoche, probably in the June 15 to 19 time frame. If there is sufficient interest from BASA members, we could base some BASA gliders at Panoche for this event, so that participating BASA pilots can drive down there and take a local tow. Available gliders would probably be the Grob and a Pegasus or two. If someone wanted to trailer the 1-34 down from Truckee for this event, that is also possible.
6. The Parowan Safari is scheduled to leave Truckee June 25, and return July 4. At this point, there are 9 BASA members signed up, 3 of whom have their

own gliders. Current plans are to take the DG-1000 and one Pegasus, while we could add another Pegasus if more members sign up. If one Pegasus goes on the safari, we would probably leave one other Pegasus at Truckee and one at Hollister, unless there is demand for leaving two at Truckee during this period.

7. After the Parowan safari, we would leave the DG-1000 and the 1-34 at Truckee along with one or two Pegasus. The other Pegasus and the Grob would remain at Hollister for the summer.

8. Truckee will stay open until mid-October this year. But we will start bringing BASA gliders back to Hollister at the start of September, because the fall season at Hollister will start to pick up and fewer members are likely to go up to Truckee in late September or early October. One Pegasus would stay at Truckee until it closes, and then move to Minden.

These plans can of course change depending on the desires of the members. If you have any requests for where the gliders should be located at various times, please contact **Harry Fox**.

Parowan Safari June 25 to July 4

The dates for the Parowan safari are June 25 to July 4. At this point we have 9 BASA members signed up, of whom 3 have their own gliders. We currently plan to take the DG-1000 plus one Pegasus. We could accommodate additional BASA members by taking an additional glider.

We are also looking for crew to drive the tow vehicles on the way to and from Parowan, so that more pilots can fly these straight-out legs. If you have any friends or relations who would be interested in an adventurous vacation trip, please put them in contact with **Harry Fox**. This could be a good trip for a responsible college or high school student. The glider pilots will pay for gas for the trip and accommodations for the crews along the way. We could probably loan the crew a vehicle once we get to Parowan so they could tour the north rim of the Grand Canyon, Zion, Bryce Canyon and other national parks during the five or six days that we are flying out of 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.

Do You Need a Towing Vehicle?

If you intend to fly gliders cross-country, you will need a vehicle capable of towing the glider trailer to and from a ground retrieve (see section 10.7 of the BASA Flight Rules). So what kind of vehicle do you really need? Bigger is better, but enormous is not required.

In Europe, standard-class glider trailers are often towed with a Volkswagen Golf or similar-sized vehicle. Given that much of our towing involves crossing big mountain ranges, that is probably a little small for use here. The next size up, however, will do the job. I have seen glider trailers successfully towed with the V6 Ford Escape small SUV, and with the 6-cylinder versions of the BMW 3-series and Audi A4.

For the Grob and the DG-1000, another step up in size is advisable. We have had good success with a Chevy Blazer and a Toyota 4-Runner, and any large minivan will do (all these are V6 powered). If you are looking for an excuse to buy a 5,000 pound vehicle with a giant V8 engine, that will also tow very nicely, but the Eskimos may want to hold you responsible when all their ice has melted.

If you are shopping for a new vehicle with towing capability, see if you can get one that comes with a towing package from the factory. These usually include an upgraded electrical system to handle the trailer lights, and improved cooling systems to avoid overheating.

Air Sailing Cross-Country Camp

This year's Air Sailing Cross-Country Camp will run from July 24 to 29. So far, two BASA members have signed up as "students": **Jim Britton** will take a Pegasus and **Scott Boynton** will take the 1-34.

Jonathan Hughes and **Harry Fox** will return as mentor pilots, flying BASA's DG-1000 and Jonathan's Standard Jantar. There are still other BASA gliders available if more members want to attend this camp. See http://www.airsailing.org/xc_camp.html for details.

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, Grob and one Pegasus	May 22-28, AirSailing Thermaling Camp (Wolf Webber, Lee Bailiff and Michael Nelson).
DG-1000	June 20-24, Air Sailing (Charlie Hayes)
DG-1000 and one Pegasus	June 25 to July 4, Parowan safari.
One Pegasus July 4; DG-1000 July 5-8	July 4-8, Truckee (Hans Van Weersch).
DG-1000	July 18-22, Truckee (Steve Ascher)
One Pegasus, the 1-34, and the DG-1000	July 23-30, AirSailing Cross-Country Camp (Jim Britton, Scott Boynton, Harry Fox and Jonathan Hughes).

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 prior to 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. These camps are appropriate for the pilot who has some thermaling experience, but is not yet ready for the Cross-Country Camp.

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.

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
Frank Jenkins
Maynard Vitalis

Other Volunteers

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

Officers

Miguel Flores
Jeremy Zawodny
Dave Walker
Hans Van Weersch
Eb Lemcke

Regional Officers

Parachutes Officer –
 Instruments/Electrical –
 Maintenance Trailers –

Hollister

Dave Walker
Clyde Cotterell
Michael Nelson

Mountains

Steve Ascher
Clyde Cotterell
 open