

## - BASA BUGLE -

### Truckee Bash July 17

We will not have a July BASA meeting -- the Truckee Bash on July 17 will serve as our meeting instead. We hope to see you there.



*Matt Gillis and Charles Hanes landing 1CH at Parowan, Utah.*

### Glider Locations

As of July 15, glider locations are:

DG-1000 1CH	In service at Truckee.
Pegasus 2BA	In service at Truckee.
Schweitzer 1-34	In service at Truckee.
Pegasus 9JH	In service at Truckee.
Grob 36L	In service at Hollister.
Pegasus 1LV	Should be in service at Hollister around July 17.

### Treasurer

Current Financial Status. Current balances are:

Insurance fund: \$38,711

Checking: \$13,661

Balance due on DG-1000 loan: \$37,099

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** and **John Murayama**.

BFR Information. The Treasurer collects information regarding your most recent BFR, and posts this in the "Flight Status" column of the BASA billing information sheet attached to this newsletter. Many members are listed as "BFR OUT", including one or two members of the Flight Committee. If you are one of these members, please contact the Treasurer, **Daniel Ruegemer**, to let him know the date of your latest BFR.

### Membership Chairman

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, **Jim MacDonald**, can be contacted at (408) 867-2602 or at machoward@earthlink.net.

New Sponsor Member. **Dave Walker**, a long time Associate Member of BASA is our newest Sponsor Member. Dave has been a very active supporter of the club as well as flying his own single-place Schweizer.

## Ship Captains for Pegasi

We are looking for new ship captains for our three Pegasi. **Lance Cushenberry** and **Jeremy Zawodny** currently serve as ship captains for 2BA and 9JH, but they have recently purchased their own gliders so it would be fair to find replacements for them. With 1LV coming back into the fleet, it will need a ship captain soon as well.

A ship captain is expected to keep track of maintenance items needing attention on his glider, and to help arrange necessary repair or maintenance work. He is not expected to actually maintain the glider himself, although some ship captains enjoy being involved in minor repair projects. For anyone who has recently started flying the Pegasi, this is a good opportunity to get to know the glider in more detail. For anyone who is thinking of buying his own glider, a stint as a ship captain is a good education in the care and feeding of gliders.

## Summer Flying Conditions

We are now in the peak of the summer soaring season at Truckee, although good conditions will be found through September. If you have not yet made it up to Truckee, give it a try – the 1-34 is available for newer pilots (after a local checkout in the DG-1000), and two Pegasi are currently based in Truckee.

Good soaring has also been seen lately south of Hollister in the Panoche / Hernandez area – keep an eye on the ETA Blipmaps and the long-range weather forecast. When the forecast temperature for Coalinga gets up over 100 degrees, that is a good sign that lift will be working. If you have a Panoche checkout, this is a chance to sample some good summer thermals, and a stepping-stone towards developing cross-country skills. If you don't yet have a Panoche checkout, ask one of the Hollister instructors for information.

## Instruction at Truckee with Charlie Hayes

Charlie Hayes is available to BASA members for dual instruction in the DG-1000 at Truckee on Tuesdays, Wednesdays and Thursdays this summer. Rates are \$50 hour, or:

Half day cross country (2.5 to 3.5 hours including ground) for \$125.

Full day cross country (5.0 to 6.5 hours including ground) for \$200.

Contact Charlie on his cell phone at (831) 801-2957 if you would like to arrange for this. Note that you will need to separately call Soar Truckee to reserve the glider.

## Charging Batteries at Truckee

The gliders at Truckee tend to get used for longer flights, often with the transponder working (on 2BA and 1CH), and this draws the batteries down. After a 4 or 5 hour flight, a few hours on the solar charger is not enough to top up the battery charge. Therefore, please put the glider battery on an AC charger after a long flight. **Hans VanWeersch** has obtained two new trickle chargers to use with the Pegasus or 1-34 batteries, and there is a separate AC charger for the baggage-compartment battery (battery #2) from 1CH.

These chargers will usually be kept in the charger cabinet on the outside north wall of the Soar Truckee office. Our chargers are labeled with "BASA" and the glider type.

If you have only taken a short flight, or the battery has been fully charged on the AC charger, install the battery in the glider and plug in the AC charger to keep it topped off.

For 1CH, we will continue to use battery #2 as the primary battery in flight, because it can be easily removed and placed on an AC charger. The usual battery charging procedure for 1CH at Truckee will be as follows: at the end of the day, remove the luggage-compartment battery (battery #2) and place on the AC charger in the charging cabinet on the outside wall of the Soar Truckee office. Our charger is marked "BASA 1CH". Set up the solar charger to top off the tail battery (battery #1). Be sure to turn off all instruments, including the green blinker light that indicates the tail ballast status.

## Parowan Safari Report

**Matt Gillis, Charles Hanes, Joel Greenblatt** and **Harry Fox** flew 1CH from Truckee to Parowan, Utah and back over the period from June 26 to July 4, spending most of the time based at Parowan. We were joined there by former BASA members Ramy Yanetz, Eric Rupp, David Anisman and Ron Hess, plus Steve Brockman and other pilots from Florida and Southern California.

**Harry Fox** reports (open up your San Francisco and Las Vegas sectional charts to follow along):

On Saturday June 26 Matt and I launched from Truckee in 1CH, along with Ron Hess in his Pegasus. Our goal was Ely, Nevada. Charles and Joel drove the crew vehicles. We took a southerly route via Tonopah to avoid thunderstorms along Highway 50. This was a spectacular flight, involving some low struggles early (down around 8,000 feet near Minden), then 18,000 foot cloudbases east of Walker Lake, flying along the edge of virga lines northeast of Tonopah, and some circling in the last lift of the day to make it in to Ely. Ron landed about 30 miles short at Currant, but Matt and I made it to Ely, arriving over the airport at 3,000 feet AGL. We landed at almost 7PM to find Carl Herold and a group of other glider pilots having a barbeque, to which we were promptly invited.



*Matt Gillis centers a good thermal near Walker Lake.*

The next day Matt and Joel flew the leg from Ely to Parowan. Clouds were popping over Ely before 10AM, and they had to delay the launch until a little after noon while waiting for a small rain shower to finish dumping on the airport. I think the middle part of their flight was fairly easy with 17,000 and 18,000 foot cloudbases, but they had to dodge a thunderstorm to get into Parowan. Ron, Charles and I drove that leg. The other pilots either drove or flew to Parowan via Las Vegas.

Monday was our first day flying out of Parowan. Matt launched first in a rented ASW-24, then Charles and I in 1CH, then Bill McClellan in his LS-8-18. There was a lot of moisture and clouds but also strong lift, so we were looking to make a short out-and-return flight. We followed a nice line of clouds about 30 nm north to the mountains east of Beaver. Once there, Matt and Bill fell off towards Beaver airport in sink but found the airport covered with a rain squall including lightning. They both ended up making safe landings in alfalfa fields north of Beaver. Charles and I heard their plight

on the radio and we had Junction airport in glide, so we jumped east towards Junction where the air was clearer. We climbed from 9,000 back to 14,000 a few miles from the Junction airport. We started looking for a way back to Parowan, but it was looking very murky back to the south. At this point we were close to the Beaver airport again. We could see that one rain shower had recently departed the Beaver airport and another was 5 or 10 miles to the south, so we elected to pull the spoilers and land at Beaver before the next shower arrived. Charles made a smooth landing in calm winds on the wet runway, and we tied the glider down a few minutes before the rain hit. Since there were already two other gliders needing ground retrieves that evening, we elected to leave 1CH assembled and tied down at the Beaver airport, and drive back the next morning for an aerotow launch out of Beaver.

On Tuesday, Joel and I launched out of Beaver in 1CH. Not long after launch we were chased out of the Beaver valley by rain showers and headed west to Milford. From there, we had a chance to return south to Parowan, and at one point had Parowan in glide, but over Minersville we fell below a safe glide to Parowan and had our retreat to Milford cut off by rainshowers and lightning. I elected to land in a large, freshly-mowed field, and made an uneventful landing other than the mud that had to be cleaned out of the wheel housings afterwards. I'll go into more detail on this below.



*Joel Greenblatt about 50nm north of Parowan, following a cloudstreet back south.*

The rest of the week at Parowan brought drier weather, scattered cu with high cloudbases, and outstanding soaring. Matt and Charles had a couple of long flights in 1CH on days when Joel and I played tourist on the ground. Joel and I had a flight of about 300km that

involved some low struggles early on but ended with a 60nm final glide that lost only 2000 feet (which works out to an effective L/D of about 180:1). The other pilots with their own gliders got in some great flights as well, with several achieving their first 500km flights and Ramy making a 1000km zig-zag flight that took over ten hours.

On Saturday July 3 we set out for the return. Charles and I flew 1CH from Parowan to Ely, accompanied by Eric Rupp in his DG-300. This proved to be a fairly easy flight, with cloudbases again in the 17,000 to 18,000 foot range.

On Sunday, July 4, Matt and Joel flew 1CH out of Ely. The clouds were popping by 10AM, but at Ely the sole towpilot is also the airport manager and had to go drive their new \$600,000 crash truck in the 4th of July parade. He made it back to the airport with sirens blaring about 11:30 AM, and we got Joel and Matt and Eric launched about noon. They had a quick run across Nevada to near Austin, where they hit a blue hole. Eric diverted south almost to Mono Lake, and was able to squeak into Minden as the sun was going down. Ramy did the same, having launched from Parowan on Sunday morning and caught up with the others over central Nevada. Matt and Joel tried to cut across the blue to a cloud east of Walker Lake, but found no lift there and ended up landing at Hawthorne. I chased them there with the trailer, and we disassembled the glider, had dinner at the casino, and made the long drive to Truckee. On Monday we reassembled 1CH at Truckee, but were all too worn down to fly.

#### My outlanding.

So how did I end up landing 1CH in a freshly-mowed barley field?



*A man, a glider, a barley field.*

Flying south from Milford, we had a rain shower to our left, a line of virga to our right, and a small gap in between. Our choices were: (i) retreat to Milford, (ii) head west into the desert towards Ely (which Ramy was doing at the time), (iii) follow the edge of the virga line southwest, out into the area with the fewest known landout options, or (iv) head straight for Parowan through the gap between the rain shower and the virga. Looking under the virga, we could see sun on the ground on the other side. I aimed Joel for the gap and we saw strong lift as we approached it, and got to a point where we had Parowan in glide ahead, plus a big margin back to Milford behind us.

We kept going through the gap, but hit sink as we went through and fell below glide to Parowan. We still had glide back to Milford plus a margin, so we looked around for lift. There were promising looking clouds in the vicinity, and we gained two thousand feet a couple of times, but on the whole kept sinking lower. About the time I was thinking of retreat to Milford, I saw that there were now rain showers and lightning between us and Milford.

So, we were cut off. We kept hunting for lift but couldn't get above 10,000 MSL (about 5,000 AGL in this area). In the meantime, we had been looking for landable fields below us. To the west was desert with some hardpan basins, but below us was an agricultural area near Minersville with a variety of fields. I looked over a number of them, some mowed and some plowed, and decided the best prospect was a long field oriented into the prevailing wind that was recently mowed but had the hay removed – it was maybe 1200 feet long by 300 feet wide, with an open gate to the road.

We came in low over the fence and rolled to a stop in the middle of the field. Actually, there was a bit of skidding at the end, because the field was slick from the earlier rain shower and applying the brakes turned the main wheel into a skid. I called Matt on my cell phone for a retrieve, and within a few minutes the farmer who owned the field showed up. He was very friendly, and got one of his sons to bring over a four-wheel-drive truck to tow the glider to the edge of the field. We got to meet most of the family, plus his thoroughbred racehorses, and he dropped us off in town to wait for our ground crew to show up.

I'll attribute the landout to a number of factors:

(i) Having traveled all the way to Parowan, I launched on Monday into marginal conditions and ended up at Beaver. In the same conditions at Hollister or Truckee, I would have probably just stayed on the ground.

(ii) Having landed at Beaver on Monday, I wanted to fly back to Parowan on Tuesday rather than disassemble the glider. Since then, I have disassembled and reassembled 1CH a couple of times, and I realize it is not much harder than a 15 meter glider, other than the mass of the wings. Three people can take it apart pretty quickly, although I prefer four for assembly.

(iii) Having encountered "good" virga on the flight from Truckee to Ely, I assumed that the virga I saw between Milford and Parowan would be just as good. It was good on one side, but not on the other. I should have recognized that the moister conditions at Parowan made for fewer options and more risk of getting caught out by rain showers.

(iv) I was either too daring or not daring enough. Ramy kept going west to Ely, then south to Lincoln, then back east to Parowan for a good long flight. I wasn't feeling adventurous enough to follow him, but I didn't just go back and land at Milford when I could.

(v) Once I was cut off from Milford and had identified landable fields at Minersville, I could have treated that as my current "airport" and started soaring locally out of Minersville. If I had thought of it that way, it would have been safe to explore 5 or 10 miles further away than I did, and I might well have found good lift and returned to Parowan.

On the whole, the biggest mistake was just deciding to fly on a marginal day.

Next year at Parowan? Everyone who flew at Parowan on this trip was enthusiastic about returning next year. With Ely having towplane service and being located about 2/3 of the way between Truckee and Parowan, this route makes for a great "do-it-yourself" safari.

### **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:

One Pegasus at Truckee	July 19-23, vacation reservation (Chris deRoulet).
1CH at Truckee	August 9-10-11, vacation reservation (Jim MacDonald).
One Pegasus, plus 1CH, at Truckee	Pegasus August 11, 1CH August 12, vacation reservation (Harry Fox)
1CH at Truckee	August 16-20, vacation reservation (Charlie Hayes)

#### **Executive Committee**

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

#### **Flight Committee**

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

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** **Pat Healy**  
 Pegasus (642BA) – **Lance Cushenberry**  
 Pegasus (599JH) – **Jeremy Zawodny**  
 Pegasus (101LV) – open  
 SGS 1-34 (7632) – **Maynard Vitalis**

#### **Ship Captains**

#### **Other Volunteers**

Membership Chairman – **Jim MacDonald**  
 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 – **Frank Van Rooy** **Steve Ascher**  
 Instruments/Electrical – **Clyde Cotterell** **Clyde Cotterell**  
 Maintenance Trailers – open open

<b>Glider</b>	<b>Reservation</b>
1CH at Truckee	July 19-23, vacation reservation (Steve Ascher).

