



29<sup>th</sup> January  
Meeting for all  
comp minded  
members.  
See P.3

# The Booker Newsletter

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To kick-off the New Year Geoff suggests some useful resolutions and Mike gives us 4 key points that will keep the fleet and the airfield in good shape. We have new solos, a meeting for the comp minded-- news that Aero Expo won't be interrupting us this year and the schedule for Bob Smith's FOG lectures. Doug Hilton gives a brilliant account of flying power in the Alps and the Rev Maxigat points out the importance of keeping the wings on when flying.

Happy New Year

William

## Dear fellow Booker members,

A Happy New Year to you all and may I suggest a few resolutions for 2011?

One sure way to improve your gliding skills and maximise the satisfaction you get from this amazing sport is to set yourself definite goals. Now is the time of year to set down your long term goals such as: to fly further and faster on cross countries, win a competition, enter a competition, have a go at aeros, fly in mountains, gain an instructor rating. Whatever your big-picture goal, set out the immediate goal for the coming season that will either get you there or get you on your way. For example 'to fly a 300k task at over 75 kph'. Then list what you need to do to achieve that – study tasks, learn to read the conditions that will permit you to achieve your goal, make sure you have all the kit you need.



An essential element for an enjoyable soaring season is flight safety. Safety Mindedness is your best protection, so revisit the fundamentals. Good pilots always have a part of their minds thinking about what's happening ahead, in the next 5 minutes, the next half hour and so on. Learn to understand your limitations and fly up to them, but not beyond them. And most importantly fly accurately and keep a good lookout.

How else can we get the most from the season ahead? Join an expedition such as to Talgarth, Serres and Aboyne. Sign up for the spring lectures and brush up on your gliding knowledge.

And if all that sounds a bit demanding for you, remember there is always one thing that will benefit your flying, benefit the club and improve your feel-good factor –and that is to *take every opportunity to come and fly!*

Let's hope for great soaring weather ahead and a great season for safe flying achievement.

See you at the launchpoint

Geoff

## From the CFI

Thankfully the shortest day has been and gone so it can only get better from here on in! Well I truly hope so as December has been one of the worst months on record, with the airfield being comparable most days to the Mary Celeste. That said, for those that were determined to fly there were some fantastic days to fly, with Boxing Day being particularly fun in the snow.

At this time of the year a number of issues are worthy of discussion:

- Currency-After a month of weather like we've recently had most people haven't flown for a while and I'm sure I don't need to dwell on the importance of being current. So, please do take advantage of any break in the weather to get a flight in. Incidentally it's never been cheaper to do this with the new winter season ticket for £200 which gets you 7x2000ft flights. So no excuses!
- Care of the gliders- If you fly in the snow there's a good chance the wheel box will be full of snow which if left overnight will most likely freeze solid. The same is relevant when flying off a muddy airfield. So please put a little bit of effort into keeping the kit in good order every time you put it away.
- Canopies- The canopies have a nasty habit this time of year to mist up just when you don't want them to. Although you can't remove this problem fully it can be reduced first by being aware of it and secondly by having a CLEAN canopy.
- Care of the Airfield- It's likely that after all the snow we've had so far that the airfield will be quite soft so it's worth being careful and avoiding driving across it unless you really need to, avoid turning the gliders on the spot as it digs holes in the airfield which you're guaranteed to find in the summer and finally if operating the tugs please bear in mind that the tyres will not have as much grip as you anticipate, so when manoeuvring close to gliders and people give them a wide berth.



January sees the start of the Bronze lectures on Saturday the 8<sup>th</sup>, they are open to everyone so please come along you; will definitely learn something. Following on from this we are hoping to run Bob Smiths FOG (Fundamentals of Gliding) lectures which shouldn't be missed. Keep an eye on the website, which now has a calendar of key dates on, and the noticeboard for any further information. You will also see that the dates for our upcoming Task weeks, Bronze courses and Silver courses have been published so add them to your diary. Also worthy of note is that the Aboyne list now up and has already got names on it!

Finally congratulations to Phil Binnee who managed to go solo this month.

Happy New Year,

Mike

## Achievements in December

1<sup>st</sup> Solo

Phil Binnee

David Baker

Converted to Pegasus

Nick Markert

Congratulations to Phil, Nick and David and their instructors.

## Parachute Packing

The next date for Parachute Packing will be Friday 21<sup>st</sup> January ( still to be confirmed) Ring us for more info.

*Shelaq and Hilary*

## Booker Regionals Planning Meeting

If you are interested in competition flying and were hoping to enter the Booker Regionals in 2011, you might be interested in whether there will be a competition this year and if so, when. I understand there is also the problem of who will direct it! That wasn't an offer! The upshot is that no Regional Competition is planned or scheduled yet. So,...

If you are interested in competition flying at Booker this year, you are invited to a meeting to discuss what you want from competition, what form of competition you want to be run at Booker this year, and when. I suggest 10am on Saturday 29<sup>th</sup> January would be a good time to do this. Please let me know through the xc forum if you intend to be there.

Ps: If you are not there then please don't grumble later!

*Jim White*

## Stay current the easy way

There's still time to buy a 'Stay Current' season ticket, valid until 31 March, to help you keep your flying skills well polished. For a mere £200 you will get:

- 6 launches to 2000ft in a single seater
- 1 launch to 2000ft in a two seater with an instructor
- free soaring
- tows above 2000ft charged at £1 per 100ft

Don't delay, buy one today.

## Promoting Booker

### Sales and Marketing update

Sales were good in December, we need to keep the trend going by promoting gliding every way we can. The S&M team has its eye on the British Leisure Show to be held at Royal Windsor Racecourse on 11-13 March, if we can strike a deal and take the Duo along it would be an excellent promotional opportunity. We will of course need a small crew to make it happen, volunteers please step forward. We are also planning to try out an Open Day, the idea being to spot a good day coming up and put out some advertising placards and radio announcements and fly anyone who comes along. This would require 'help' to be ready to turn out at short notice to look after and fly the customers, so if you can be available for this experiment, do let us know.

The S&M team recently went to Dunstable to meet their counterparts from London GC, Southdown and HusBos to exchange ideas about marketing. It was a lively and interesting meeting (and the sandwiches were good too) and the team came away with renewed energy for the task, and ideas for promoting Booker to the local community. Watch this space.

## Aero Expo

This year Aero Expo is at Sywell. HusBos are looking into having one of their gliders in the static display and we hope to be able to work with them to get a presence for Booker too.

## Stadium demo date

GASP, the coalition of local groups opposed to the stadium proposal, is planning a demonstration for **Monday 17 January at 1730**, outside the Council Offices in Queen Victoria Road. The demo is timed for the meeting of the Council Cabinet at 1800, which is to decide on whether to go ahead with the stadium project. Come along if you can, tell your friends about it, bring a placard or use one of GASP's when you get there.



What's their game?

Jane Moore

## Fundamentals of Gliding Lectures (FOG Lectures).

As these were so successful last year we will re-run the series this year. If any pre-solo pilots have suggestions for subjects that they would like to see covered, please let the office know.

These lectures, or extended briefings, are aimed at all club members, but with the initial emphasis on those who are learning to glide. Experience can be anything from just five or six flights up to Bronze C level. Post Bronze C pilots are also welcome to come along, and their input to any discussion would be most welcome.

Attending these briefings will provide a more grounded understanding of some aspects of gliding at Booker, and hopefully satisfy your desire to progress efficiently and safely towards a first solo and beyond.

All take place on Saturday mornings at 09:30 in the clubhouse briefing room. Duration is about 1 hour minimum plus discussion.

Please check the club diary for start times, these may vary on the day in order to maximise any opportunity to unpack the hangar and fly.

In fact, why not get your name down to fly on the day and turn up at **08:45** to help unpack the hangar. That way you can get the most out of the winter days, and maximise your progress towards solo.

The sequence of lectures is still to be finalised, but expect everything from Stalling and Spinning to Field Landings. Check the web site (members page diary) for final details.

**Feb 12th** - Airspace around Booker, and how the Altimeter works.

**Feb 19th** - Glider DI and Ground-handling.

**Feb 26th** - Finding thermals and staying in them; Airmanship and One-up-manship the secret of successful thermal soaring.

**Mar 12th** - Field Landings. William Parker's excellent and educational reminder (Bob wrote this – honest—Ed.) about the joys, pitfalls and pratfalls of field landings.

Bob Smith

## Flying in the Alps (OK, it's not Gliding - Just a little different)



For many years whilst I have been skiing, I could not help but notice the number of light aircraft that seem to fly around the mountains and I looked up at them with envy. My interest was really spiced up when a ski equipped Jodel landed on the piste which I had only minutes before been skiing on (it turns out I was on his runway and not the other way round!).



Opportunity presented itself when I went skiing at Alpe D'Huez in the southern French Alps which is home to the Henri Giraud Altiport (LFHU). A short walk one afternoon at the end of a days skiing to the airfield that sits just on the edge of the village revealed a small wooden clubhouse with a poster advertising "Want to Fly". That was all the invitation I needed. In my best school boy French, my enquiries resulted in an agreed time to fly with local instructor Jack Porte (and better still it was at a time that meant I didn't have to give up any skiing).

### Henri Giraud Altiport

A few facts – the altiport is situated 6,100 feet above sea level in the French Alps – the runway is tarmac in the summer and snow covered in the winter. The runway is 448 metres overall but the main operating area is only 205 metres long and has a 16.2% slope. All take offs are made down the slope and all landings up it – there is no option for an undershoot or overshoot on approach and landing. All radio calls are made in French which adds a certain "je ne sais quoi" to the proceedings given my limited grasp of French.

## ATTERRISSAGE A VUE Visual landing

ALTIPTOP/MOUNTAIN AIRFIELD  
Usage restreint / Restricted use  
08 MAY 08

L'ALPE D'HUEZ  
AD2 LFHU ATT 01

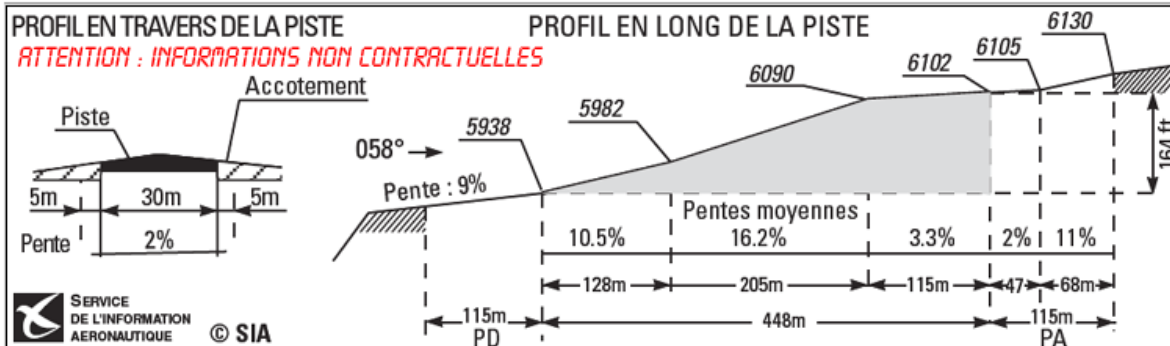


ALT SUP : 6103 (218 hPa)  
ALT INF : 5945 (213 hPa)  
LAT : 45 05 15 N  
LONG : 006 05 01 E

LFHU  
VAR : 0° (05)

APP : NIL

TWR : NIL - AFIS : 120.6 (FR seulement/only)



## Jodel D-140 Mousquetaire

The plane flown was a Jodel D-140 Mousquetaire – first impression is that it is a tail dragger version of our own Robin tugs but closer inspection reveals it to be larger all round with about 5 feet more wing span resulting in about 25% more wing area but still the



same reliable Lycoming 180hp engine up front. The really neat part of the airplane are the retractable skis it has fitted which enable it to fly from snow or retract the skis to have the normal wheels sticking out for landing on conventional runways. Having the skis fitted reduces the Vne down to 180kph from the normal 290kph but no major differences otherwise.

## Preparing to fly

Formalities before the flight consisted of a briefing of the area we were going to overfly, the training exercises to be undertaken, speeds to consider during the flight and most importantly the procedure to follow in the event of an engine failure after takeoff. As the airfield is in the mountains and the end of the runway consists of a drop of about 4000 feet to the valley floor, the only option is to set best glide and proceed to the "Preferential crash area: 6 km in the 294° / AD" as noted in the airfield operations manual.

After getting strapped in (with only lap straps), start-up is slightly different. The mixture control is set about half lean and not fully rich (due to the altitude) or the engine would not start. After the engine has warmed up to normal operating temperature the run up checks are undertaken. This consists of running the engine to as high an RPM setting as possible without the plane moving (the skis don't have any brakes), in practice about 1,300 rpm and checking both magnetos. I have been briefed that there is no need to check the Carb heat as the air temperature is so cold and the humidity so low that Carb icing is not an issue.

The rest of the pre-take off checks complete it is merely a case of taxiing to the top of the runway. Here again a slightly different technique is required. The stick is moved fully forward to take the weight off the tail skid and steering with a combination of both rudder in the direction of turn and

the stick to the opposite side of the direction you want to turn – not intuitive but the reason is that you want to put as much weight on the outside ski as possible to aid the turn. The skis are set with a slight amount of toe-in and it is very similar to when you are learning to ski and do snowplough turns where you apply weight to the leg opposite the direction you want to turn in.

Once lined up it is necessary to call on the radio that you are taking off – this is because aircraft on approach are below you and out of sight coming the opposite way up the runway. During the rest of the flight it is important to listen out on the radio on a mountain flying frequency for position reports and also to make position reports yourself to avoid coming round a mountain and meeting someone coming the other way.



Once sure it's clear, I opened the throttle and set off down the runway which is steeper than many red runs I've skied! Keeping straight seemed fairly straightforward and I didn't so much take off as have the ground drop away from me. Once a safe speed of 110 kph is achieved it's a case of turning left about 45° and continuing to climb to 6,600 feet and settling into the circuit at 150 kph before joining down wide for a normal circuit. This height is maintained until turning base leg. Once onto finals you have descended to about 6,100 and are approaching the runway from below its highest point. You maintain a constant approach using a Christmas tree to the side of the runway as a reference point, reduce speed to 110 kph, deploy full flap and call finals. In the last few seconds before flaring, the runway ahead does fill the "full field of view". It's important to maintain adequate speed and that you flair quite positively due to the significant up slope and apply full throttle as soon as you land to power you to the flatter apron area at the top of the runway, where you then close the throttle and concentrate on slowing down and taxiing back to take off again.



**Finals into Alpe D'Huez**

## Flying in the higher mountains

After the next take off the flight is into the higher mountains, keeping full power on as we climbed up to around 11,000 feet and explored the stunning mountain scenery, but there is no time to relax as the next exercise is to have look at the Glacier de Barbarate, a glacier up at around 10,000 with a semicircular wall of rock extending upwards as a backdrop. Flying into this seemed quite mad and trying to gauge size and scale was difficult with no other references to assess against until our shadow appeared on the snow below indicating it was time to turn and follow the contours of the rock wall.



### Approaching the Glacier de Barbarate

From there it was to Le Col de Quirlies. Even though we were flying in near perfect conditions and could have passed well above the Col, the point of this exercise is to practice flying imagining there is a lower cloud base covering the mountain peaks and aim to clear the Col by less than 100 feet. The approach is made at 45° to the Col so that if heavy sink is encountered on the approach, the decision can be made to turn away and only having to turn through 90° and not 180°.



### Col de Quirlies

From there it was a descent into the Gorges de Sarenne and into one of the blind valleys off to one side. The purpose of this exercise was not a game of chicken as I first thought when invited to fly up it as far as I thought prudent before executing a 180 to fly out, but to make sure you do chicken out soon enough – there are no prizes for turning too late. The advice here was to hug one side of the



valley giving you the most room to make the 180° turn and to also fly from the side in shade into the sunny side where it is easier to judge height and distance from the mountains.



## Glacier de Sarenne

These basic exercises over, it was time to go and land on one of the glaciers. We flew out into the Gorges des Sarenne and climbed up to the Glacier de Sarenne. The technique is similar (to a degree) to landing out in a glider. The glacier is over flown to check out the surface for size, surface and slope and for any obstructions. Having made a low pass over the chosen part of the glacier, it's time to fly down wind getting close to the mountain side on your right and then turning left onto base leg whilst flying at the mountain wall on the other side of the gorge and then turning finals with the mountain close on your right hand side again.

Using the tracks left by one of the previous aircraft to have landed on the glacier as a reference point, it's simply a case of setting the flaps, maintaining the approach speed and rate of descent and flaring. The landing isn't as smooth as you might imagine, more akin to landing on a rougher part of 35 as there are ridges and bumps in the snow. Once down power is applied to bring the Jodel up to a flatter part of the glacier and parking across the line of the slope. After the obligatory photos, it's back into the Jodel for the take off in the opposite direction down the glacier with a fairly early right turn to follow the line of the gorge before heading back to Alpe D'Huez for a final landing.



### Final approach to the Glacier de Sarenne and the view down the take off run

I have found the French flying schools and instructors very friendly, educational and accommodating – there cannot be many English flying clubs where you can just turn up and after being given a quick check of a circuit then go off to land in a farm strip on the side of a mountain.

All in all, it's a great experience and one you should give a go if you ever find yourself in a ski resort with an altiport. It's not difficult, just a bit different.

If you want a taste of what it's like, check out the video clips on you tube – age is no barrier!

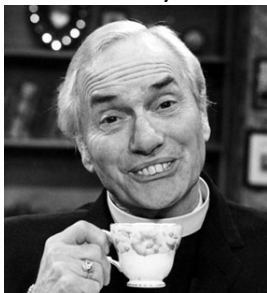
<http://www.youtube.com/watch?v=ZoeWRCLc3cY> – Landing on the Glacier de Sarenne

<http://www.youtube.com/watch?v=TN58wUt3aOw> – Approach and landing at Alpe D'Huez

*Doug Hilton*

**Radio (130.) 4's Thought for the day: Rigging**

Presented by the very reverend Vicar Maxigat



A very Happy New Year to all in the congregation. A few words this month about assembling the trusty steed before mounting (oooerr). The parable of the Samaritans often comes to mind on the trailer rack: there are times when one needs to cross the road to help those in need (ASW 27 pilots whose wings are nice and light and slot together easily), equally there are times when one is tempted to look the other way (is that a Duo Discus trailer opening – can my spine stand the strain?) or even run for the hills (oh dear, it's a Jantar – leg it!).

With the wings in place the considerate owner then moves his machine well back to make room for others to rig. Etiquette frowns very heavily on 'Jeremys' (rhyming slang: think Culture Secretary, and do keep up) who nip back for a cup of tea in the clubhouse having left their glider blocking trailer rack, water ballast area or tow out runs. As a man of the cloth I pride myself on excessive tolerance, but in my view the depths of hell provide insufficient punishment for such crimes.

Modern gliders have fully automatic connecting controls, praise the Lord. However, we should all respect those whose sailplanes have manual connections and who need to be left to concentrate fully on their task, complete it in one unbroken routine and undertake the necessary positive checks. Your writer owned an ASW20 for many happy years and remains grateful he never messed up the rigging operation. There are several much more accomplished pilots who did not, reaching the top of winch launches or even departing bungy launches with unattached elevators: an expensive experience for both wallet and blood pressure. My favourite apocryphal story though, is of the Slingsby Kestrel pilot who landed after a longish cross country flight, rolled to the end of the landing run and, as the wings were no longer supported by lift to hold them up, both tips fell and simultaneously touched the ground: he had omitted to insert the wing pin when rigging that morning and flew the whole flight without wings secured. I'm reminded of the terse comment that appeared in S&G's accident review about this or a similar incident: "The wing pin was not in the glider. It was in the boot of his car!" Had the lottery been running at that time he should have gone straight out there and then and bought a ticket.

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# For Sale at Booker

Schempp-Hirth Discus B

Comp. no 314



The Club is offering 314 for sale to a syndicate of Club members at Booker.

Equipped with Cambridge vario and L Nav: A/H: Dittel radio:  
T&S: Winter Vario: ASI: ALT: GarminII:  
Cobra trailer  
£29,000

For further details contact:  
Denis Campbell 07831667863 or  
Mike Collett via the office

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## Syndicate Opportunity

There is a unique opportunity for Club members to buy a syndicate share in the Robin tug MM. It has 4 seats, a cruise propeller and wheel spats. For full details contact Mike Collett.



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## Club Communications

We use Yahoo email groups, which we encourage all members to subscribe to, in order to provide a quick way to communicate with the membership. Details are below.

**Booker GC Forum** – Open to all members to participate. The Forum provides the opportunity to share ideas about the Club. Send an email to: [bookergc-forum-subscribe@yahoogroups.com](mailto:bookergc-forum-subscribe@yahoogroups.com) and *include your membership number when applying.*

**Booker GC Expeditions** – Open to all members to participate. Send an email to: [bookergc-Expeditions-subscribe@yahoogroups.com](mailto:bookergc-Expeditions-subscribe@yahoogroups.com) and *include your membership number when applying.*

**Booker GC X-C** – Targeted towards those pilots who fly cross-country or who aspire to develop their cross-country skills. Send an email to: [bookergc\\_xc-subscribe@yahoogroups.com](mailto:bookergc_xc-subscribe@yahoogroups.com) and *include your membership number when applying.*

**Booker GC Instructors** – This is for Booker instructors only to easily email each other. Mainly used for swapping duty days. Send an email to: [BookerGC\\_Instructors-subscribe@yahoogroups.com](mailto:BookerGC_Instructors-subscribe@yahoogroups.com) and *include your membership number when applying.*

The **Booker GC website** at [www.bookergliding.co.uk](http://www.bookergliding.co.uk) has a Members Page. This contains the latest Club news snippets and links to previous newsletters, meeting minutes and several useful and informative Club documents. The Members page is accessible to everybody (not just members) but certain documents, such as committee minutes need a user i/d and password. To obtain these, go to the members page and click on the 'email Administrator' link. Don't forget to *include your membership number.*

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**For the latest news about what's happening check out <http://bookergc.blogspot.com/>.**

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\*\*\* All view expressed within the newsletter are those of the contributor and do not necessarily represent the view of the Club or committee \*\*\*

Contributions to the newsletter are welcome. If you'd like to submit an article for a future edition please send it to William Parker by email at ([william.parker5@btinternet.com](mailto:william.parker5@btinternet.com)).

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