Days to Booker Regionals 114

# The Booker Newsletter

**Don't forget to validate your barrier key**

**Start of the season - are you current?**
**See page 4**


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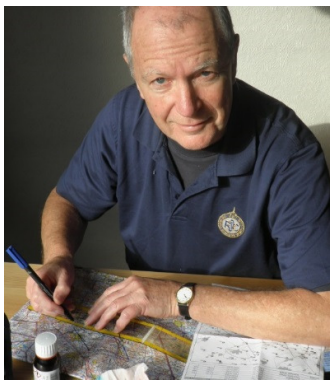
| *From the Chairman*<br>*From the CFI*<br>*Currency checker*<br>*Committee line up*<br>*Aboyne expedition*<br>*The saga of ECZ*<br>*Members' achievements*<br>*Barrier card renewal*<br>*Goal setting*<br>*Ladder Corner*<br>*Festival fun*<br>*Get stuck in*<br>*Opportunity for Juniors*<br>*Soaring safari*<br>*BGA letter about airspace* | Spring is here, and this edition has plenty of ideas on what to do with the daylight hours. There is a timely reminder (and offer of help) from Richard on ensuring that you are current, and some inspirational words on goal setting (aka making the most of every flight), plus a number of ideas on how to help our club. We also have a report on a trip to sunny South Africa. Finally, an update on ECZ, a reminder about barrier keys, and a letter from the BGA about the importance of sticking to the law on airspace.<br><br>*Jane* |


## From the Chairman



February has been a better month from a weather point of view with many flyable days and both members and students on courses making the most of them. On some days the sky has looked tempting for cross-country flights, and in mid-February a TV documentary was shot at the club. Despite the usual delays and hanging around that goes with filming, Richard, Graham S, Bob D and Dickie Bird organised and flew several brilliant sequences that will appear in the programme to be shown later this year. This is an excellent publicity opportunity for the club. Watch this space for broadcast details!

The club enjoyed really outstanding weather for the spring Aboyne expedition. Many hours of wave flying were achieved. This is an innovation that we hope will be repeated next year. In a fortnight's time the club sets out for the annual expedition to the Black Mountains with a week in Talgarth and a following week in Shobdon. This expedition is attracting more

members than ever before, which is not surprising given that the ridge run from Talgarth to Hay Bluff is one of the most fun flights you can have in the UK, not to mention the prospect of wave flying at both sites.

The clocks go back half way through the expedition bringing longer days and the start of the evening groups. If you are currently learning to fly, joining an evening group can speed up your progress. You'll get continuity of instruction, good evening conditions, which are ideal for learning and great camaraderie with fellow students and instructors.

We sincerely hope we are coming to the conclusion of the rather drawn out story of the refinishing of K21 316 (formerly known as ECZ). Rob Turner's article in this issue explains why it was necessary for the glider to go back to Poland for some more work on the tail and fin.

Our tug workshop is to present a new face to the world under the name Booker Gliding Club Engineering. This follows a move for this facility from a CAA Part M CAMO (Continuous Airworthiness Maintenance Organisation) to the BGA CAMO, and a reorganisation. The changes represent a scaling of maintenance services to the club's current requirements and will save the club a substantial amount of money while retaining the efficiency and convenience that comes with having our own on-site maintenance services.

In the meantime plans are afoot for a clean up and a new AV display on the bus and a face lift for the somewhat splintery veranda at the clubhouse. Discussions relating to the club's lease and the Northside relocation plan continue with further positive indications from Wycombe Council. AAA has been doing a great job rolling the airfield so maybe we can look forward to fewer bumps on our landings and take offs.

Entries for the Booker Red Kite Regionals (2nd -10th July) are exceeding expectations with 20 confirmed competitors and 6 visitors. Many thanks to the Organising Group who are doing so much behind the scenes to make it happen. If you are still thinking of entering, please do so now since the comp is filling up.

Don't forget, when the unbearable excitement of clearing the attic, doing the garden or wrestling a shopping trolley begins to wear off and the mind turns to how you might support the club, there is something you can do right there and then – drop it all and come and fly!

See you up there.
*William*

## From the CFI

Without wishing to speak too soon or indeed jinx the whole thing, I think it might be safe to say that the start of the soaring season is upon us. The first of the private single seaters have been seen at the launch point and a check of the national ladder show the first 300's (including one 500) of the year have been flown.

It's therefore time to come out of winter hibernation, get yourself checked out and get ready for what I hope will be another excellent year of fun flying.

With this in mind and as part of our continual EASA compliance our senior instructors have decided that we would strongly recommend to those who fly solo that you conduct a minimum of two flights with an instructor per year. For those who fly cross country it is suggested that one of those flights should be prior to you flying out of gliding range of the site. It is also recommended that those who fly cross country take a flight in the motor glider (which can be used as one of your two) to brush up on your field selection.

Currency at this time of year is an issue for most of us. Despite our best efforts to fly the weather often is less than ideal and on the few days that are good the queue at the launch point can be so long we may not actually get a flight before it gets dark again.

It can therefore be all too tempting to just jump into our own gliders on a nice day and have one of those flights where we are 'extra careful' – hoping that the duty instructor doesn't notice and come and see when we last flew before we launch.

In my new part time role as a BGA Aircraft Accident Investigation I get to visit sites all over the UK looking at various broken gliders and on occasion broken people. Broadly speaking, many of the accidents that we see are related to both lack of currency and poor preparation for flight – in particular poor inspection after rigging and unfortunate field selection.

The vast majority of the accidents that we see as investigators are entirely preventable – usually solvable by a quick session with an instructor, either in a glider or a motor glider. Accidents of this nature do no need to happen. They happen due to a failure to admit to ourselves that we are not prepared to fly.

The reality of aircraft accidents is not just the inconvenience of having to pay the excess charge and losing our glider for a month or two. Accidents often result in serious injury or death. Even if we are lucky to escape physical injury, the mental scarring and loss of confidence can last for years to come.

I therefore want all of you to ask yourselves a question – *'Am I ready to fly?'*

If the answer is 'probably not' or even just 'no', please come and see us at the launch point where we will be more than happy to help you out in any way that we can.

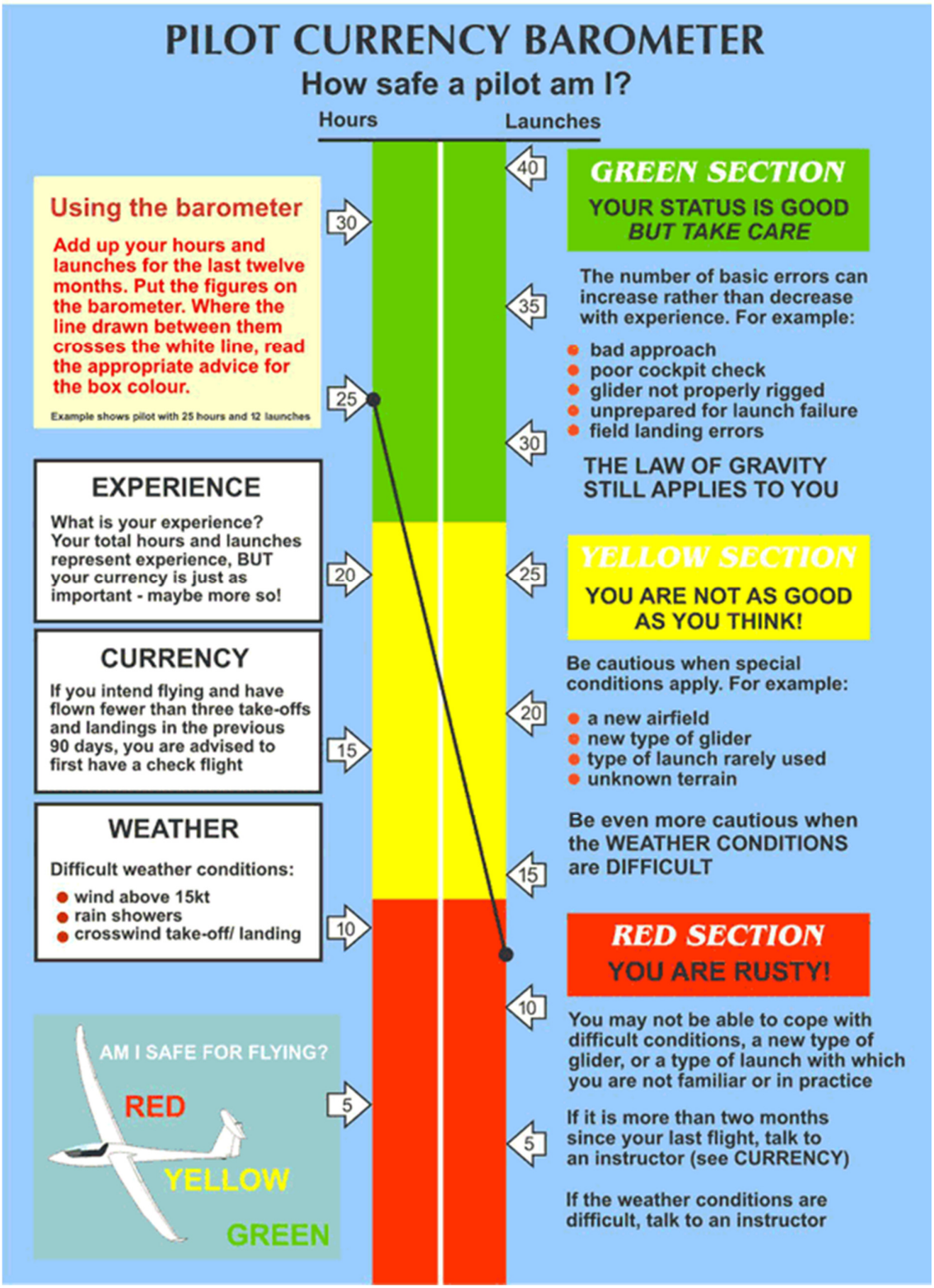
I should like to wish you all a safe and enjoyable season I hope that like me, you are rather excited for what promises to be another fun year here at Booker Gliding Club.

*Richard*

# SAFE FLYING!

## PILOT CURRENCY BAROMETER

### How safe a pilot am I?



# Committee line up

Following the well-attended AGM on Saturday 5th March, held in the comfortable premises of the Army Reserve Centre, the current committee is as follows:

| | |
|---|---|
| William Parker | Chairman |
| John Otty | Treasurer |
| John Hubberstey | Secretary |
| Mark Wolff | Finance and Insurance |
| Hugh MacDonald | Health and Safety |
| John Sugden | Cadets |
| John Herman | Property |
| Nick Hoare | Property |
| Andy Betteley | |

# Aboyne expedition

The pioneers who undertook the first ever Booker 'spring' expedition to Aboyne in February were blessed with fantastic weather as this small sample of photos demonstrates. For more pics and the full story, take a look at the blog.

# The saga of ECZ

Regular readers of this newsletter will have read of the imminent return of ECZ, indeed you may have seen it parked in front of the glider workshop, resplendent in its shiny new paint finish, so you are probably wondering where it has gone. So, a few words of explanation are called for.

©moxy 31/1/10

You will remember that ECZ spent a long time languishing in the glider hangar – it needed significant inspection and repair work for a further 3000 hours of life, and the paint on the wings had deteriorated to the extent that it was no longer air-worthy. The committee deliberated for some time on what was the best course of action, and in late 2014 we accepted a quote from a Polish firm for the work necessary to restore it, and off it went to Poland.

By Christmas 2014 it had been dismantled and the old paint removed. However, all was not well – the Polish firm had gone very quiet and in spring we learned that they were no longer trading. This left us with some considerable difficulty in getting our glider back, and we are indebted to last year's tuggie Lucas and his friend from Poland, Patryk, who negotiated its transfer to Refinish, the firm that did our Duo a few years ago.

Unfortunately that wasn't the end of it - the glider needed far more work than we hoped and it wasn't completed until late last year. And when we finally did get it back, although the repairs and painting were done to a very high standard, the glider was now heavier in the tail than was acceptable. So it's gone back to Poland for some rework which we hope will be done by the end of March. This additional work is not going to cost the club any extra, and yes, the further delay is somewhat frustrating, but the committee is keen to ensure that ECZ (now 316) is in tip-top order for its next 30 years of soaring.

*Robert Turner*

## Members' achievements

Nils Wedi - earliest 100k – 28 February

## Barrier card renewal

For the moment the barrier at the entrance to the trailer park is permanently raised. However you will need your barrier card to drive air-side to the hangars and to operate the main security barriers outside working hours. All barrier cards need to be renewed before the end of March.

To do this please either take your card to the AFC office in the base of the tower and they will update it, or phone them on 01494 529261 and give them the number on the card. It can take a few days to register so it is best to do it before it expires.

## Goal Setting

Now we are starting to get excited about flying again it's time to decide what we want to achieve this year. In other words what are your goals?

There is a lovely story of a man in a hurry rushing up to a ticket office at a train station.

“Quick, quick give me a ticket”.
“Where do you want to go sir?”
“Can't you see I'm in a hurry? I haven't got time for that. Just give me a ticket”
So the man gets a ticket and rushes on to the train with no idea as to where his destination is.

Some people are just like that man buying a ticket. They buy a glider, or go solo for the first time, and then in their excitement they just have to get airborne as soon as possible. They have no idea what they are trying to achieve on that flight, so whilst they might have a fun time they waste the opportunity by learning less than they might have done. Slowly this translates into a frustrating lack of progress and flying becomes less and less fun. Then they miss out on the odd day they could have flown due lack of motivation and slip gently away from the sport.

All of this could have been prevented if they had flown with a purpose or goal in mind. And there are many types of goal that can be set, they do not have to be of a competitive nature.

It could be something as simple as finding some kites or buzzards to fly with and enjoy their beauty. It could be to out-climb one of your mates in the local area (a great goal on a poor day). It could be to make it as far as Stokenchurch tower and back. Or it could be to try and complete you first 750km.

The goal itself is less important than the fact that there is one. A goal gives meaning and purpose to the flight. It keeps you concentrating and striving to do better. Even going to see the kites can be like that.

How do I get to the thermal the kites are in? How can I get into a better position to view that bird from? How do I avoid the other gliders in the thermal and still get close to the kite? Bear in mind that you also have to climb as well as them to stand a chance to keep viewing them, and they climb well! So suddenly this simple task has become a study in how to manoeuvre the glider accurately into position, whilst maintaining a good lookout and a good climb rate. And that is after you have efficiently made your way over to the thermal that the kites are actually climbing in.

*Always turn the same way as the kites already in the thermal*

This is an example as to how a apparently simple goal can transform a routine local soaring flight into a flight which will be both memorable for the views it will reward you with and progressive in honing some vital skills that will be needed as you progress in your career.

I always try to fly with a goal, or goals, in mind. For me they might not be to go bird watching (though I do enjoy that view) but of a nature that will improve my competitiveness. Early season that might be just to get my thermalling back up to speed. I might even leave the stronger thermal I'm in to seek out another glider to practise thermalling against. That could even be a K13 so that I can practise manoeuvring to stay out of its way as I attempt to climb past it. As the season progresses and the thermals strengthen then the goal might be to improve my technique at turning points. This guides me towards doing shorter tasks (a good thing early season) but with multiple turning points.

Whenever possible I'll be looking to fly against others of course, even if this means doing a shorter flight than I could achieve on my own. The focus on these will be tactical flying both at the start and en route. The HDT format has greatly improved the opportunities to do this as there are now more gliders that I can fly against competitively which, selfishly, was one of the drivers in developing those tasks in the first place!

So next time you get a glider out try and decide what you want to achieve on that flight given your stage of development, the weather and the glider you have access to. With a little thought you'll be able to set a goal for yourself on which will not only enhance your enjoyment and sense of achievement but will also really increase your rate of progression within the sport.

If you are having trouble thinking of a suitable goal then a quick chat with a more experienced pilot like myself or Richard will probably furnish you with much food for thought and a focus for your flight.

*Tim Scott*

## Ladder Corner - March 2016

I hope you have already explored the possibilities of the ladder and the contribution it can make to your flying experiences.

If you are new to it, go to www.bgaladder.co.uk. Look around the site (the info button, the calculator page, and the FAQs and look at some of our club entries for last season) and then if you want to be able to enter your flights this season click on 'my flights' to register as a Booker pilot.

### See You and Top Meteo

I've just upgraded my SeeYou desktop to a new version 8.04. It has some interesting features including the facility to link with a Top Meteo subscription which I haven't set up yet. This means that you can put your route planning directly onto the weather. It allows you to get automatic task suggestion for three days in advance. And it will recalculate all of the tasks from your SeeYou tasks library and tell you which one is do-able today, tomorrow and the day after. This is an interesting feature that may help you fly more.

### GPS height v Barometric pressure

I came across another interesting piece of information on Glider Pilot Network in the u.r.a.s. section. This is where you can find discussions on interesting topics from gliding luminaries such as Jim White and Pete Wyld. This particular thread started on February 11th and related to the difference between GPS generated altitude and pressure generated altitude. This makes a huge difference in enabling us to keep out of airspace.

This is the full text of the article. The summary is that barometric altitude is the standard used by the aviation industry. GPS displays altitude as a distance, whereas altimeters display altitude based on pressure measurements. The two are fundamentally different and

you would expect them to differ. They more or less indicate the same at 15°C, but the gap widens as the atmosphere becomes non-standard: they differ more as the temperature moves away from the standard 15°C.

GPS gives height with respect to either the geoid or the ellipsoid and this can differ by up to 100 m. There can be ± 45 m of errors on top of this with good signal reception, more with bad reception.

The conclusion is that, as all other aircraft do, we should be using barometric pressure in competitions and cross country flying to avoid airspace and we cannot necessarily use GPS height for avoiding altitude restrictions. So although GPS devices can be useful as a guide we cannot rely on them as we get close to airspace boundaries.

**And finally…**
Don't forget to put your flights on the ladder this season and email me if you lose your password or need any other help

I look forward to seeing you on the airfield as we work together to develop our flying skills in a great Booker soaring season!

*Jeremy Gilbey*
jeremy@gilbey.eu

# Festival fun

Not going to Klippeneck? At a loose end in May? Why not join the Marketing Team at the Fawley Hill Festival – check out their website for full details, it's worth a look. Fawley Hill is the home of Sir William McAlpine and his wife Judy, Lady McAlpine. It is a marvel of eccentricity – not everyone has a life-size model of Queen Victoria sitting in their hallway – and the grounds are full of railway memorabilia including a complete railway station and a mile of track.

We have been invited to their extravaganza of steam to display a couple of gliders plus the sim and it seemed like too much fun to miss. If you can spare a day to 'work' on our stand, or help set everything up the day before, let me know. Previous experience not necessary, just willingness to enjoy yourself helping to promote the club.

*Jane Moore*

# Get stuck in

Have you ever wondered how stuff happens at the club? Of course there are people putting in hours and hours doing important stuff like negotiating leases, doing accounts, and so on, but there are plenty of other activities which take place without anyone noticing – except when they don't happen.

Apart from the obvious gliding-related activities like arriving in time to unpack the hangar, washing the kit and putting it away at close of play, cleaning canopies, helping to derig club gliders, repairing ropes and fetching fuel for the buggies, there is plenty of other stuff going on which helps to keep the club running. Here are a few examples, they don't represent a complete list of all that members do to help out, only those of which there are photos.

*Bob installing a new screen in the briefing room*

*Paul and Adam clearing mud washed off gliders from the hangar drains*

Plenty more opportunities are available, even if it's only washing up mugs, emptying clubhouse and trailer park bins and re-supplying the paper towels in the loo when you notice it needs doing.

*William cleaning up the tuggie's caravan*

*Chris promoting Booker (and tweed) at the Henley Show*

*Scrub clearance gang hard at work*

# Opportunity for Juniors – last call

The **Royal Aero Club** is offering bursaries for air sports including gliding.
Application closing date: 31st March.
Full details: http://www.royalaeroclubtrust.org/bursaries

## Soaring safari

My hands have just warmed up enough to type after a late February trial lesson at Booker. The temperature of 5ºC outside today is in sharp contrast to the high 30s that Jim Roland and I enjoyed in South Africa at the beginning of the month. My goal was to get some intensive cross country flying done after a few years of being unable to frequently get myself, the weather and a weekend to coincide. Jim was there on a fact finding mission to see if he'd like to do some flying there in future. The journey was straightforward; a 10½ hour flight leaving at 21:30 on the Friday night, followed by about a five-hour drive in a rented Hilux with a JS1 from the factory in Potchefstroom on the back. We were lucky enough to arrive at the airfield in time for an early evening braai (BBQ) where we ate some of the best steak I've ever eaten. After a good night's sleep on the Saturday night we got to the airfield at 8am, rigged the glider, received a thorough briefing on the site, airspace and differences between flying at sea level in Europe and flying at 4,500ft in Africa from Dick Bradley of Soaring Safaris. At about 3pm I launched for a familiarisation flight of a couple of hours and surprised myself by being above 10,000ft in very short order with the oxygen active for most of the flight and some healthy averages on the vario.

We soon got into the routine of arriving at the airfield around 8am, prepping the glider - rigging is not required because gliders either live under shading outdoors or in hangars depending on how busy it is – and then attending the 10am briefing where Dick explains the details of the weather forecast for the day and then sets the

tasks. The task setting is one of the best parts of flying at Soaring Safaris because the tasks are invariably perfectly judged so that you achieve the absolute maximum possible distance and speed based on both the weather and your level of experience. It took me a few days to acclimatise to the heat, settle into the landscape/airspace, get comfortable in the glider and build up cross country stamina, having not

done any cross country since June last year. By the fourth day of the first week I was ready to attempt my first 500km flight and although there's a lot of banter about how easy long distance flights are in South Africa compared to the UK, I can tell you that the seven-hour flight I did was a heck of a challenge for me but I got around it…barely. There was only just enough energy for me to get back home on the last leg and I landed just after sunset to be greeted by all the pilots who'd landed landed hours earlier. Jim presented me with a beautifully made ice cold pink gin as I opened the canopy, which was greatly appreciated.

The season typically runs from the beginning of November to the end of January but Dick stayed open for two weeks extra to accommodate a number of pilots who wanted to fly in February. The weather was flyable everyday with most days suitable for somewhere between 500 and 1000km flights. The airfield is at 4,500ft and the cloudbase was 12,000 on the weaker days, 14,000 on several good days and 16,000ft on my last day, which enabled me to zip around a 750km task with relative ease. The weakest days had 4-6 knot climbs, good days 6-8 knots and strong days 8-12+ knots. Seeing double figures on the thermal average made me smile broadly. My logbook shows 50 hours 37 mins and 5,050km flown over the course of my two week holiday. The flights broke down as following: two less than 300km, four over 300, four 500s and one 750.

The whole experience was absolutely incredible and I can't recommend soaring in South Africa more highly. Feel free to give me a call if you like the sound of it, I'm more than happy to advise on any aspect of it. Soaring Safaris opens its hangar doors again at the beginning of November, which is only eight brief months away so I suggest booking a cheap flight now and giving yourself a wonderful holiday to look forward to.

*Jim Pengelly*

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4th March 2016

To all glider pilots

**AIRSPACE SAFETY 2016**

During 2015, we wrote to you with some very important information about airspace safety. This letter aims to remind us all about a number of key issues ahead of what we hope will be a busy 2016. Thank you very much in advance for your support.

Collisions between gliders are unusual. And collisions by gliders with aircraft other than gliders are extremely rare. However, a number of high risk 'Airprox' occur each year within Class G airspace. Statistics clearly demonstrate that the mid-air collision risk increases significantly when in close proximity to an airfield. If a glider ever comes into contact with a Commercial Air Transport aircraft, we can expect gliding to change forever.

So in addition to maintaining effective lookout at all times and always obtaining permission before entering an ATZ, we all need to take appropriate precautions, including;

- plan ahead to avoid if we can the known busy areas, eg, close to or above airfields, instrument procedural areas, and instrument approaches
- or if we can't avoid, communicate by radio in good time

As previously noted, air traffic controllers have been advised how extended radio calls can be very distracting for glider pilots. We have been advised that where we provide situational awareness information, it is certainly helpful to describe our position, eg, '3 miles west of Cranfield at 2500 feet' and our intention, eg, 'climbing in a thermal before heading NE'. It's important to aviate, navigate and communicate in that order.

During late 2015, we received feedback that the number of awareness radio calls made by glider pilots at airfields with instrument traffic is increasing and that the quality of radio communication is improving all the time. We are also advised that ATC are more interested in hearing from you than what radio licence you may be using.

Those of us who use GPS moving map PDA's, Oudies, etc should upload a helpful UK airspace file that includes ILS approaches and useful airspace information. Please refer to https://members.gliding.co.uk/airspace/airspace-files/

Thanks for reading this important airspace safety message.

John Williams – Airspace Committee
Liz Sparrow – Competitions Committee
Peter Moorehead – Flight Operations Committee
Don Irving – Instructors Committee
Pete Stratten – Safety Committee

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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
and *include your name and membership number when applying.*

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

**Booker GC Instructors** – This is for Booker instructors only to email each other easily. Mainly used for swapping duty days. Send an email to: bookergc_instructors-subscribe@yahoogroups.com and *include your name and membership number when applying.*

The **Booker GC website** at 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 name and membership number*.

**For the latest news about what's happening check out**
http://bookergc.blogspot.com/ and https://www.facebook.com/bookerglidingclub

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*** All views expressed within the newsletter are those of the contributors and do not necessarily represent the views of the Club or committee ***

Contributions to the newsletter are welcome. If you would like to submit an article for a future edition please send it to Jane Moore at jxmoore@gmail.com

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