

Booker Gliding Club

Newsletter

March 2020

Booker
Regionals
entry list
still open!

Airspace and Waypoint updates



AGM Saturday 18th April 1800hrs – save the date

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CFI's update

Weather wise it's not been the best start to the year. We've for sure had our fair share of wind, rain, poor visibility and the occasional flurry of snow. That said, a number of members have been taking every opportunity to fly and we've even had a first solo - huge congratulations to Dan McDaid.



Whilst the weather in our part of the world has been poor, those flying at Lleweni Parc have been making the most of it. 315 has been flying most days and conducting some amazingly adventurous flights in the hands of both Chris Gill and a number of our own instructors. Whether flying 315 or his own DG1001M, Chris is exploring North Wales and a check of the BGA National Ladder will show you just what is possible in that part of the world, it's truly staggering

On 14th March we'll be running our annual club two-week expedition at Lleweni Parc. This is the first trip of the year and a fantastic way to blow off the cobwebs and kick start the soaring season. Like all our expeditions they are open to all full and course members. There's still plenty of space so if you would like to come please do let me know. You need not come for the whole two weeks, you can even come for just a day or two if you like.

Progress on the Northside project is steady with the council putting the finishing touches to the planning application. Many thanks to those who came to the public consultation held at the airfield back in December, and to those who wrote in and responded with your views. On Saturday 7th March we'll be holding a members' forum at 1000hrs where we'll be able to tell you a little more of what is going on.

Safe flying and I hope to see you at Denbigh
Richard



Members' achievements

Dan McDaid – First solo

Having kept a careful eye on the weather, Dan picked a day of calm between storms Ciara and Dennis to achieve his first solo. All that practice on his first visit to Aboyne last October has obviously paid off.





Airspace – you gotta get a grip – part 1

Without going into detail about the myriad reasons for airspace, it is a fact that there are now more categories of airspace than ever. For a pre-season airspace terminology refresher, why not take a quick look at these webpages (who knows, it may have changed since you did your Bronze):

[NATS Introduction to airspace.](#) – so now you know that not all aerodromes are airports!
[The main BGA Airspace page](#)

In order to confidently fly cross-country it is necessary to identify:

- A. airspace that I definitely cannot enter in my glider.
- B. airspace where I may need to talk to someone, or have my radio “on frequency”.
- C. Temporary airspace (NOTAMS) that may or may not be active when I am nearby.

As you will know if you looked at the web pages above, there are many categories of airspace and attempts to simplify and display these sometimes result in obfuscation and confusion. However, with a basic understanding, and up to date chart (map), it is still easy to set large tasks in the South of England, and to fly well clear of airspace. Airspace can be created or changed throughout the year, although big changes are relatively rare; these changes are [published approximately monthly](#). When there is a significant permanent change within the area where you fly then it is important to mark the changes on your chart.



Most cross-country pilots use a gizmo with a moving map to display airspace – although you should also carry a chart – **latest version available now from the office** - and a compass in case your electrics pack up (and to comply with the law). The airspace files in these moving maps also need to be updated when there are permanent airspace changes within the area that you are likely to fly. Some pilots may also choose to update these files for temporary airspace changes.

Airspace updates can be carried out manually by copying files to the device, but many devices can use a “wizard” (like the Oudie Updater) to download new files when they become available. Most pilots probably update these files once a year, however, it is becoming easier to keep them up to date. In order to help with updating, some airspace files and associated information have been made available on the [Booker website](#).

NOTE: These files include the recent significant changes to the airspace around Farnborough (see below).

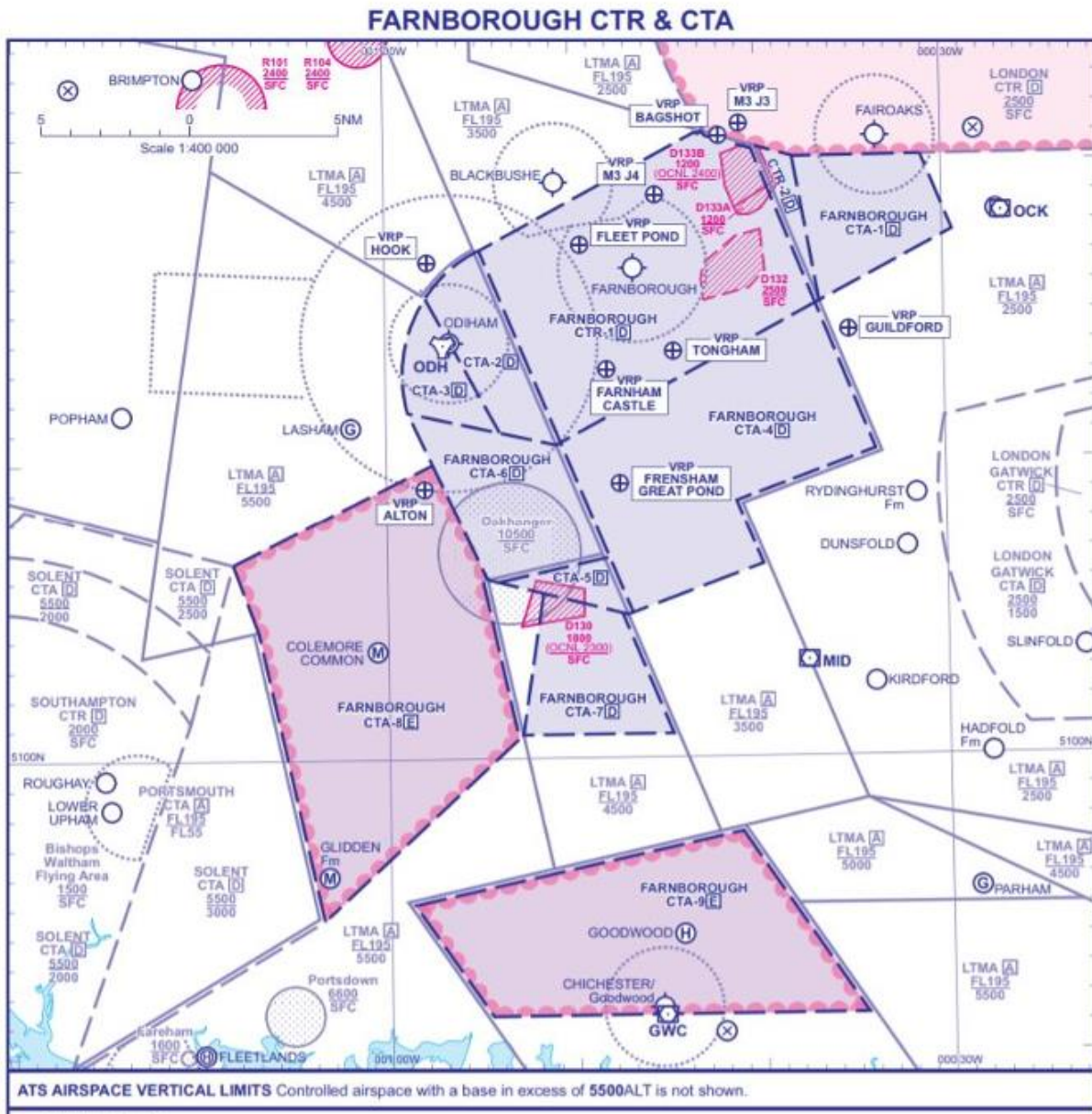
The vast majority of recent airspace files in circulation in the UK have been created using the excellent [Asselect website](#). Next month the newsletter will provide some further information about using this website and managing airspace files and NOTAMS on various devices.

Bob Smith



Farnborough airspace changes

Cross country pilots planning tasks to the Farnborough area will need to get up to speed with the new airspace restrictions which came into force on 27th February 2020. The areas defined are complex, as can be seen from the diagram below. Full details are in this AIC: http://www.nats-uk.ead-it.com/aip/current/misc/AIC/EG_Circ_2020_Y_002_en.pdf. This link may also help in understanding a very complex bit of airspace: <https://airspace-safety.com/updates/>.



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would sit there, gathering dust! Well, I can assure you that all SORs are indeed logged, analysed and the relevant themes extracted. We now have several years' worth of data and some very interesting trends are beginning to emerge.

However, two things have become very clear. Firstly, the data is only as good as the number of reports that are filed. That is to say, if an incident or event occurs but no report is filed, then we have no opportunity as a club to prevent that same sort of incident from turning into something more serious. So, for example, let's say you're about to launch and you realise that you've forgotten to do your pre-flight checks, or that the tail dolly is still on. You rectify your mistake and take a launch, problem solved! But without filing a report, there is no way of knowing if this is a common occurrence or not. At some point, someone less experienced than you (or without self-connecting controls!), might not realise such a mistake and the consequences could be very serious.

The second thing that has become apparent is that the process of filing a report can be somewhat time consuming and we have not always provided the feedback that we should to those who do submit them. Fortunately, Bob Smith has come to the rescue and has put together an online version of the SOR. You will soon see posters going up around the club with a QR code on them. Filing a report is now as easy as opening up the camera on your phone and pointing it at the QR code, which will generate a link to the online form. Most of the data boxes are self-explanatory, with the only difference from the paper form being that you can now select relevant keywords. There is no need to tick anything if you don't want to, but doing so helps us to sort the reports into different categories and identify recurring trends. Of course, if you would prefer to fill out a paper form then feel free to do so and pop it into the letterbox in the clubhouse.

It is worth pointing out that, when the information on the report is recorded, all personal data including the names of those involved is removed. The reason for this is that the purpose of the exercise is to record the event itself; identifying those involved does little or nothing to help the identification of trends and often discourages people from submitting reports in the first place. So, rest assured you will remain anonymous! The only exception is that you have the option to include your membership number if you are willing to be contacted about your report, but this is entirely optional.

In future newsletters, I plan to update you on the various trends that are beginning to emerge. After all, the exercise is only useful if we all have a chance to learn from it. Once again, this will be very generic information about the types of incident that keep recurring and the broad lessons that have been learnt; if you file a report about an incident you are involved in then we won't be publishing the details for all to see!

Finally, thank you again to all those who have submitted reports and please do keep doing so as it really does help us all to stay as safe as possible.

Ed Garner



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Aerobic Saturdays

There's still time to get some practice in and learn a few new moves, with Graham Saw's Saturday courses. First Saturday of each month. Get your name down on the list in the club house and come along.

The 17th International Easter Egg Cup Aerobatics Competition will be held on 25th / 26th April. All welcome to enter. Tiny entry fee! Magnificent trophy! Prizes!



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Winter hours – to Sunday 29th March 2020

Office

Monday	closed
Tuesday	1100 – 1300
Wednesday to Friday	0800 – 1430
Saturday / Sunday	0900 – 1530

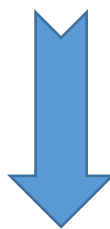
Flying

Throughout the winter, if you wish to fly on Mondays you will need to recruit a tug pilot and **contact Richard for approval**. There will be no instructor in charge. From Tuesday to Sunday flying ops will be as normal.

**We are back to operating 7 days a week from Monday 30th March.
The office will be open every day from 0830 to 1630.**

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Meet your Committee



Booker Gliding Club Committee



Symeon Economou
Chairman



John Otty
Treasurer



John Hubberstey
Secretary



Robert Turner
Tugs and Lease



William Parker
Competitions



Ed Garner
Cadets and Airspace



Maddi Roberts
Cadets



Simon Vardigans



Jane Moore
Marketing



March 2020

*** 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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