



ADVICE AND GUIDANCE TO VISITING PILOTS

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Welcome to Booker Gliding Club.

Booker Gliding Club is one of the country's top five clubs. With a large number of instructors and some of the country's best cross-country and competition pilots based at Booker there is a huge pool of information and talent on hand. Glider pilots are generous with their knowledge and you will find them willing to help your progress.

This is an introduction to the club so that you can find out what is going on as quickly as possible. We have around 160 members and 60 gliders based at Booker, so it is possible that you will feel a little confused as to how it all operates. We hope these notes will help.

If you feel that the Club is in some way letting you down, please tell us, either via the office team or directly to a committee member (see Who's Who at Booker, available on the website).

If you think that anything is missing from these notes, or wrong, please contact a committee member.

Booker is a dynamic, proactive club. Make the most of your time here, get involved with launching gliders, become a part of the 'family' and above all enjoy.....

BACKGROUND TO THE CLUB AND ITS OPERATIONS

Contact details

Booker is open 364 days of the year. The office can be contacted on 01494 442501. It is open five days a week in winter, seven days in summer, hours depend on the season, closing earlier in the winter. Outside office hours during the cross-country season there is a mobile phone at the launch point for landouts.

Accident and emergency procedures

The procedures to be followed in the event of an emergency are set out in a file kept at the launch point and also in the clubhouse.

Requirements for visiting pilots

You must complete and sign an application for temporary membership. This includes a declaration relating to fitness to fly and insurance cover for motor vehicles driven airside. Temporary membership is limited to 7 days in any one membership year.

Visiting trailers are also limited to 7 days in any one membership year

The fees for temporary membership and trailer facilities are detailed in [the Fees and Charges leaflet](#) on the Club Documents page of the website.

If you wish to fly club gliders you should contact the office before visiting in order to book a slot in the diary. We will try to accommodate those who arrive without prior contact but it may not always be possible to arrange a flight.

You must provide your logbook for the duty instructor who has the authority to decide on flying matters. The duty instructor or nominated deputy will provide a site briefing and if necessary a familiarisation flight for experienced pilots.

Morning briefings and self briefing

There are briefings if there is a task week or other event in progress, all are welcome to attend. You may use the computer in the briefing room to look at NOTAMS and weather, the login details are on a notice on the wall above the computer. It is every pilot's responsibility to check the NOTAMS before flying.

Daily pre-flight authorisation

The need for check flights will be decided by the duty instructor, depending on the level of experience of the pilot and the conditions on the day.

Radio

The launch point uses 129.975 for daily operations. Other airfield traffic is under Wycombe Tower on 126.55 or Wycombe Ground on 121.775 during peak periods. The tugs switch briefly to the tower frequency before launch on 06 and on downwind on 24 as the power taxiway crosses the takeoff/approach line. Gliders need only contact the tower if they need to cross the power runway at below 1700ft to return to the gliding side (see section on Launching and Landing below).

Buggies

The club has three golf buggies for retrieving gliders from the field and taking them to and from the hangar. They may not be driven by children aged under 14. If not required at the launch point they may be used for taking gliders to and from the trailer park but must be brought straight back to avoid any delay in club operations.

AIRFIELD

Wycombe Air Park is a very busy airfield mixing fixed wing and helicopters with gliding. This does not present problems as long as care is taken to avoid conflict. Gliders and power fly circuits on opposite sides of the field, and helicopters use defined taxiways when operating at low level.

Taxiways

24 launchpoint: the area between the yellow pegs and the concrete apron of HeliAir is the helicopter taxiway and must not be crossed or encroached upon when going to and from the launchpoint and when gridding.

35 launchpoint: the power taxiway runs along the edge of the trailer park and care must be taken not to obstruct power traffic when towing out and parking gliders.

Nearby airfields and other conflicts

Thame (Haddenham): the Upward Bound Trust uses Thame for winching, usually only at weekends. They operate on 129.975. Aerotow retrieves are not a problem, subject to a Booker tug being available. Be aware that Thame is very close to the ILS approach for Benson's runway 19.

Chiltern Park: a microlight strip which is glider-friendly. Parachuting takes place at weekends if the weather is suitable, *pilots must assume that parachuting is active unless briefed otherwise*. The runway is 04/22 and is clearly marked. Landing other than on the runway is forbidden, as a result of planning enforcement. It is 420m long with trees at the northern end. It is best to keep to the east if at or below their circuit height of 800ft, but they understand the difficulties of thermalling. Call on 134.025 if possible to report your intentions. There is a landing fee, payable at an honesty box if there is no-one on site.

Abingdon: parachuting takes place occasionally at Abingdon, also motor racing. This will be NOTAMed.

Chalgrove: parachuting takes place occasionally at Chalgrove. This will be NOTAMed.

Oakley: a disused airfield with decaying concrete runways which are landable with care. Do not land across the runway intersection as there some metal posts which are less than 15m apart.

Westcott: unlandable

RAF Benson: This is one of RAF's busiest helicopter hubs, so if you are flying during the week in or around the MATZ and especially if you are getting close to or likely to enter the ATZ, call them on Benson Zone 129.900. At weekends this is not manned, so call Benson Tower on 127.150. Their ATC is helpful and if you prefix your call sign with "Glider G-xxxx" they are less likely to bombard you with requests to change heading/climb to altitude. If you do have to land there, you may get a cup of tea if you have spoken to them, otherwise you may end up in the guard room. They do not allow aerotow retrieves. They have instrument holds and approaches that start overhead the MATZ in the class G airspace so a good lookout is required (as always) as the other pilots may be heads down focusing on instruments. Bear in mind that their ILS approaches commence several miles out and the pilots flying them may have their attention on instruments. A useful rule of thumb for a 3 degree ILS is that it rises 300 feet for each mile out.

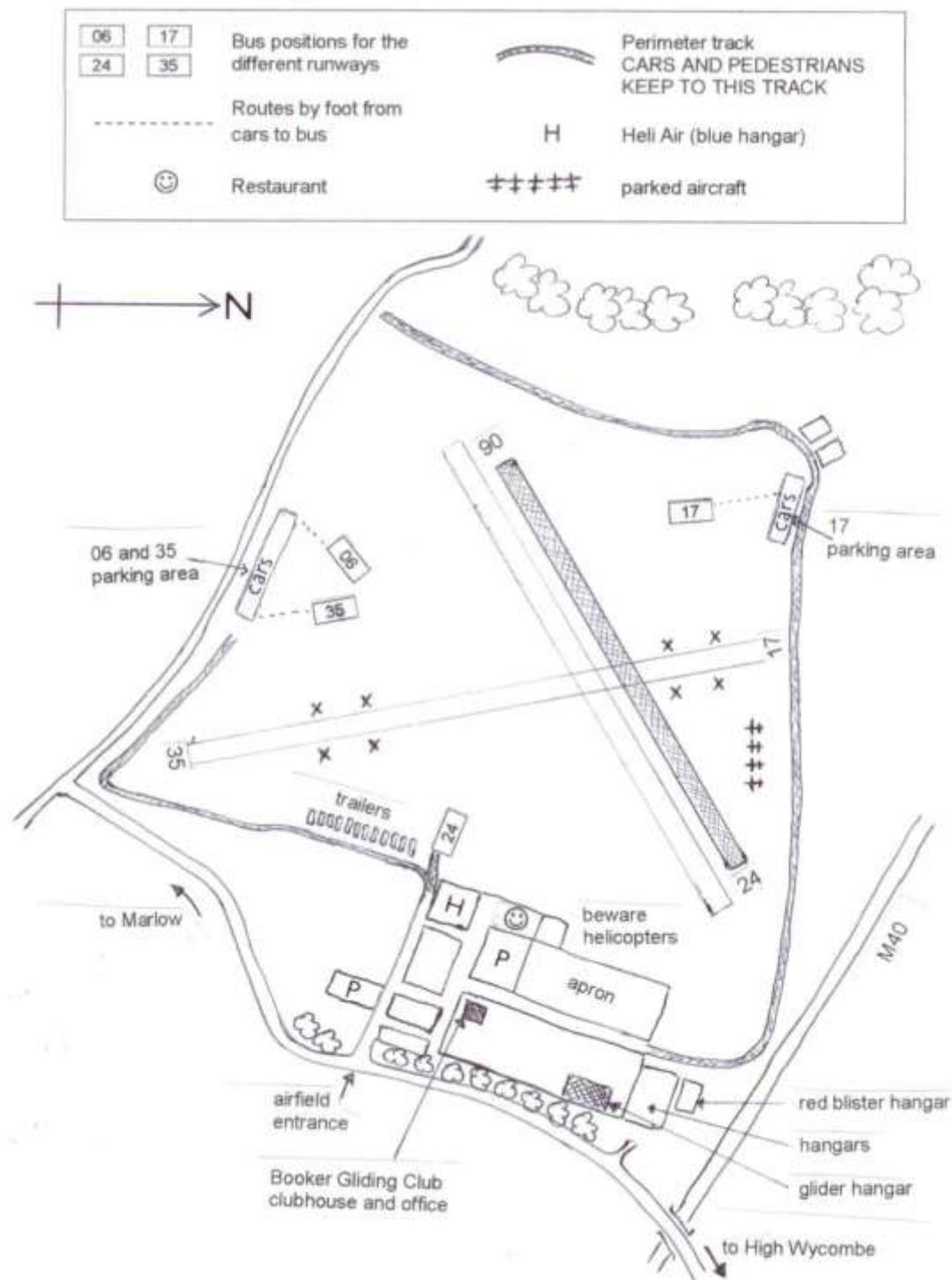
TRAILERS AND RIGGING

Trailer park

The trailer park is reached via the perimeter track past HeliAir. You will be loaned an access card for the barrier. You may park your trailer in any empty slot. Please be considerate in the parking of your car. You may leave your glider parked out overnight as long as it does not cause an obstruction to other members wishing to rig or derig, or get out of the trailer park. It is your responsibility to assess the likelihood of severe weather overnight, there are no specific local conditions to beware of.

There is a bowser in the trailer park to supply water for ballast and washing, and a standpoint between the helicopter apron and the bus at the 24 launchpoint.

GETTING TO THE LAUNCH POINT



Operation on Runway 24

Walk or drive past Heliair and along the perimeter track through the barrier to the bus. Do not take a short cut across the helicopter pad or park on the grass area between the yellow marker posts and the concrete apron.

Towing gliders to 24

From the trailer park: keep a good look out for taxiing tugs and launches. Park off the field.

From the hangar: look out for taxiing aircraft when crossing the apron and the taxiway, and for helicopters taxiing to and from their hangar.

Operation on Runway 06

Whether walking or driving, follow the perimeter track all the way round until in line with the launch point. Look out to your left for aircraft on approach, they will be landing either side of the launch point. Do not take a short cut across the field, you will be in the middle of the active runway. Park off the field.

Towing gliders to 06

From the trailer park: drive parallel to the runway until level with the launch point, then cross quickly, looking out for gliders and tugs landing.

From the hangar: follow the route described above to the 24 launch point area, then follow the route from the trailer park.

Operation on Runway 35

Whether walking or driving, follow the perimeter track all the way round until in line with the launch point. Look out to your left for and give way to aircraft on approach as you pass the end of the runway. Do not take a short cut across the threshold of the active runway. Park off the field.

Towing gliders to 35

Approach the 35 crossing point (between the second and third runway markers), stop and wait for clearance from the tower, a flashing green light. Cross quickly. Then look out to your left for gliders and tugs landing and cross to the launch point when it is safe to do so.

Operation on Runway 17

This runway is no longer in use.

Protecting the airfield surface

In the winter bear in mind that the airfield can be very wet and soft. Do not take cars onto the field except to tow gliders. When you have to use your car to tow out, keep the speed down and avoid using high revs when letting out the clutch. If you have an automatic it is best not to use it on soft ground. To minimise wear, do not follow the tracks of others.

In the summer, avoid towing over bare ground and re-seeded areas.

LAUNCHING AND LANDING

Launching

Booker is an all aerotow operation. We have two Robins, a Supercub and a Pawnee. Signalling is done using standard arm signals.

On all runway directions the launch failure options involve field selection, with 06 presenting less choice than the other directions.

Landing

There is no runway marked out, it is the pilot's responsibility to select a safe area. If you are returning from a cross country task and do not have enough height for a circuit, call the launch point on 129.975 to avoid conflict with launches.

Keep straight on the ground run, there may be someone landing close behind you. Do not taxi towards the bus or the trailer park.

Retrieve your glider from the field as soon as possible to leave the landing area clear for others. Clear the take off run as quickly as possible by towing to the side and then back.

Self-launching noise avoidance zones

On runway 24 on climb out, avoid overflying Wycombe by carrying out a left turn when you have sufficient height and speed. On all other take off directions avoid over-flying the Lane End and Frieth areas. A diagram showing all the noise sensitive areas are displayed on a map in the clubhouse.

Circuit directions

Hard runway 24/06 is used by the power traffic, with RH circuits to 24 and LH to 06. The gliding operation operates from the grass with a LH circuit onto 24 and RH onto 06. Runway 35 is grass, with the gliding side flying a LH circuit. Power traffic operates on the other side of the runway. There is no need to contact the tower, landing is at your discretion.

Crossing landing runs airborne

Take care not to overshoot on final turn in order not to conflict with power traffic on approach. This is of particular importance on runway 35. You must also avoid the climb out path for power traffic. Do not cross the power runway at less than 1700ft unless there is a safety reason. For example, if you are returning low from the north and cannot climb before the airfield, call Wycombe Tower on 126.55 to ask for permission to cross the active runway to return to the gliding side.

LOCAL AREA

Maps and airspace

If you need an up to date map, the office will be able to sell you one. There is an aerial photograph of the airfield and surrounding area in the clubhouse, on the wall under the safety notice board, with the local airspace is marked. There are no local Letters of Agreement.

Soaring

The local airspace is busy so keep a good lookout.

The local area of low hills and valleys is generally a good source of thermals. High Wycombe and Lane End are also useful sources. In a westerly the Hambleden valley to the west of the airfield can produce wave. Take care not to infringe airspace at the southern end where the valley is under the LTMA.

To the NW the edge of the Chilterns provides a ridge which runs from Watlington to Dunstable for the brave and will work in a northwesterly (310-340) of at least 15knots. To get back to Booker in a reasonable performance glider you will need to leave the ridge at around 1400ft. There is a field at the top of the ridge to the north of the M40 which is landable and suitable for aerotow, and plenty of flat fields at the bottom of the ridge. On the route back to the airfield from the ridge the landing options are a little limited with most good fields alongside or close to the M40.

EXPERIENCE REQUIRED FOR FLYING CLUB GLIDERS

The following are the minimum requirements for flying club gliders (August 2014). The requirements may be varied at the discretion of the CFI or his nominated representative, depending on the experience of the member.

Experience required for flying club gliders

The following are the minimum requirements for flying club gliders from 1 July 2014. The requirements may be varied at the discretion of the CFI or his nominated representative, depending on the experience of the member.

PIC = Pilot in Charge

PUI = Pilot under Instruction

P2 = Second pilot

ASK13 PIC – solo + permission from Duty Instructor
 PUI/P2 - none

ASK21 PIC – solo + permission from Duty Instructor
 PUI/P2 - none

Duo Discus PIC - Silver Badge + permission from CFI
 PUI/P2 - permission from Duty Instructor

ASK18	Minimum 5 solo flights in K13 + permission from Duty Instructor
Junior	Solo standard in K21 + permission from Duty Instructor
Pegasus	10 flights in Junior + permission from Duty Instructor
ASW19	5 flights in Pegasus + Bronze badge + permission from CFI or DCFI
Falke	PIC - valid Part-FCL Licence and TMG / SLMG rating + permission from CFI PUI/P2 – none
Tugs	PIC – valid Part-FCL Licence and SEP rating + permission from Chief Tug Pilot or CFI. PUI/P2 – permission from Chief Tug Pilot or CFI

Solo flying in two seaters must be approved by the Duty Instructor.

Currency requirements

Solo to pre-Bronze	Recommended maximum of 1 week between flights and full briefing / check flight from instructor
Bronze Badge	Recommended maximum of 2 weeks between flights and full briefing / check flight from an instructor
Bronze Badge and XC endorsement	Recommended maximum of 3 weeks between flights and full briefing / check flight from an instructor, plus one field landing session per year in motor glider
Silver Badge	Recommended maximum of 4 weeks between flights
Passenger carriers	Recommended maximum of 4 weeks between flights plus a yearly passenger check with an instructor
Basic Instructors	Recommended maximum of 6 weeks between flights plus a yearly check with an instructor
Flight Instructors / Flight Instructors (restricted)	Recommended maximum of 6 weeks between flights plus checks on years 3 and 5.
Cross country in club gliders	Recommended 5 take offs and landings on type in previous 90 days plus field landing practice within past year.
All Solo pilots	2 flights per year with an instructor

All requirements are at the sole discretion of the Chief Flying Instructor.

FRIENDS AND FAMILY

Wycombe Air Park is a very busy airfield. While this does not detract in any way from the fun of flying, anyone who comes to the air park must exercise a little more caution than normal. Children must be kept under control and not allowed to wander. Dogs must be kept on a lead and not allowed to foul areas used for club operations.

Be aware of the following:

Take care near aircraft

- Walking into a stationary propeller can hurt. Walking into a moving one will kill you. NEVER approach an aircraft from the front, even if the engine is not running. The best way is from behind the wing.
- Powered aircraft and gliders have lots of sharp edges and bits that stick out - propellers, wing tips, trailing edges – be careful not to walk into or stand on them.
- Do not walk under the wing of a glider, someone might lift the other wing and hit you with it.

Stay off areas out of bounds

- The area of tarmac by the Tower (the apron), the refuelling point and helicopter pads are out of bounds. HeliAir's concrete apron and the grass taxiway between the yellow plastic markers and the apron and restaurant are out of bounds.
- No unauthorised cars are allowed beyond the car park or onto the field, their insurance will be invalid. Please keep all roads and entrances clear and park only in designated areas.

Stay on the perimeter track

- Access to all glider launch points must be via the perimeter track, and then only with caution. Do not take short cuts across the field, keep to the perimeter track.

Keep a good look out

- Tow planes and gliders can and DO land from ANY direction. Helicopters can move in ANY direction. NEVER assume that an aircraft has seen you. If you are unsure where an aircraft is going it is usually best to stand still and watch it.

Children and dogs

- Children and dogs are only allowed if under control at all times.

Prosecution for non-compliance

- Keep this information with you. Failure to comply could result in prosecution under the Air Navigation Order.

The map earlier in this document shows the routes to different parts of the airfield. Stay on the track, do not take short cuts and keep a good look out.

If in doubt, please ask. We are always glad to help newcomers.