



The Booker Newsletter

New season reminders for tuggies. See page 6

BGC open 7 days a week from Monday the 4th April.

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This month's issue of the Newsletter begins with a few cautionary points from Mike Collett as we shake off post winter rustiness. There are reminders about two Comps at Booker, the Booker Rules Competition and the Easter Egg Aerobatics Competition. The Evening Groups are relaunching for 2011 on Wednesdays and Fridays and we hope to have a Thursday Group organized by next month. There is a comprehensive briefing for tuggies from the 'Tug Team' and a report from the Leisure Exhibition at Windsor Racecourse where the club exhibited and attracted a lot of positive attention. Plus other interesting snippets of info and news. As, ever thanks to all contributors.

William

From the CFI

Well the weather has finally broken and we've had some great soaring and dry weather in March. However, there have been a number of incidents that have been a cause for concern. One in particular has to do with loose objects. There is a more in depth description on the information board. As such, please ensure that you don't have any loose objects when you're in the glider and make sure you give the glider a good look over before flying - as if your life depended on it, because it actually does!



Another area that is of concern is that already this early in the season we've had gliders spotted busting airspace locally. This is not acceptable in any way and also has the potential to ruin any good work that is currently being carried out by the Club and the BGA to improve our airspace. So please take the time to have a look at the maps that are in the clubhouse to remind yourself of the airfield boundaries. On the topic of airspace I know a number of you may be concerned about the proposed

Olympic airspace in 2012. I would like to take this opportunity to assure you that the club is working hard on this issue and we are confident that we will find a workable solution.

I'm extremely pleased and relieved to announce that our motorglider G-BRWT has now been flown and is ready for a busy spring. Thanks go to the tremendous work carried out on it by Dave Byass and the Boys in Booker Air services. I couldn't recommend enough that any early cross-country pilot refresh their field landing skills at this time of year so that the first field landing isn't so daunting. So please book yourself in through the office for a refresher. The same is true to any pre-silver pilot wanting to be ready for that elusive 50k.

A few church notices to end on, could all the Instructors add the evening of the 23rd of April to their diary for an Instructors' meeting. I intend this to be a brief meeting to talk about any issues from the previous year and any changes for the coming year. Also later in this newsletter Doug and Andy have put a piece together about the towing, could all tuggies please have a read and remind themselves of the points raised. The club has new brochures for all our new courses could you all please have a look so when you're off trying to sell the club to members of the public you will know what we offer. Finally, the clocks have gone forward which means the evening groups are now starting to kick off. Why not pop along and make the most of them whether it is using those evening thermals or learning more advanced skills like aerobatics.

See you at the launch point,

Mike

PS Don't forget the club is open 7 days a week from Monday the 4th April.

Airspace Restrictions for the Olympics in 2012

Most members will have seen or heard about the proposed airspace restrictions that will come into force during the Olympic Games. We are working together with the BGA on several options that will allow us to continue gliding. All I can say at the moment is that we are doing everything to ensure we can operate with minimal restrictions. As soon as the position is clear we'll let everybody know the details.

Denis Campbell

Anyone for Aeros?



Saturday 23rd April is Easter Egg Competition Day. In the run-up to the comp Graham's Courses are fully subscribed but if you come along the Aeros team will do their best to fit you in. Just a little instruction will get you up to the standard for the novices part of the Easter Egg Comp. Safety pilots will also be available to fly with you. You can see the routines on the clubhouse notice board for both novices and pundits. There are going to be more prizes than ever (according to Graham) and the event is a really fun day. So get practicing those flying furtwangles and get your name down for the Big Day.

Caption Competition!

Think up a caption for the inverted eagle picture, have it published in the next newsletter and win a free chocolate biscuit in the clubhouse. Entries to william.parker5@btinternet.com

Reminder: Booker Rules Competition 30th April – 8th May 2011

The new simplified competition known as 'Booker Rules' kicks off on 30th April. The key developments in Booker Rules are designed to:

- Keep it simple for everyone
- Permit tasks which stretch both the shorter wings/ inexperienced pilots and the long wings/pundits
- Give a variety of prizes at all levels
- Encourage team entries
- Make it worthwhile flying on some days rather than every day

If you have every fancied giving comp flying a go check out the Booker Rules Comp website at www.booker-rules.co.uk. The entry fee is just £20. Also, will all the experienced comp pilots who support the Booker Rules innovation please get their entries in NOW! 4 weeks to go!

Jim White

The Pesky Stadium

The Stadium Saga rumbles on. The recent Bucks Free Press survey showed *'82 per cent of all respondents voted against the idea of a 17,500-20,000 capacity stadium at Wycombe Air Park in Booker'*. Only 1 in 5 respondents supported the scheme. Of course people say it was small sample (1,800 respondents) however that is the sort of sample size used to forecast general elections so it cannot be discounted.



Evening Groups get set for the summer

Booker GC has well over a hundred active flying members. Evening Group flying helps you to:

- Get to know your fellow club members
- Advance your flying skills in calm evening conditions
- Fly consistently with the same small group of instructors
- Grab an hour or so's soaring after work
- Have fun!

So far we have Evening groups organized for Wednesday and Fridays. There may be more so watch this space. Meanwhile here are a couple of posters promoting these two groups.

Get the weekend off to a flying start

The Friday Evening Group is up and running from April 1st. We are relaxed friendly bunch who turn up on Friday evenings mostly to have fun.

If, at the same time, it gets you along the road to your first solo, takes you through to Bronze and beyond, gets you through the fleet or just keeps you current, so much the better.

Contact either Symeon Economou (07791 982008) or Paul Clarke (07956 877973) – we'd be glad to see you.

Soar through your training on the (almost)ALL NEW Wednesday Evening LIFT OFF Course.

Open to all club members, this course is aimed at pilots who are in the early stages of their gliding, although more experienced ab-initio pupils would also benefit.

The priority will always be to fly, but in order to make best use of your time, a series of structured briefings will be arranged on non-flyable evenings. These briefings can be supplemented by further discussion over fine food and drink.

- Benefit from a regular weekly training session right at the start of the gliding season.
- Maximise use of your time spent at the airfield - a fixed start time means you get straight into a glider and fly.
- Get the most from each flight with guidance on study for your next training flight.
- Get the facts you need delivered to a planned schedule.

If the evening is unflyable a convivial but prepared extended briefing session will take place in the warmth of the clubhouse. For some briefings we will take advantage of the latest PC gliding simulator.

With four or more instructors available we will limit the pupil/instructor ratio to ensure that you can make best use of the available time. As with all instruction at Booker this course is completely free to club members, though you will have to pay the usual flying fees.

The course will run from Weds 12th April to 20th May inclusive and flying takes place from 18:00 until dusk, although on the non flyable days we will probably not start the briefings until 18:30 (negotiable).

For more information, or to discuss your requirements contact:
Chris Rowland 01494 444916 (chris.rowland@dsl.pipex.com) or
Bob Smith 01491 571672 (bob@soarable.com).

Please let the Booker office, or either of the above know if you are interested in attending.

From the Tug Team

Firstly thanks to the tuggies who have made themselves available on the rota over the winter during the week and those tuggies who have covered the weekend slots.

Thanks also to the excellent team of engineers in BAS who have kept the tugs running and available in spite of all our efforts to the contrary.

Start of the season reminders

The season is underway and we have already had a few busy weekends with busier skies along with the hope and expectations of even more to come. It's also time for a few reminders (nothing new here, just the usual mantra) to ensure we have an efficient and safe tugging operation.

The following is a bit of a list and in no particular order but please stick with it – after all it's not a lot to ask when you have the privilege of being one of Bookers tug pilots. If you are unclear on any of the points then please ask either Andrew Betteley, Bob Davey, Doug Hilton or Mike Collett. Over the coming months you may find one of us 'jumping' in with you – this is to ensure consistency of operation and to make sure we are getting the best out of our tugs.

- Ensure the 'blue' serviceability folder in each tug is completed each day before flight and if for any reason a tug is found to be unserviceable, complete a red snag card and leave it in the pigeon hole in the office and let one of the duty staff know.
- The field is very rough in places at present – be particularly vigilant on DI's to check the condition of the undercarriage bolts and the leaf springs on the tail wheels of the Cub and Pawnee (don't forget to undertake the rest of the DI thoroughly).
- Keep the tugs clean. They are nicer to fly and more importantly use less fuel when they are clean. This includes the propeller and the canopies.
- Don't taxi or run the engines on the Robin or Pawnee with the doors open. It puts significant strain on them and results in avoidable damage to the Perspex.
- Parking at the launch point – on 24 make sure they are sufficiently out of the way of the take off run, parking half way between the bus and water bowser by the line of yellow markers should give any ground looping glider plenty of space to avoid an incident. On runways 06 and 35 please park in the area adjacent to the wind sock (if there is a large grid on 35 it may be necessary to park further along the hedge adjacent to the Lane End Road).
- Familiarise yourself with the Noise Abatement Zones, local airspace and airfield procedures. We have built a good reputation with the local residents and are not seen as the 'bad boys' – let's not lose that reputation. Plan your towing pattern to optimise getting the glider into good lift whilst not compromising any of the above.
- Taxiing – no more than brisk walking pace and when moving in and around the launch area getting no closer than a gliders wing span from any person, object, glider– ideally more. The launch rate will be most efficient by members on the ground retrieving the rope/hooks on, not by trying to position the rope as close to the glider as possible.

- Minimise the use of brakes when landing and taxiing and avoid making unnecessarily tight turns with the tugs as this puts greater strain on the undercarriage, brakes, airframe and all add to the operating costs.
- If you find yourself having to Go-Around, then smoothly apply the power. Don't slam the throttle forwards, as it is no good for the valves and there is also the chance of a rich cut. Climb straight ahead back to circuit height, join the circuit and land. Only retract the flaps one stage at a time, once a positive rate of climb has been established.
- Finally, please observe and stick to the tug priority, written up in the club house.

Current procedures for tug descent techniques

As a reminder, here are the descent techniques for all 3 tugs. We can't stress enough how important it is that the tugs are descended properly. Please plan your descents efficiently so that the engine temperatures are managed correctly, but also so that when you arrive at circuit height, that you are actually somewhere close to the airfield. Motoring back from Henley at 1000 feet costs both time and extra fuel.

Super Cub

When you are sure the glider is off tow, increase speed to 100 mph while reducing power to keep rpm constant throughout the acceleration phase and then reduce power to 2350 rpm – just above the avoid band – DO NOT reduce rpm and then increase speed.

When the CHT has reduced by 25 degrees, reduce the rpm smoothly to 2150 – just below the avoid band – and maintain 100mph. When the CHT has reduced by a further 25 degrees, reduce the rpm to 2000.

Maintain this until towards the end of the downwind leg and then gradually reduce rpm and speed and then lower flaps for approach as required.



Robin

The Robin runs at a higher rpm at towing speeds than the other tugs. At 75kts, the rpm is just under 2700 rpm, any increase in speed above this will require a power reduction to avoid over speeding the engine.

When the glider comes off tow, increase speed to 95 kts whilst reducing power to hold the rpm constant through the acceleration phase taking care not to allow the engine to over speed. When at 95 kts, reduce rpm to 2500 which will result in a slight descent.

After the CHT has stabilised (after about 30/40 seconds), increase the speed to 100-110kts adjusting the throttle to maintain 2500 rpm. Reducing to 2400 rpm after a further 60 seconds will give a good rate of descent.

Maintain this until reducing speed for approach, initially not below 2000rpm until below 100kts.

The flight manual states that it is OK to use full carb heat for the whole descent if required. Note that 100kts at 2500 rpm should give a rate of descent of about 800 to 1000fpm.



Pawnee

When the glider comes off tow, increase speed to 110 mph while gradually reducing power to 2400 rpm.

Speed can be increased to 115- 120 mph with a corresponding increase in rpm if a higher rate of descent is required after the initial CHT has stabilised.

Maintain this until reducing speed for the approach, initially not below 2000rpm until below 100mph.

Please note that Lycoming specifically states that the engine should not be run at a low manifold pressure and a high airspeed - i.e. the propeller driving the engine rather than the other way round.



As always, fly safely and enjoy the season.

Andrew Betteley, Doug Hilton, Bob Davey, Mike Collett

Winners at Windsor Racecourse?

The S&M team, assisted by some new and old faces, took ECZ to Windsor racecourse for the British Leisure Show over three days in March in a valiant effort to spread the word, sell a few courses and, longer term, recruit new members.

Before the show a brave team of Heggy, John Herman, Chris and me rigged ECZ in a howling gale which threatened to have us rowing a wing down the Thames. (Rob Kehr and David Fogden would have helped but we left the club without them, for which they have my profuse apologies). Chris erected the gazebo, but discretion persuaded us to take it down again if we didn't want to have to retrieve it from the top of the flagpole at Windsor Castle.

The next three days saw a mixture of rain, wind and freezing cold, but the sun shone sufficiently to bring the crowds to the show.



Although we didn't make many sales from the stand the glider proved to be a great attraction and we would all be surprised if we did not get substantial follow-on sales over the next few weeks.

This sort of venture takes a great deal of organisation but I am convinced we should do a lot more of it if we are to get sufficient critical mass to carry us over the current challenges. (Ideas and help gratefully received).

Special thanks to Chris for his invaluable creative input and Jane for passing on her long experience organizing these events, and also to Geoff Taberner, Denis Campbell, William Parker, Roger Neal, David Humphries, David Fogden, Doug Hilton, Simon and Marnie McCracken,

Robert Turner and, of course, Chris and Jane, for giving up so much their time.

Symeon Economou



A letter of appreciation

Following Guy Trees' solo last month Bob Smith received this appreciative letter from his mum.

Dear Bob

Just to let you know Guy was able to fulfil his dream to make his first solo flight on his 16th birthday.

I would just like to say a huge thank you to everyone who has been involved in making this happen for Guy, from the day of his trial flight in 2009 to yesterday's first solo.

Like others without the cadet scheme I doubt whether Guy would have been able to achieve this, so I would also like to thank all the members of the club who encourage and support this scheme.

With my warmest wishes

Lorna

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 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 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 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 and *include your 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 membership number.*

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

*** 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).

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