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March has been one long freeze but just at the end the weather perked up and many members got in some XC flying. This month there is an editor's piece on rigging, the return of the evening flying groups, Jeremy Gilbey's reminder on the workings of the Ladder and the OLC and an article from Symeon about not pre-judging the weather. Richard kicks off this month's issue with a timely reminder about our local airspace and keeping a good lookout. As ever, thanks to all the contributors

William

From the CFI

After what seemed like an endless winter and a very cold and wet Talgarth expedition it would finally appear that soarable weather is upon us!

It's been really fantastic to see so many of you taking advantage of the recent weather to get your gliders out and fly some excellent early cross countries.



Its also been great to see some of your flights appearing on both the National Ladder and the OLC. Its really important that we put our flights on-line no matter how small. These flights not only show the rest of the gliding world that Booker is alive and kicking but also helps us in are continual efforts to free up a bit more of our local airspace.

Whilst on the subject of airspace I would like to ask you all to take that bit of extra time to remind yourselves of the local boundaries and to also remember that the thermals don't stop

when they reach them. One or two of you have been observed pushing the limits and it's simply not acceptable. Please take advantage of the resources available to you in the clubhouse, at the launch point and on-line to make sure you know where the boundaries are.

The last week's flying has also raised a few airmanship issues, in particular poor look out in thermals and a few questionable finishes. We pride ourselves as being the gliding club with no rules. This enables you to have the freedom to do more or less what you want with your gliding but please don't compromise your own or others safety. It's been a long winter and for many of you the last time you flew your gliders was at the end of the 2012 season.

Finally a reminder that we've got an exciting season ahead of us, we've plenty of different courses running right from solo to silver and beyond and there are still places left. If you're interested let the office know.

I look forwards to seeing you all at the launch point and here's to a good season ahead!

Richard

Dates for your Diary

Task Weeks / Silver Courses: 20th-24th May & 26th-30th August

Get Your Solo Courses: 22nd-26th April & 22nd-26th August

Expeditions: Le Blanc 1st-16th June

Members' Achievements

On the 6th April Will Ellis flew 405.5 kilometres at 70.10 kph in 5 hours 47 minutes in his K6E. An outstanding achievement.

LUNAK in the skies over Booker again

After 3 years of time, effort and discussions with the BGA, Graham Saw's Lunak has finally been granted full aerobatic status again. This has been a fantastic effort by Graham to keep this unique aircraft's aerobatic certification. Needless to say Graham is delighted but says, 'I suppose it means more aerotows to the stratosphere!'



Evening Flying

Did you know that, from the beginning of April, the evening flying groups recommence their activities? These groups consist of regular instructors and enthusiastic flying members and are an excellent way to make progress, from your first few flights right through to Silver and beyond, including aerobatics (especially on Tuesdays with Graham Saw) and lots of tales of derring-do in a bar afterwards.

We practically have the whole airfield and the whole fleet to ourselves which gives us the time and the environment to inject a lot more fun and relaxation into everything we do.

There are three weekday evening groups:-

Tuesdays – led by Graham Saw – graham@servotechnique.co.uk – 07768 434793

Wednesdays – led by Chris Rowland – chris.rowland@cherryfield.me.uk – 07749 611663

Fridays – led by Symeon Economou – symeconomou@yahoo.co.uk – 07791 982008

Everyone is welcome. It's good to know if you intend to turn up by letting Shelagh or Hilary know.

15 Rigging tips

Before take-off, rigging is probably the single most important safety factor for your impending flight. Here are some tips based on (sometimes painful) experience, for those early solo pilots who are rigging gliders for the first time. It's not an ABC of rigging along the lines of 'wings first, then tailplane etc' you need a proper demonstration when rigging a glider for the first time for that –and any instructor should be able to give you that demonstration.

1. Mental attitude

Because safety is paramount, you must maintain concentration in detail throughout the rigging process. Avoid any distractions and ask people who want to chat to keep quiet until you have finished.

2. Level ground

You can rig gliders on a bit of a slope but it is much easier on level ground because you can more easily tell when the fuselage is upright and the wings are level.

3. Fin vertical

Make sure the fuselage is exactly upright and the fin is vertical.

4. Push wings in carefully

The person on the wing root may momentarily have their fingers between the root and the fuselage. An incautious push at that moment can cause a nasty injury.

5. Check that the trestle is properly positioned

It is vital that the supported wing tip does not fall off the trestle. On some gliders the root spar will crack the fuselage if that happens. If it happens, get an instructor to check around the edges of the spar tunnel for signs of damage. The trestle should be positioned at an angle to the wing to maximise the area of contact between the wing and the trestle.

6. Free the control rods

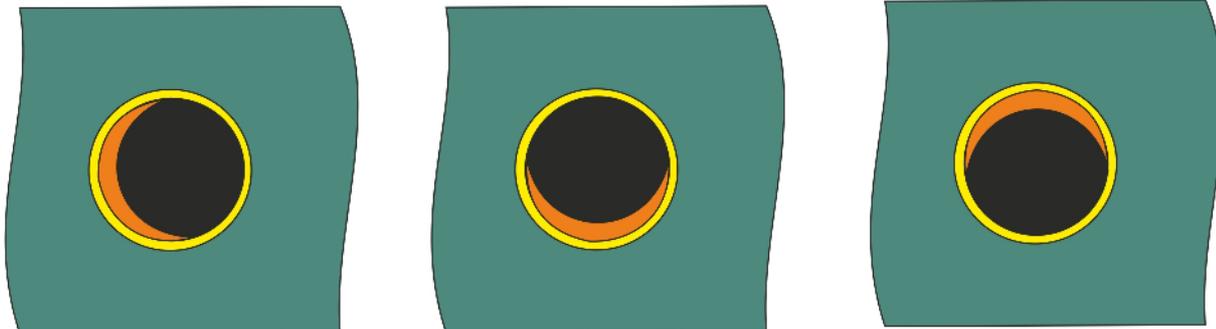
On manually connected gliders make sure the hoteliers on the ends of the rods are not nudging their attachment points inside the fuselage. This is a common cause of the wings 'refusing to go in' (here speaks an ex ASW20 pilot). A very small resistance at the root end can cause a great deal of aggro. Also, some gliders require specific control positions for the wings to go in properly, for example, on a Discus the brakes must be open and the water valves must be closed.

7. Reading the position of the wings

Preparing to insert the pins, the alignment of the wings is indicated by the appearance of the bushes in the wing root spars. Understanding what this appearance is telling you is a crucial skill for quick and efficient rigging. The following diagram shows the basics.

Aligning the wings to get the pins in

In this diagram the spar in the foreground has a bright yellow ferrule and the crescent of bronze visible is the edge of the hole in the spar behind. In reality the visible crescent will indicate both the angle of the wing (tip up or down) and the horizontal alignment and will usually appear to be slightly asymmetrical. However this is only intended to be a beginner's guide to what is going on.



Wings aligned
but not quite in.

Tip of single root
spar wing too low

Tip of single root
spar wing too high

8. Pin hoteliers

Many hotelier connections have been fitted with sleeves that hold the wedge in the correct position. Those that do not have sleeves should be pinned with small 'R' clips or safety pins.

9. Clip the main pin handles

In the euphoria surrounding the pins actually going in this is something that is easy to forget. The handles on the ends of the main pins must be clipped in position.

10. Don't force bolted connections

Some older gliders have threaded wing pins and many gliders like 19s and Pegs have threaded bolts to secure the tailplane. If these bolts don't easily tighten using the approved tool there is probably something out of alignment. Whatever you do don't force the bolt with an unapproved tool. That contributed to a catastrophic accident at another club last year.

11. Double check the elevator

Always check the elevator connection very carefully on hand connected gliders. Other control disconnections may be survivable but a disconnected elevator probably isn't.

12. Check the electrics

You've put in the battery and connected it up, but are the instruments working? Switch on and do that check when the glider is rigged. It's not something you want to find out on the grid when there is a line of gliders behind you waiting to go!

13. Check the tyres

Familiarise yourself with the correct tyre pressures from the flight manual. Most glider wheels need valve extensions for attaching a pump. A collection of these is an invaluable accessory.

14. Clean the canopy

A clean canopy is a vital aid for a good lookout. Specks on the canopy can be surprisingly disconcerting when mistaken for aircraft in flight. The reverse is of course even more frightening.

15. Positive checks

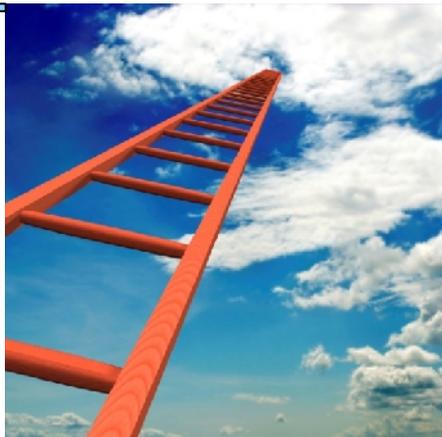
Your final protection from rigging error is a positive control check. For elevators and ailerons helpers should hold the control surface with the flat of both hands above and below and firmly resist the control input from the stick and then call out the direction of resistance.

Fly safe!

William

Ladder Corner

April 2013



For those new to the cross-country flying, if you are looking forward to your 1st 50 km flight this season or have other ambitions don't forget to record your flights on the national ladder www.bgaladder.co.uk . It helps the BGA represent us by showing how much we actually use the airspace.

Look around the site (the info button, the calculator page, and the faq's 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.

You can print off a task briefing sheet if you go to the calculator page. Try it by entering BOB BIC DID BOO. This will describe the visual features of the turning points and give you a shape factor etc.

To enter your flights on the ladder you will need to log on. Don't forget to enter your glider type. The rest is fairly self-explanatory with turning points using the BGA codes, tick if you have passed them; and if you have had to abandon a leg or landed out the info buttons explain the situation well. The other important things to enter are time taken, and ticking the box if your height difference between start and finish heights is less than 1000 ft which it usually will be for us.

Once you have done all that, you can calculate your points and submit your flight for inclusion on the ladder with comments which are very interesting for the rest of us who may be stuck at home or didn't do so well.

You may enter **any task** you do on the ladder, whether undeclared or declared. A declared task is much more of a challenge and so earns many more points. Declarations must be made before launching, either electronically into a logger, or in writing and given to an authorised person (I would suggest a senior instructor on duty 1/2 cat or full).

You can also put your trace on the ladder. This option comes up after you have submitted your task. BUT air space infringements will invalidate a task and putting up a trace makes it very public!

The exception to the pre-launch declared tasks are the designated Club Tasks. I have set these up on the ladder web site ready for the season.

These tasks may be flown in either direction and will always be scored as if pre-declared. They may be flown in addition to, or instead of, a pilot's main task. These tasks are useful for use as fall-back tasks, or following early abandonment, or early completion of another declared task. They can also be used as a primary task if airborne without a pre-launch declaration.

The declared tasks for Booker this year are:

BOB-BIC-DID-BOO 100k FAI triangle (The Milk Run)

BOB-MEM-BOO 100k o/r

SOS-FMA-AVE-BOO 200k FAI triangle

(FMA is Four Marks station on the watercress line - south of Basingstoke)

BOB-ANE-BUC-BOO 200k triangle

BOB-FRO-EVE-BOO 300k FAI triangle

BOB-BUL-COB-BOO 300k triangle

Have a look at them on Seeyou (you can download a copy onto your computer at home), Google or the task briefing on BGA ladder site via the calculator page. Remember to load them on your PDA or GPS

Let me have your feedback as the season goes on to see if these meet our needs.

The OLC ladder is a worldwide ladder and it would be great if we could also put flights onto that. It allows you to fit tasks to the route you have flown so will be very useful with the exciting handicapped Grand Prix program designed by Tim Scott.

Access is available via the Booker Website member's page which has a couple of links direct to the Booker Gliding Club OLC Flights (the coloured boxes). So sign up now and get familiar with its format.

Jeremy Gilbey
Jeremy@gilbey.eu ladder steward



Talgarth 2013 – who needs Glastonbury?

Being there

At the recent AGM Graham Morfey displayed a graph which showed that, despite the number of privately owned gliders remaining roughly the same over the past few years, the number of launches of non-club gliders has showed a steady decline. I dare say there are a number of reasons for this, not least of them being the economy, but I would stake quite a bit that there is a strong inverse correlation with the increasing ways in which we can get gliding forecasts these days.

In my day, (I never thought I would get old enough to say that!), we had a quick glance at the forecast in the newspaper, looked out of the window, and, unless it looked horrible, went to the airfield. Now, we can access any number of forecasts which, together, give a reasonably accurate prediction of a 'good day' way in advance. There is little doubt that this gets us to the airfield on the exceptional days. Whilst it is great to do a long, fast task on these occasions, we miss out on countless days when the weather is perfectly soarable and which offer challenging opportunities for cross country tasks.

Don't get me wrong - I love those days when, because of a dozen forecasts of the 'day of days', there is a big grid and bags of expectation, when the likes of me get inspired by the pundits and racers to extend myself that little bit more. But I have had my best flights, and gained the most satisfaction, when a day which promised merely to be flyable, turned out to give us one of those classic skies which I would otherwise be gazing at forlornly through my office window. So, my advice is, be there when the forecasters get it right - but have a bit more faith in your own instincts and the ability of the English summer to offer classic cross country conditions that the forecasters haven't seen coming. And, besides, anyone can complete a good task on a stonking day, but to do a moderate task on an iffy day and to be able to say "you should have been here yesterday" is infinitely more satisfying.

Symeon Economou



Barrier key renewal reminder

You can renew your barrier cards by phoning the WAP office on **01494 529261** and giving them the number on the card. It can take a few days to register so there's no time like the present!

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 (williamparker275@gmail.com). Please note new email address

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