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The Booker Newsletter

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In this edition we have a vital briefing from Ed Garner about the threat to our airspace around Oxford and Brize. Please take the time to read this and respond to the consultation.

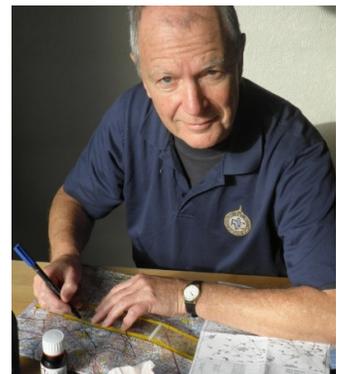
We also have timely advice about getting ready for the new XC season, plus news of financial help for younger pilots. New in this edition is a profile of one of our members, we hope to make this a regular feature. All this and more.....

Advance notice: AGM – 14th April 1800hrs

Happy reading.
Jane

From the Chairman

Not surprisingly January and February are not the most exciting months for gliding but even though the weather has been bitterly cold and wet there have also been some decent flying days with good thermic periods around the middle of the day. As a result we have had quite good launch figures and members who have timed it right have managed soaring flights of a couple of hours. Flying to stay current at this time of year is very important and makes sure that you don't waste the first good XC days of spring on trying to remember how it's done.



But when we are out on the airfield please do what you can to minimise damage to the airfield surface. With the cycle of warm wet days, hard frosts and rapid thaws the top two inches of the airfield surface can be like warm butter. Please get a briefing from the instructor in charge as to how to avoid the worst bits and what to do if you get stuck towing gliders.

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A few years ago Tim Scott gave the club a talk about goal setting and I would like to reprise a couple of highlights from that talk because setting goals will definitely improve your performance and achievements in the coming season. And this is the time of year to do that goal setting.

The first thing is to set yourself *long term goals*. This could be anything from completing your solo course to flying a 300 (Gold Distance) to flying in a competition to winning a Regionals or a Nationals. Key point: whatever it is – write it down! Now you can consider those things that you will need without which you cannot achieve that goal, stuff like getting your cross country endorsement, flying further than the 200k you have achieved so far, getting an FAI competition licence from the BGA and so forth. These are mid term goals – the stepping stones you need to take towards that big goal you have set yourself. By now you will be getting the picture and you'll be arriving at necessary short-term goals without which even the mid-term goals will be beyond reach. In fact this is where it becomes a 'to do' list. Here we find the nitty gritty – buy a map, learn how to work the radio, assemble a land-out kit, make a pee system, service the trailer, fix that slow tyre deflation and all the things which will otherwise reappear as excuses on a stonking day - '*I would have but.....*'.

If it sounds a bit much in the teeth of other life commitments such as work, home and whatever else floats your boat, bear in mind that the more you engage with gliding, the more confident you will become, the more you will achieve and the more satisfaction you will draw from this utterly absorbing sport.

Here's a reminder that we are just two weeks away from our expedition to Sutton Bank. Please check out the Yorkshire Gliding Club website <https://www.ygc.co.uk/> - it has a lot of information about their airfield operations. And refresh your knowledge of the rules for ridge soaring.

Many thanks to Richard and all the instructors for their commitment and enthusiasm, to all those members who take on projects and chores to support the club and especially to all the new members, pre and early solo pilots, who are going through the rigours of training - your commitment to succeed creates the future for our club and opens the door for you to share in the magic of gliding.

See you up there.

William

From the CFI

Despite the fact that as I write this the airfield is covered in snow, the first signs of Spring are starting to show. The days are becoming progressively longer and we've had a number of soarable days with several flights approaching two hours. Indeed the first cross countries of the year have already occurred.

It's at this time of year that we need to consider coming out of our winter hibernation and get ourselves ready for the fast approaching season. Now is a great time to get yourself current and get your gliders ready. For many of us the first good days of the year often pass us by as we're just not ready. The first rig of the year can often be a stressful one,



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frantically trying to clean the winter mould off our wings and realising the batteries haven't been charged since the October trip to Aboyne. The tape won't stick because it been sat in a cold trailer and has gone brittle and our Oudies haven't got the current airspace or turn points.

All of these stresses can often lead to mistakes. Come the end of last season we had got the morning rig down to a fine art, but after what's been a long winter we need to spend that bit of extra time thinking about what we're doing. Indeed it may not only be the case that our gliders have not flown in a while, neither have we, and therefore it's a great time to think about jumping in a K21 with an instructor and brushing up on our skills, in particular with things such as launch failures or abbreviated circuits. For those flying cross-country, now is a great time to book a session in the motor glider to brush up your field selection before doing the real thing in your pride and joy.

For those going to Sutton Bank, the first week is only a few days away. Along with your gliders, make sure your trailers are ready. Check your tyres, lights, brakes and tow hitches. The last thing you want is everything going wrong half way up the A1! Even if you're not going on expedition, a good check of your trailer is highly recommended, you never know when you may need it.



So please ask yourself, am I ready? If not, come on over and let's get you prepared for the season.

And finally, please give a warm welcome to George Darby, our new course instructor, who will be joining us shortly.

Safe flying
Richard

Oxford/Brize Norton Airspace Change Proposal Update

Over the last month, a vast amount of work has been undertaken to develop our case against the Oxford and Brize Norton Airspace Change Proposals (ACPs). A BGA meeting was organised at the end of January involving various gliding clubs along with representatives from the paragliding, ballooning and General Aviation world, in a bid to combine our efforts and ensure that everyone had access to the same information. At this meeting various priorities were agreed, and roles allocated.

One of the tasks on the data collection side was to establish the extent to which gliders use the area in question, in part so that "heat maps" could be produced. Although a large number of traces are available on the BGA ladder, the call went out for as many unsubmitted traces as possible. A huge thank you to all who responded; your help really has made a difference. A special mention also to Nils for his excellent work on gathering historical weather data, which has been invaluable for proving the extent to which instrument approaches are actually necessary.

As this stage of data-gathering nears completion, the task now is to make it all available in a

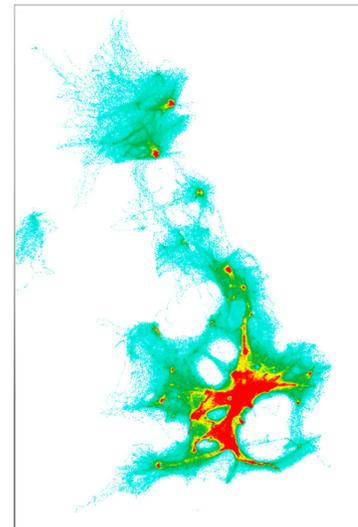
user-friendly format. Within the next week or so, this information will be made available for anyone wishing to include such detail in their submissions. This is now the part where I try and persuade as many of you as possible to begin writing that response! I promised some guidance for those looking for some inspiration, so here is a brief summary of arguments you may wish to include. Please don't be put off by the number of suggestions here, even if your submission is a few lines it will all greatly assist the cause!

Booker GC, ACP response summary

1. CAP 1616 should apply as the framework to assess the proposals – By releasing the consultation document in December 2017 under CAP 725, both ACPs narrowly escaped being assessed under the new, more stringent regulatory framework which became effective in January this year. CAA guidance suggests this cut-off date is not absolute, and certainly current proposals must show evidence of incorporating the new guidance. It is our view that both ACPs have failed to do so.

2. The current proposals will adversely affect the safety of other airspace users – General aviation (GA) traffic and gliders will be forced into choke points around the edge of the proposed Controlled Airspace (CAS), increasing the risk of collision.

3. The current proposals are disproportionate and disadvantage a large number of airspace users – The volume of airspace proposed is excessive and will seriously threaten the future of gliding in the region. By way of example, the proposed volume is just slightly smaller than all the airspace for Southampton and Bournemouth airports combined, it's 3 times the volume of Norwich and over 3 times the volume of (would you believe it) Gatwick! Laterally, the airspace footprint is the same as for places such as Bristol and Southend airports. Realistically, gliders are unable to fly in Class D airspace and it is unlikely they will be granted a crossing clearance; the controllers at Brize can only control 8 aircraft at any one time. Gliding and paragliding heatmaps show the route between Brize Norton and Benson to be the most highly used corridor in the country. And without doubt, General Aviation traffic far outweighs the commercial movements at both airports.



Glider movements

4. Misleading safety case for Controlled Airspace – Both ACPs contain extensive lists of “Safety events” intended to bolster a safety case for CAS. However, BGA analysis has shown that the majority of these events were assessed as involving NO risk of collision. This same analysis also plotted the exact locations of these events and prove that the area covered by the proposed CAS is vastly excessive. The Oxford ACP also contains a long list of approaches that had to be broken off due to conflicting traffic. These involve aircraft receiving a Deconfliction Service (DS), where separation minima of 5nm laterally or 3000ft vertically is applied against other traffic. This information is therefore misleading as none involved an actual threat of collision, the other aircraft probably had no idea they were creating a “conflict”, and no AIRPROXs were filed. In addition, for Oxford the proposals do not necessarily reduce the collision risk as all traffic would still be required to transit Class G airspace prior to commencing an approach.

5. The proposals will have a negative social impact – Gliding offers many highly successful initiatives that encourage youth and community involvement in aviation; for example, Booker is a registered Community Amateur Sports Club (CASC). Many gliding clubs also run very successful cadet schemes, but these rely upon a successful club to sustain them. These proposals will have a serious impact on the viability of gliding operationally, and consequently financially. As such, these initiatives will come under threat.

6. The Instrument Approach Procedure designs are unnecessarily expansive – Area Navigation procedures (RNAV) do not require a straight-in approach, and redesign of the proposed profiles at both airports could dramatically reduce their footprint. The proposed airspace protects outdated procedures, especially at Brize Norton where the expansion to the South East would primarily protect the Non-Directional Beacon (NDB) approach. Whilst deconfliction between the two airports does need addressing, the creation of a common approach fix could increase safety and reduce the volume of CAS required.

7. Inadequate assessment of currently available technologies to establish a known traffic environment – There has been no assessment of the suitability of FLARM or other traffic avoidance technologies to identify traffic operating in the local area.

8. Inadequate assessment of the suitability of other airspace classifications – Both proposals opt for Class D airspace and thereby wrongly discount other airspace classifications. Whilst we will push to see no change at all, a Radio Mandatory Zone, for example, would be a vastly better option than Class D. Another option could be the reclassification of D129 (Weston-on-the-Green), combined with a modest CTR at Oxford, which would provide the protection they require and significantly help gliding in the area.

9. Weather data does not justify permanent CAS – It suggests that a new instrument approach to runway 01 at Oxford is only necessary on a very small proportion of days, not 30% as is suggested in their consultation document. Temporary CAS that is effective only when the cloud base or visibility requires a mandatory IFR approach is an option that should be explored. The document also fails to mention that an instrument approach to runway 01 already exists!

Please excuse the inclusion of some fairly technical terms in the above piece; it is slightly unavoidable given the subject matter. The crucial point is that this list isn't exhaustive, but hopefully represents a good place to start! Again, no matter how short a piece you wish to write, please do so. A reminder that **the deadline is 5th April**, and if you would like any clarification on any of the points please don't hesitate to contact me.

Responses should be sent to:
londonoxfordairportconsultation@ospreycsl.co.uk
rafbrizenortonconsultation@ospreycsl.co.uk

Please entitle your email "LOA (or Brize Norton) Consultation Response" and if you could Bcc edgarner@hotmail.co.uk it would be much appreciated.

Ed Garner

BGA Airspace Fighting Fund



The BGA is working hard with others in General Aviation to fight the threat to gliding from the growth of controlled airspace. Although much of the work is carried out by volunteers, there can be significant costs for legal support. The BGA is therefore setting up a fighting fund to be managed by well-respected trustees

including Sir John Allison, Peter Harvey and John Williams. If you care about having space to fly in, please consider contributing to the fund. More details here:

<https://members.gliding.co.uk/ga-airspace-fighting-fund/>

Members' achievements

Congratulations to:

James Giles – completion of Bronze badge

Maddi Roberts – conversion to Pegase

Max Norfolk – conversion to LS7

New feature!

Pilot profile

Sam Husband – cadet

What got you interested in aviation?

There's a picture of me at one of my first air shows. This was the day that I dedicated my childhood and teen life towards flying and aviation. There was something about the exhilarating thrill of the sound of aircraft such as the Vulcan or a Chinook which hooked me in from the first



moment. After going to more air shows the aviation fever kicked in and made me want to experience first hand what it was like to 'float on thin air'.

When did you start gliding?

In 2015, I transferred from the Air Cadets because I wasn't getting enough flying. I happened to be at Booker one day and asked how I could get involved, I had a chat with Jon Sugden [cadet scheme manager] and was sold on it there and then, I signed up for the

cadet scheme. I've never regretted the decision. I didn't even have an interest in gliding until I joined Booker Gliding Club but since then I've begun to appreciate the skills and patience required to master the art of gliding whether that be aerobatics or simply staying in the air for a long time. There's nothing quite like feeling of gliding.



What's the buzz?

The freedom, and the variety of things to learn – going solo, Bronze, aerobatics, there's always something to work towards. And I like the variety of people's backgrounds, everyone is different.

What stage are you at?

Solo, flying the Junior, working on my Bronze and the Basic Instructor rating – I hope to get my rating before the end of 2018.

What are your goals?

Getting my Diamonds. I'd like to fly for a living, either in the RAF or commercially, or work in aviation maintenance, so that I can see how aircraft work.

Do any moments stick in your mind?

My first ever cross country, during the 2017 Booker Regionals. I flew in a K21 with Andy Monk, and everything happened – being sick, landing out – but it was a great experience. A couple of days later I did my first solo, and since then I've converted to the Junior, both very memorable.

What do you do when you're not flying?

As a hobby and small earner, I develop scenery for the popular flight simulator X-Plane in a company called Pilot Plus. I am working on a few local projects, possibly including Wycombe Air Park where most of the airfield and a few surroundings are 3D modelled and placed into the simulation.

Royal Aero Club Trust Bursaries



The Royal Aero Club Trust, as part of its Flying for Youth programme, administers a Bursary Scheme for young people. The scheme includes flying bursaries (grants) for those wishing to advance from one recognised level of air sport to the next and to upgrade their existing qualifications. It also offers Advanced Bursaries to enable well qualified air sports persons to enter international or national competitions or other prestigious events or to advance their existing qualifications to a higher level to the benefit of the sport, for example, to gain an instructor qualification. In 2017 it awarded 50 bursaries.

Applicants must hold British Citizenship, be permanently resident in the UK and aged 14-21 years (24 years for the Advanced Bursary). Application forms for 2018 bursaries are now available and can be downloaded via <http://www.royalaeroclubtrust.org/bursaries>.

The closing dates for applications is 31st March 2018.

The right way to fold your map

There are many approaches to folding maps to make them manageable in the confines of a glider cockpit. Many of these involve cutting off large chunks of the map and the key and if the map is repeatedly folded to focus on a task area it soon begins to look like last Sunday's newspaper.

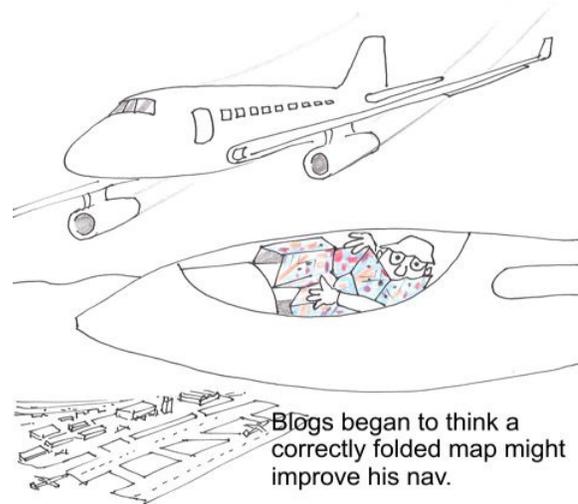
Luckily there is a correct way to fold an aviation map so that the end result is:

- small enough to fit on your lap
- big enough to show most tasks
- quick and easy to re-fold along one set of creases
- compact and flat

With this method the map - or more correctly the chart - can be folded to put any location at the centre of the visible area.

There is an excellent YouTube video demo of this at:

https://www.youtube.com/watch?v=NJgN_opXEEo



Update on 8.33 kHz radio transition

Everything you need to know about the switch to 8.33 kHz may be found on the CAA website here: <http://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/8-33-kHz-radios/>

The following is what it has to say about continuing to use a 25 kHz radio:

IR 1079/2012 states that from 1 January 2019, all ground services will be operating on 8.33 kHz channels.



Ground services across the UK will be converting to 8.33 kHz channel spacing at different dates throughout 2018, mostly driven by their annual licence renewal date. If a ground service is still using a 25 kHz frequency then you can still communicate with it using a 25 kHz radio. Once a ground service has converted, aircraft must utilize an 8.33 kHz capable radio to communicate with it.

*In practice, you can only continue to fly with just a 25 kHz radio **if throughout your entire flight you only need to communicate on 25 kHz frequencies.** Note, you must check regularly to confirm that your ground services have not converted. The CAA expects that most ground stations will have converted well before the end of 2018.*

After 1 January 2019, use of a 25 kHz radio will very restricted, principally to only the emergency frequency of 121.5 MHz.

Winter Lecture series

Not so much lectures as briefings aimed at helping early solo pilots, Bronze candidates and others to make progress in their gliding, here is the remaining programme for 2018.

→ 3rd March: Cross Country Meteorology – *Jim White*

Followed by: Sutton Bank briefing – *Richard Crockett*

→ 17th March: Radio Telephony – *Henry Ross*

All lectures start at 10.00 unless otherwise advertised. All are welcome regardless of experience.

Dates for your diary

10th - 25th March: Spring expedition to Sutton Bank, home to Yorkshire Gliding Club

<https://www.ygc.co.uk/visitors/visiting-pilots/>

9th - 15th April: Instructor Training Week

14th April **AGM – 1800hrs at the TA centre**

23rd April Parachute packing

23rd – 27th April: Beginning XC course

21st – 25th May: Bronze course

9th - 24th June: Summer expedition to Klippeneck

21st - 29th July: Booker Regionals

22nd – 23rd Sept Vintage weekend

13th - 28th October: Aboyne expedition

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 XC WhatsApp group – Targeted towards those pilots who fly cross-country. Provides the opportunity to share task ideas, co-ordinate rigging etc. Ask an instructor to add you.

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.*

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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@yahooogroups.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@yahooogroups.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>

*** 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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