



AGM
Sat 3 March
6.00pm
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The Booker Newsletter

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This month the underlying themes are currency, safety and getting prepared to make the most of the soaring season. If you want to steer the agenda for Jim's Cross Country Lectures sign up now. Prompted by the summer's Thame outing and the prospect of local soaring in the Oxford area, Doug Hilton gives us an unusual insight into what's going on in power cockpits in that part of the world (plus the most painful photograph ever published in the newsletter!). Jeremy G's Ladder Corner reminds us of the use we can make of posted flights to improve our own performance. Big thanks to all the contributors.
William

From the Chairman

Looking out of the window at the fresh snow it is hard to imagine that last Thursday Mike Collett and I were soaring to three thousand feet above Booker. It was a nice taster of the season ahead, and a reminder that, even this early in the season, there is some pleasant flying to be had if you are prepared. Of course, a key part of being prepared is to be current. Being current is about frequent recent practice and is often substituted by bravado and a memory of being current. Such a recipe can lead of course to mishaps when, in unexpected circumstances, that true currency is missing and the correct actions are not automatic. Often people get away with it and put it down to the process of getting current, but more importantly, I have witnessed people flying solo after a long layoff, frightening themselves, mistaking that for a loss of skills and then losing interest altogether.



In these days where life is frantically busy, the key to getting your season off to a good healthy start is to plan some time, early on, for some dual flights, some coaching, which we all need, and time in the air getting current. Thus endeth the lesson!

In the matter of club affairs, it looks as though we are approaching a sensible conclusion to the much protracted rent review negotiations. Additionally, our discussions with Wycombe

District Council are continuing favourably. We have some good expeditions planned for the season and the expedition to Thame during the Olympics should be lots of fun, do plan to join in if you can.

On the 3rd March, we have the club AGM at the usual venue. As with last year, we will lay on some refreshments. Please do come along and join in. It is a chance for members' views to be aired, both during the meeting and afterwards in informal discussions. We look forward to seeing you there.

See you at the launch point (and the AGM!)

Geoff

From the CFI

Well the season has officially started with the first XC already flown from Booker, admittedly only to the other side of Thame but it's the effort that counts! However, in all seriousness we've already some nice crisp days, with plenty of soaring for those that shoe horned themselves away from the joys of daytime TV! February is a unexpected month that can yield some surprisingly good days, so it's worth getting back into the habit of keeping a watchful eye on the forecasts.



Talking of cross-countries, the motorglider is due in for an annual very soon and will probably be out for a good month, if not more, so please make sure you make good use of it and the team of instructors that we have available at the earliest opportunity.

I'm very pleased to announce that the club will open 7 days a week a month earlier than last year, so as of the 5th March we will back to our normal summer operating schedule; hopefully this will mean that we can maximise our season.

A quick update on our expeditions, Serres is now oversubscribed so we've started a reserve list, but please talk to me beforehand with regards to this. The Talgarth expedition is now pretty much full, week 1 in particular, so if you're keen on attending please consider week 2 or once again have a chat with me in an attempt to avoid disappointment. We have also decided to compress Aboyne down to a two-week period this year, starting on the 6th October. The list is already open so I suggest you get your name down ASAP to ensure your place.

The Thame project is progressing well, however, there is a lot work to be done so if you're feeling generous and would like to help, please let us know.

Please note there is an Instructors' meeting on the 18th February at the close of flying or 18:00PM (whichever is later) and I would appreciate that all instructors attend this meeting as I will be reporting back from the BGA on any future changes in our ratings due to EASA. I would also like to have a discussion about a number of points before we go too far into the 2012 season. Please also keep an eye out for a Tug Pilot meeting that will be arranged in the near future.

Congratulations to Jon Sudgen for finishing all of his Bronze and also to Will Ellis and Shack Roberts for both doing 750s in South Africa.

Finally, you may have noticed that our usual A3 calendars have been produced and are available to club members; you will find a pile on one of the tables in the clubhouse. These have all the dates for many (not all) planned events for the 2012 season, so it's a must have item for any member! Hopefully the dates will be replicated in the newsletter as well, so you won't have any excuse for missing them!

Happy Landings,

Mike

Fundamentals Of Gliding (FOG)

Bob Smith's series of winter lectures are now taking place. There is something for everyone in these lectures –important tuition on some of key matters you need for XC flying and useful reminders to everyone else. You can see the full schedule of lectures on the website at:

<http://www.bookergliding.co.uk/members/BGC3459.html>

Bob Smith

XC Lectures April 2012

To date I have had four members sign up for the XC lectures in April. All four are relatively low experience XC pilots with own gliders so the lectures will be written for their needs. My aim will be to give them the confidence to attempt and complete 300s this season. We have room for a couple more, so if you want to spread your wings a bit, email me at jimw@boffin-s.co.uk and join the team. When it comes to the lectures themselves, everyone is welcome but I shall obviously be directing my efforts towards those that sign up and show some commitment beforehand.

Jim White

Parachute Packing

Parachute packing will take place in week commencing 12th March. Please leave your chutes on the packing table upstairs in the BAS hangar by the weekend of 10th and 11th of March.

Pre Season Safety and Field Landing presentation

Two seasons ago I did a Saturday morning talk and discussion on Field Landings. Experience is no substitute for being fully aware of the factors affecting safety in field landings, so even the more experienced pilots can benefit from this re-fresher. This year we're expanding the subject to include some critical reminders about safety at all stages of a flight. Provisionally this session is set for **9.30am on Saturday 10 March** in the clubhouse. If you are thinking of going cross country this year, whatever your level, try to attend, it could save you from making an expensive mistake. Date and time will be confirmed on the website calendar and in the March newsletter.

William P

Dates for your diary

- FOG briefings resume on Sat 11 Feb at 9.30, details on the club noticeboard and the Members page of the website
- Instructors meeting in the clubhouse. Sat 18th February 6.00pm or after flying
- Annual General Meeting. Sat 3rd March 18.00 at Booker Memorial Hall
- XC performance lectures starting Sat 7 April at 10.30
- Get your Bronze course - 23-27 April (at Booker) and 6-10 August (at Thame)
- Silver/soaring course - 23-27 July (at Thame)
- Task weeks - 19-27 May (at Booker) and 28 July-5 August (at Thame)
- Easter Egg Cup aerobatics competition - 14-16 April

Welcome a new member

Maxim Naviede has just joined as a full member. He also flies powered aircraft and helicopters

Clubhouse Mess

As we all have to use the facilities of the clubhouse, it would be greatly appreciated if everyone could tidy up after themselves, and even better, after others please, as the standards have somewhat dropped.

And Gentlemen; please be aware of your accuracy in the W.C, as the wet floor could make the W.C U.S !!

Clearly Bloggs needed further instruction on selecting an aiming point



Olympian lookout

To reduce the risk of collision, there has been plenty written about the importance of a good look out, how approaching aircraft don't change their relative position and how rapidly they grow in size so I don't intend going over those topics again here. What I intend to relate is my recent experience of a flight in a light business jet and how things seemed to operate from my perspective as an observer in the aircraft.

Missed approach - Kidlington

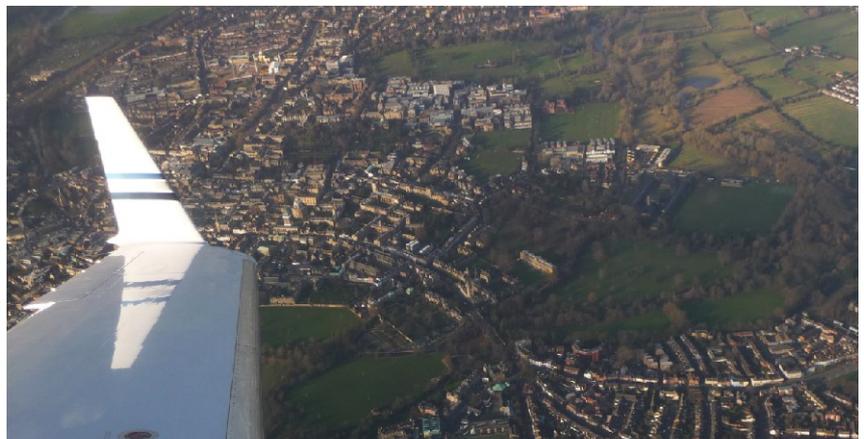


The flight was in a Challenger 600 with a pilot undergoing his annual Line Proficiency Check (LPC) and involved amongst other tasks a missed approach into Kidlington followed by a full stop landing, mostly undertaken in class G airspace (i.e. the airspace we generally fly in). The pilot(s), both experienced and capable with several years experience were fully occupied with activities inside the cockpit and seemed to spend about 90% of their time managing the complex systems in the aircraft, changing radio frequencies, adjusting navigation aids, setting flaps

and undercarriage etc. with the other 10% of time spent in dialog between each other and from what I could see at no time did 'look out' pop up in the mix.

I may have oversimplified the situation or taken too biased a view on what the pilots were doing BUT the reason for bringing this up is just where the flying was going on and the implications it may have on any of us when we are enjoying ourselves flying cross country and not paying enough attention to our lookout. Whilst all the action was going on in the cockpit of the Challenger, I was able to look out on the spires and lanes of Oxford – a view that I have seen many times from far higher (and too frequently much lower) in a glider whilst soaring cross country.

I was quite surprised at how familiar the sights were. This particular flight took us over central Oxford, Cowley motor works, Otmoor at heights of between 2 and 3 thousand feet (as well as other notable areas we glide over) before flying north to make a final approach into Kidlington – the reciprocal of a track not too dissimilar to a Bicester-Didcot leg. Whilst I have never seen a business jet likely to cause a conflict in this area when I have been gliding, it did highlight just where these aircraft fly, the speed they fly at and just where the pilots attention is.



Challenger turning over Oxford's spires

On an Olympian theme, consider Usain Bolt - in the time it took him to win his last 100 metre gold Olympic medal, a business jet that was 1,500 meters away could be flashing metres away past your cockpit (or worse). The closing speeds head on can be significant and the distances eroded very quickly – your defence against this to ensure you have and maintain a superb look out and react accordingly. Whilst this example has focused on business jets the same applies to all aircraft types including gliders.

I mention the Olympics as there is likely to be an increase in business jet activity flying into Kidlington (and other airfields) around and during the time of the 2012 Olympics. These flights are likely to include pilots unfamiliar with the locality and approaches and as a consequence their attention is more likely to be inside the cockpit than out.

Lets make sure we are all setting world records in 'look out' – not just during the Olympics but whenever we fly.

After all – look what happened when one Olympic judge forgot to look out!



Doug Hilton

Ladder Corner February 2012



As we think about preparation for the season ahead we can use these winter days, when we can't fly to get our equipment up to date and make sure we are current in its use.

Do you remember how to use your navigation software? Set up in simulation mode and try running some of your old flights on it to tune your understanding of the facilities available. Or you can download an igc file from last year's ladder on www.bgaladder.co.uk either one of your own or a particular interesting one you have noticed done by another pilot.

Does everything work as it should or is it time to update or repair?

For the ladder you will need your logger to be current too. Check the calibration date on it, maybe it is time to send it away for recalibration - it would be a shame to miss that potential badge claim or chance of registering that momentous flight for the sake of an out of date logger.

I will be asking Jim White to review the club tasks this year in view of changes in airspace occasioned by the Olympics

Let's look forward to a great season

jeremygilbey@mail.com

Jeremy Gilbey

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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