

Booker Gliding Club

# Newsletter

January  
2020

2020

Winter briefings – page 10



AGM Saturday 18<sup>th</sup> April 1800hrs – save the date

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need to conduct as many trials we can and generally we do them on a Saturday. If you're free and the weather is good please do come on up as flying off the tarmac is a real treat and gives a great vision of what we can expect in the near future.

The club calendar is now published and hard copies are available for free in the clubhouse. Although most dates should be self-explanatory, you'll see that from 23<sup>rd</sup> - 31<sup>st</sup> May we have an event called 'Flying Start'. This is a week devoted to our members with the sole aim of helping you to achieve your goals. There will be no trial lessons, no school groups, just members flying. We'll have a large team of instructors available, all on hand to work with you. I'll soon send out some further details but if you have a particular goal (first solo, type conversion, cross-country, Bronze, Silver, Gold, competition training etc etc) then this week is for you. If you would like to participate in the week please do email me ([cfi@bookergliding.co.uk](mailto:cfi@bookergliding.co.uk)) and I'll make sure you're on the list.

I end this month by wishing you and your families a very Happy New Year. We have an awful lot to get excited about this year so let's make 2020 a good one!

Richard Crockett



## Cross-country performance course 2020

As part of the club's 'Flying Start' week starting 23<sup>rd</sup> May 2020, Jim White has agreed to reprise his XC performance training for any member who is interested in developing their XC skills.

This is a series of five or six modules written for pilots who wish to improve their cross-country performance, especially those who achieved their Silver C in 2019 and wish to progress to their first 300 and Gold Badge. It will also have relevance to complete beginners and to more experienced pilots wanting to fly further and faster. The course will provide a methodology for continuous improvement, training exercises, strategies and tactics for in-flight use, along with practical solutions to real life problems encountered on XC flights.



Weather permitting there will be opportunities to fly with myself or other National level pilots in the Duo and K21s so that participants can consolidate their learning in the air. If the weather is kind, I will also set tasks and exercises to be flown after each lecture with later debrief with a review of traces.

### Topics to be covered

- Preparation: *Increase your chances of success*
- Psychology: *Turning your brain into an asset!*
- Decision making: *Developing a habit of continuous decision cycles*
- Focus: *Ensuring appropriate focus for phase of flight*
- Climbing: *How to improve your average climb rate*
- Cruising: *How to optimise your flying between climbs*

- Speed to fly: *Choosing the optimum speed to fly*
- Streets: *How to use streeting to best effect*
- Final Glides: *How to plan and fly final glides*
- Wavy, showery, and blue days: *Stay up and exploit various conditions*
- Ridges and convergence lines: *When and how to use ridges*
- Planning the Task: *Setting tasks and pre-flight planning*
- Task rules: *Starting, turning, and finishing tasks*

If there is enough interest, we may also be able to do field landing and navigation exercises in a motor glider.

If you would like to take part, please email Jim directly at [jimw@boffins.co.uk](mailto:jimw@boffins.co.uk) detailing the topics that are of particular interest to you.



## **Glider simulator session**

### **A proposal for some competitive winter gliding fun**

Are you a closet PC simulator glider pilot? We are investigating the feasibility of some multi-pilot Condor 2 task flying in the clubhouse, probably on a wet Saturday afternoon in February. In order to achieve this we would need access to additional PCs with Condor 2 installed. Most modern mid-range notebooks run this program well. The latest version of [Condor 2](#) has some great features, excellent graphics, and the glider performance and weather are very well modelled. The software does a good job simulating a typical cross-country gliding task. If you focus on flying a task you may well find that you make the same mistakes in the simulation as you do flying a real task – food for thought and perhaps learning. Short multi-pilot tasks can be great fun, but still informative, and the system automatically does the scoring for you.



If you are interested in taking part, and/or have a PC with Condor 2 that you could bring to Booker for an afternoon, contact Bob Smith - [bob@soarable.com](mailto:bob@soarable.com).



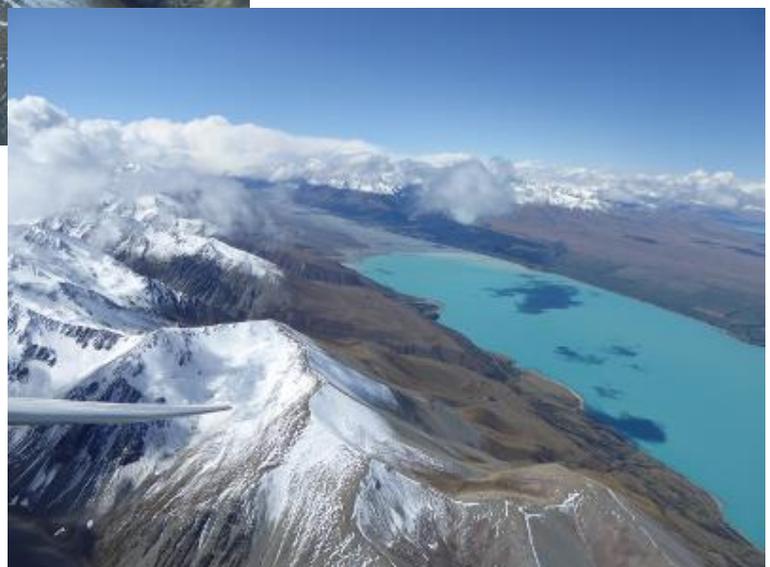
## **A New Zealand dream come true**

Flying at Omarama has been my dream for about 20 years, since I flew a Regionals task with Andy Perkins in the Duo and he told me how amazing it was. My chance finally came in November 2019 when I escaped the gloom of Britain with a five-week tour starting in Singapore and passing through Australia, New Zealand and Bali. During the NZ leg of the tour we had a free day in Queenstown and I seized my opportunity - I booked a day with Glide Omarama.

The day before, the weather was awful, but when the time came it was perfect. My instructor Milán Kmetovics and I flew a Duo Discus about 250k along the Southern Alps and up the Tasman River north of Lake Pukaki, mostly in ridge thermals but with about 20 minutes of wave, reaching an altitude of around 13,000ft. The scenery was fantastic, jagged snow-capped mountain ridges and deep valleys – and most remarkable of all, the unreal opaque blue of the lakes and canals. It was a wonderful day and gave me enough memories to get me through my return to London and the December rain. If you get the chance to visit NZ, do try to fit in a trip to Omarama, you won't regret it.



Rolf Kern





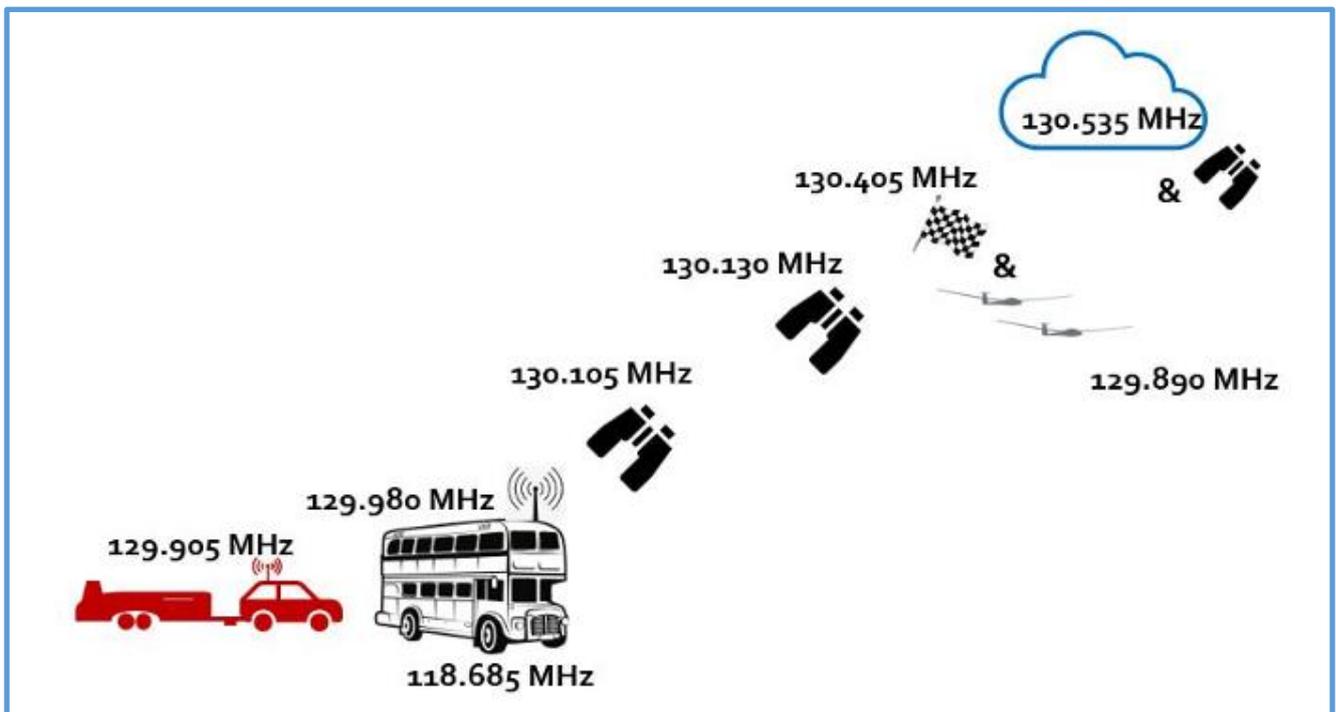


## New radio frequencies - a reminder

Along with the introduction of 8.33MHz radios last year came changes to the gliding frequencies, detailed below. *Tip for remembering the new numbers: The frequencies shown in green are the old 25kHz channels plus .005, eg 129.975 changes to 129.980. Bear in mind that the use may have changed. The frequencies shown in black are completely new numbers.*

channel	primary use	secondary use	notes
129.905	Ground retrieval	Parachute/hang glider	shared channel
129.980	Common glider frequency within 10nm radius and up to 3,000ft above approved airfields		no secondary use
118.685	Common glider frequency within 10nm radius and up to 3,000ft above approved airfields		no secondary use
130.105	In-flight situational awareness		no secondary use
130.130	In-flight situational awareness		no secondary use
130.535	Cloud flying	In-flight situational awareness	
129.890	Comps 	Coaching 	
130.405	Comps 	Coaching 	

Here's a handy graphic (courtesy of Henry Ross) to help remember them.







\*\*\* 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](mailto:jxmoore@gmail.com)

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