



Countdown
to Thame
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The Booker Newsletter

REMINDER

All members wishing to fly during the Olympics must read the rules. See Page 3

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This month we have the final instructions for the Thame Expedition and a clear reminder from Denis about the vital importance of avoiding Olympic airspace. Our Ladder Corner correspondent has come up with some suggested tasks for Thame, there are dates for your diary and a look back at Booker's ground breaking and successful attendance at the Goodwood Festival of Speed. Mike C is doing days and nights in the Ryanair sim and will be back with us in person and in print next month.
William

From The Chairman

Dear Fellow Booker members

It's raining of course whilst I write this! No doubt most of you will be getting very frustrated with the lack of good flying weather. Let's keep our fingers crossed that it improves through the second half of the summer. We have got an exciting few weeks coming up with our Thame expedition, for which all the arrangements are now in hand. Well done everyone concerned.

I was lucky enough to get away to France for some of June where, despite it not being as good as usual, it was none the less flyable. I took part in a mountain flying competition at Vinon. The flying was very challenging but enjoyable. It was something of an education to see how fast some of the old hands could get around the tasks with conditions in which one would not normally have ventured so far.

After the competition, Doug Hilton and I were joined by a group of Booker members for some fun flying in the mountains with 315 and KCZ. Good old Serres weather enabled us to fly every day for the week and a good time was had by all.



There was, however, a salutary lesson to be learnt. During my time in France there were two accidents. The first one, astonishingly, was Georgio Galetto from Italy. Georgio is a member of the Italian team, a previous World Grand Prix winner, outstanding pilot and all round nice guy. He crashed into trees on the Tete du Peryron, in the St Crepin valley, on the fourth day of the competition. Fortunately, Georgio survived the crash, with only minor back injuries, but it left us all stunned that someone with so much skill and experience could get it wrong.



In glorious wave, cruising towards the second turn, day 3

A couple of weeks later, near Serres, there was another crash, but this time without the happy ending. The Pilot, from the Netherlands, had not flown in the mountains for some six years, had apparently been very busy lately and had not had time to fly. You begin to get the picture? A long journey to get there, lots of stress and pressure, not current and difficult conditions.

So errors can be made by all of us, no matter how experienced, and in the latter case an accumulation of circumstances seems to have caused the accident. So the moral of the story is clear, even if you are really good, take care, and if you are rusty, stressed, tired or not current, fly with an instructor. Don't fly on the memory of being current.

I want to take a moment to thank Denis Campbell for standing in for me while I was away and to thank Richard Crockett who stood in for Doug. I believe Richard was making a valiant effort to keep the launch rate up single handedly! I would also like to thank all those who were involved in the splendid effort made at Goodwood. The display looked very professional and I understand that it woke up a few other gliding clubs, and the BGA, to the potential of being at the right venues. Thanks go in particular to Chris Collett and Jane Moore for doing such a fine job on our behalf.



KCZ at the end of another superb day's gliding

See you at the launch point and
See you at Thame!
Geoff

Olympics airspace simplified

At first glance the rules surrounding the Olympic Airspace Restrictions seem very complicated; however we have simplified these for you. By moving to Thame for the period we are clear of the Restricted Zone. You only have to remember one thing:

Do not fly in any Olympic Airspace; it is that simple.

These restrictions originate from the very highest political levels. Even an infringement by a micro-light being flown by a member of the Fathers for Forgiveness wishing to shed Holy water on the sinners of Slough would be deemed totally unacceptable and would be dealt with most severely.

If you were to stray into this Airspace then very bad things would happen to you, the Club, the BGA and anyone else they could think to blame.

We have taken the unprecedented step of requiring all pilots to sign a declaration confirming their understanding of the airspace restrictions should they wish to fly during the period. These Declarations are available in the office and must be completed before flying. You also need to carry a map of the airspace on every flight. To help you understand the airspace, full details can be found here:

<http://olympics.airspacesafety.com/>

and here:

<http://www.gliding.co.uk/bgainfo/airspace/olympics.htm>

There is also a comprehensive brief about the Thame operation on the Club noticeboard. If you have any queries then please contact a Staff instructor soonest. You need to fully understand the situation before you turn up to fly.

We hope you will support us at Thame as we have a lot of flying to catch up on, and we are looking forward to having a fantastic time there.

You only have to remember one thing: do not fly in any Olympic Airspace, it is that simple.

Enjoy your flying

Denis

From the Airspace Safety Initiative podcast

Typhoon Pilot interviewed about interception during the Olympics: *‘ Obviously the threat of lethal force isn't intended to frighten anybody! ’ Be afraid. Steer clear.*

From the DCFI

It's a strange world out there, the wettest drought since the hose pipe bans were introduced and June having the most rainfall since records began, a Brit in the Wimbledon men's final (maybe even a winner by the time this is published?), 50 plus flood warnings and all apparently due to the jet stream being further south than normal. This has all meant some poor weather for us and limited our flying opportunities but when the weather improves there is still a lot of flying going on but it is important that you remain current – always consider having a check flight if you haven't flown for a while and don't be offended if it is suggested that you have one before jumping into a single seater. Perhaps ask yourself when was the last time you practiced spin recovery, are your approaches as accurate as they should be etc. There is always something that can be gained from training, no matter how much flying you have done.

On a somewhat disturbing note, we have had another instance of unreported damage to an aircraft (see the club Safety Notice board for details). It's unfortunate when accidents happen and aircraft get damaged but totally unacceptable to not report it and allow it to be checked/rectified before flying again. Please, whenever this happens, report it to the duty instructor/office immediately so it can be dealt with, the consequences of not reporting damage are unthinkable.

More positively, its been good to see several of Jim White's XC Performance Group putting into practice the theory that Jim so excellently lectured on over the winter with many of them doing the XC's designed to 'stretch' them and breaking off climbs and doing multiple practice final glides.

Will Ellis had an exceptional flight in his K6e (500k at handicapped speed of 93kph) – this wasn't just "luck" – it was down to good preparation, practice, being current and determined – something we can all learn from.

The club also had a great expedition down to Serres in the French Alps (see the blog for details) with over 60 hours being flown by the 4 pilots who came down and flew the DuoDiscus and the K21. Particular thanks to Geoff Tabbner who flew several epic cross country flights into the mountains with the DuoDiscus and sharing his 25 years of mountain flying knowledge and skills.

Looking forward, we have our exodus to Thame whilst the 2012 Olympics and associated air space restrictions are in place. Everything is in place for this now for club and privately owned gliders, there are details on the notice board in the office (and elsewhere in this Newsletter) of what is happening and how to get there. Below you will find details of the airspace restrictions and where you can update yourself on them – ensure you have studied them and know how they affect your flying and what to do/not do.

To get the most out of our time at Thame, don't forget we are running a task week, and Get your Bronze and Silver courses (check with the office/notice board and book yourself in).

Looking forward to seeing you all there.

Safe flying

Doug

Suggested Thame Tasks

Once the Olympic airspace comes into operation new tasks will be uploaded onto the Booker ladder page. These are my suggestion following initial consultation with Jim White.

If anyone has any problems with them please let me know so they can be reviewed before they are put on the ladder site on July 15th. I have tried to design fall backs from larger tasks:

THM-SIL-ENS-THM 100k FAI triangle

THM-SAN-THM 100k o/r

THM-PIT-BRO-THM 200K FAI triangle

THM-WAN-RUS-THM 200K triangle

THM-DEV-GRW-THM 300K triangle

THM-WCB-PET-THM 300K triangle

Jim has also offered some suggestions for 50km Silver distance; the key problem is prohibited airspace to the East and reduced upper limit of airway to the South of Benson:

THA (Thame Church) – EDG 50K Need to avoid WOG and HIN

THM – SAN 50K Need to talk to Sandhills Farm about towing out

THM – MEM 53K Need to avoid 3500ft corner at Wantage

THM – SAC 63K and THM BGC 60K track quite close to Luton space.

Jeremy Gilbey and Jim White

Dates for your diary

- Get your Bronze course - 6-10 August (at Thame)
- Silver/soaring course - 23-27 July (at Thame)
- Task week - 28 July-5 August (at Thame)

Members' achievements

That hammering you can hear is probably someone knocking up a Noah's Ark, so it's maybe no surprise that we haven't achieved any first solos and badges this month. However the club as a whole has pulled off the considerable achievement of 318 launches (*or was that one launch in 318? –only kidding*). Given the record breaking terrible weather that's quite something.

Booker Gliding Club's expedition to Thame

6 Days to Go!

At this time, there surely won't be any one who isn't aware of the London 2012 Olympics this summer and the air space restrictions that it imposes. In order that we can continue to enjoy our gliding and operate as near to normal as possible, Booker Gliding Club has been making arrangements over the last 15 months to move our entire flying operation to Aylesbury (Thame), EGTA at Haddenham for the period. This has been done with the full co-operation and support of the Upward Bound Trust Gliding Club who normally operate there and the local Parish Council.

We are taking the clubs K21's, K13, Duo Discus, both Juniors and Pegasus as well as 3 of our tugs to Thame to enable club training and flying to continue as usual. We will be taking the club's golf buggies and a launch point trailer across as well as all the other equipment necessary to run a successful gliding operation (radio, batteries, log sheets etc.). Private owners are encouraged to take their gliders/trailers to fly from there as well, we have cleared space to facilitate parking of private owners trailers.

Additionally we are installing porta cabins to act as a club house and briefing room, porta loo's, marquee for barbeque (and shelter from the sun!), coffee and tea making facilities, water bowser for glider ballast and facilities to check the weather and NOTAM's.

There are plans in place to aerotow the club's gliders across to Thame on Friday 13th July (known as Operation Pegasus). There is a list on the notice board if you wish to help with this activity.

As we will be flying with the Upward Bound Trust Gliding Club (UBT) members, they will be reciprocal members of Booker Gliding Club and we will be encouraging them to fly with us when we are operating. UBT normally only operate at weekends when they use their winch for launching but may choose to fly with us mid-week. We all need to be particularly vigilant with the winch as it is something alien to most Booker pilots and the different hazards it poses with machinery, cables and weak links etc.

Because of the different airspace restrictions and the possible 'funneling' effect of air craft around the restricted airspace you need to be particularly observant and display the highest levels of airmanship, know where you are at all times and observe all airspace requirements.

- We will be flying at Booker as normal up to and including Friday 13th July.
- We will be flying at Thame from the 14th July until 15th August.
- We will be flying back at Booker as normal from Thursday 16th August.

What do you need to do

Firstly remember we are flying at Thame and you need to go there – if you do forget, the office is open and will redirect you.

Take all the things you will need to fly with you as there are no facilities there unlike Booker. If you want to take your glider/trailer over, please do so. The attached map shows where we would like the trailers parked. Please keep them as tight together as possible and leave them in such a way that if we need to move them a small amount on the airfield, they are secure to move.

Please park your car in the areas marked and do not leave them on the end of the runways or in the way generally. We do not have as much space available to us as Booker so we will have to use our common sense and cooperate with the instructor running the launch point on the day.

Please remember we are there as guests of UBT and behave accordingly, this is a great opportunity to meet new pilots and build stronger relationships with them.

Make sure you are aware of the air space restrictions and changes, where you can and cannot fly, look at and digest the information available at <http://olympics.airspacesafety.com> and the BGA's guidelines at <http://www.gliding.co.uk/bgainfo/airspace/olympics.htm>

Have an up to date chart with the airspace marked when you fly. As with Booker we will need to get the gliders out and ready to fly at the beginning of the day and put away at the end – please assist with this activity. Most importantly fly lots, be safe and enjoy yourself.

Layout of the Airfield



How to get there

Directions to Thame can be found on the clubs web site at

<http://www.bookergliding.co.uk/documents/Directions to Thame for Trial Lessons.pdf>

Other information and details about facilities around Haddenham village and what we are doing are on the Booker Gliding Club web site

www.bookerglidingclub.co.uk/howtofindhtm.htm

Booker goes to Goodwood



The latest exploit of the Marketing team has been to exhibit at the Aviation Show section of the prestigious Goodwood Festival of Speed, which ran from Thursday 28 June to Sunday 1 July. This was the result of an invitation from the organisers who had been impressed by our stand at one of the AeroExpos held at WAP.

A small advance party went down on the Tuesday with the Duo to set up the outside display and the stand in the exhibition hall. With the gates open from 7am to 7pm we worked long days, two people stayed locally to open up each day with crews coming down daily to help out. We had a steady flow of visitors ranging from the usual 'I wouldn't go up there without an engine' to bored and/or cash-strapped power pilots, for whom we could generally find a gliding option to suit their interest. Goodwood attracts over 185,000 visitors from a wide area, so Booker was not the most sensible choice for some. In these cases we recommended them to their nearest club, with instructions to say 'I saw Booker at Goodwood'. Visiting glider pilots were impressed by our presence at this event, and word has also reached the BGA of our work in promoting the wealth of opportunity that gliding offers. We made sales and contacts, including some interesting corporate opportunities, which we are sure will generate business for Booker in due course.

Many thanks to all those who helped out, in particular Richard and Denis for helping to set everything up, Bob for bringing it all back, and of course Chris for putting it all together and designing our fantastic new banners.

Wycombe Community Festival – Sunday 5 August

The Club has been invited along with many other sports groups and clubs to take part in the Community Festival taking place on The Rye on 5 August to celebrate the Olympics. We have been promised the space to rig a glider and will be able to sell courses and trial lessons. This is an ideal opportunity to promote gliding to local people who are interested in sport. To stage a successful event we will need a team to take a glider to the site and set everything up, and others to staff the display for the day and then bring it all back. If you would like to be part of the team, please contact Jane or Chris, or leave your name at the office

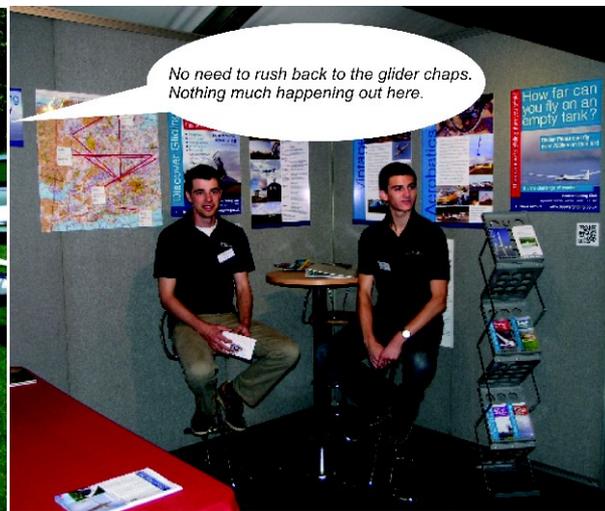
Jane Moore

Two useful tips for XC pilots from the BGA

Field Landings. With the main cross-country season now underway, the number of field landings has started to increase. Already, we have had reports of farmers demanding release fees for gliders which have landed in fields. The BGA reminds pilots of the advice for dealing with such situations at <http://www.gliding.co.uk/bgainfo/competitions/fieldlanding.htm>

Field Landings (2). Derby & Lancs GC have recreated the original web site put together by Adrian Hatton showing photographs of 10 different crops, taken both from the air and in the field, at various stages of cultivation. Each crop is described - including its suitability for field landings - from early growth to harvesting time. The site is intended to help pilots make informed field selection choices, supplementing the advice in the BGA training syllabus. The site is at <http://www.fieldselection.co.uk/>

Meanwhile... back on the Booker stand



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).

Published by Booker Gliding Club
WYCOMBE AIR PARK, MARLOW, BUCKS SL7 3DP
Office Tel: 01494 442501/529263
Booker Gliding Club Ltd, t/a Booker Gliding Centre
is a company registered in England with company number 1492733
Registered office address: Wycombe Air Park, Booker, Marlow, Bucks, SL7 3DP
VAT number: 350 4182 83

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