



**Booker's
Longest Day
flying fun fest
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Welcome to this picture-packed summer (with sunshine) edition. Geoff raises the importance of a functioning radio for XC flying, Jane gets a pat on the back and reports on the Longest Day and Denis reports on the recent Le Blanc expedition. Elsewhere Jim gives us a fascinating analysis of three different final glide techniques. Stephen Green has provided a superb gallery of pictures from the longest day event. Fingers crossed that the summer weather holds.
William

From the chairman

Dear fellow Booker members,
Could this be, is it real? Are we having a summer here in the UK? I don't want to speak too soon but this spell of sunshine is like a tonic for the nation and a shot in the arm for gliding. A lot has happened already in the season, one or two good days in late April and early May gave us a taster, and now, with the ground drying out, we can expect conditions to get better. Maybe that is tempting fate, so let's keep our fingers crossed



We have had two excellent events so far. The first was the very successful Le Blanc expedition, which gave a group of us the opportunity to fly from a pleasant and peaceful airfield across the beautiful flat countryside of central France. There was a great team spirit during my visit there, en-route from a trip to the Alps. On behalf of all who participated, I would like to thank Richard Crockett for leading the expedition so well and Steve Williams and Pete Wyld for their support. The second was 'The longest Day', conceived by Richard and ably supported by all concerned with amazing, all day (dawn to dusk), catering by Simon and Marne. It was a resounding success with a great turnout. In particular it was good to see members bringing their families along and encouraging them to enjoy some gliding too. Again, my thanks go to Richard and all concerned. Please convey our thanks to those family members who came and joined in. We would love to see more of them at the airfield, they are very welcome.

As the season progresses, many of you are participating in competitions. I know that you will all be superb ambassadors for Booker Gliding club and I wish you all lots of happy, safe flying. We have room in the clubhouse for the trophies so don't hold back! On a more serious note I have recently attended a couple of meetings of the Oxford Area of Intense Aerial Activity Airspace users group. This group has done some useful work in opposing the recent application for another parachute drop zone. It is interesting how little is known about gliding activity and, based on what I have heard, we will do well to keep other members of the aviation community aware of what we do. One thing comes to mind and that is the importance of communication. We in British gliding have not been required to operate with radios. That may be all well and good if only flying locally, but I'd argue that isn't safe either. As to flying cross country, it is vital to have a functioning radio and adequate battery capacity. If you don't have these things, you are unable to talk to fellow glider pilots, air traffic control or ground to air radio stations, or to summon help in the event of an emergency and that just adds unnecessary risk. To those of you with dodgy radios or no radio at all, I would urge you to fix the situation, your club and your family needs you! Have a great summer folks. See you at the launch point, Geoff



A quick fix in the Alps - Sheer joy!

From the CFI



Shhh don't tell anyone but it would appear that summer has finally arrived (for this week at least!).

We've had a busy month at the launch point and it's been brilliant to see so many of you out making the most of the fantastic conditions.

On the 29th June we had our longest day. This is the first time in recent history that we've run an event like this at Booker. The flying day started at 0444 with a K13 cabriolet launch and flying continued all day with a mixture of training, aerobatics, cross country and dual aero towing.

My personal thanks for the day go especially to Simon, Marnie and Nigel who kept us fed and watered all day with Breakfast, Lunch and Dinner and also to Graham who yet again failed to disappoint with an incredible aerobatics display.

There were those who questioned the point of launching so early in the morning and flying all day but I believe the answer was summed up perfectly by Symeon who said 'The point? There is no point. This is for fun and it's what we do at Booker Gliding Club!'

This is the point I often make to people when they question our no rules policy, especially when visiting from other gliding clubs who somewhat embrace the rule book. Here at Booker we are very proud to be able to give you the freedom to enjoy your gliding, and to allow you to explore every aspect of the sport, whether it be cross country, aerobatics, vintage flying or

expeditions to name just a few. Having fun is what we do best at Booker Gliding Club and long may it continue!

Enjoy your flying

Richard

Dates for your Diary

Task Weeks / Silver Courses: 26th-30th August

Get Your Solo Courses: 22nd-26th August

Members' Achievements

Philip Van der Hulst first solo and Samuel Van Schijndel (15 yr old) first solo.

Sam Van Schijndel and his father Philip visited Booker from Holland and both went solo on a five day course. Congratulations to them both.

(Apologies for any other achievements in June which may have been missed. We'll catch up with them in the next issue. Ed.)



Sam Van Schijndel

Jim's Blog at the 15 metre Nationals

Once again Jim White will be reporting on his progress at the 15s starting this weekend.

You can see his day by day tale at:

: jimboffin.blogspot.com

Any aspiring XC pilot will enjoy reading Jim's explanations of what works (and what doesn't) in fast XC flying.

How to win friends and new members

The club recently received this extremely complimentary email. It just shows the value of taking good care of our visitors (and their mums!).

Subject: My Trial Lesson on Saturday 6th July

Good afternoon,

I just wanted to formally thank Jane who took me up for my trial lesson on Saturday afternoon; it was a wonderful experience and I felt I was in extremely safe hands all the way. Please do pass this on for me.

I would also like to thank Jerry (and colleagues) who looked after my mum. She's a bit of a chatterbox but they were extremely nice to her and she had a lovely time.

Everyone at the club, including the lady who provided drinks for my daughter and her friend, was extremely friendly and it made for a thoroughly enjoyable family afternoon out.

I will definitely be returning to do a bit more gliding so I look forward to seeing you all soon.

With sincere thanks once again,

Graham Ponting

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...whatever happens!!!

Le Blanc 2013

The aim of the Club expedition to Le Blanc this year was to give members with differing levels of experience the opportunity to develop their flying. It was a great success and everyone was able to push their own boundaries a bit further.

We were made very welcome by Jacques the President and Gerard the CFI of the local gliding club who gave us free use of their airfield and facilities.

Boris flew the tug out to France and we were very grateful to the Lima Hotel syndicate for lending us their aircraft at short notice.

We stayed in a variety of gites, hotels and tents. We had a most memorable evening with Hakan and Fiona at their gite which was a converted watermill by the river. The camp site on the airfield had all the necessities. The flying was excellent, the fields were large and the farmers accommodating.

The hard work of everyone involved in organising the trip paid off and everyone enjoyed their time there. The only question is where and when next time.



The basic essentials.



There was room for everyone in the hangar.



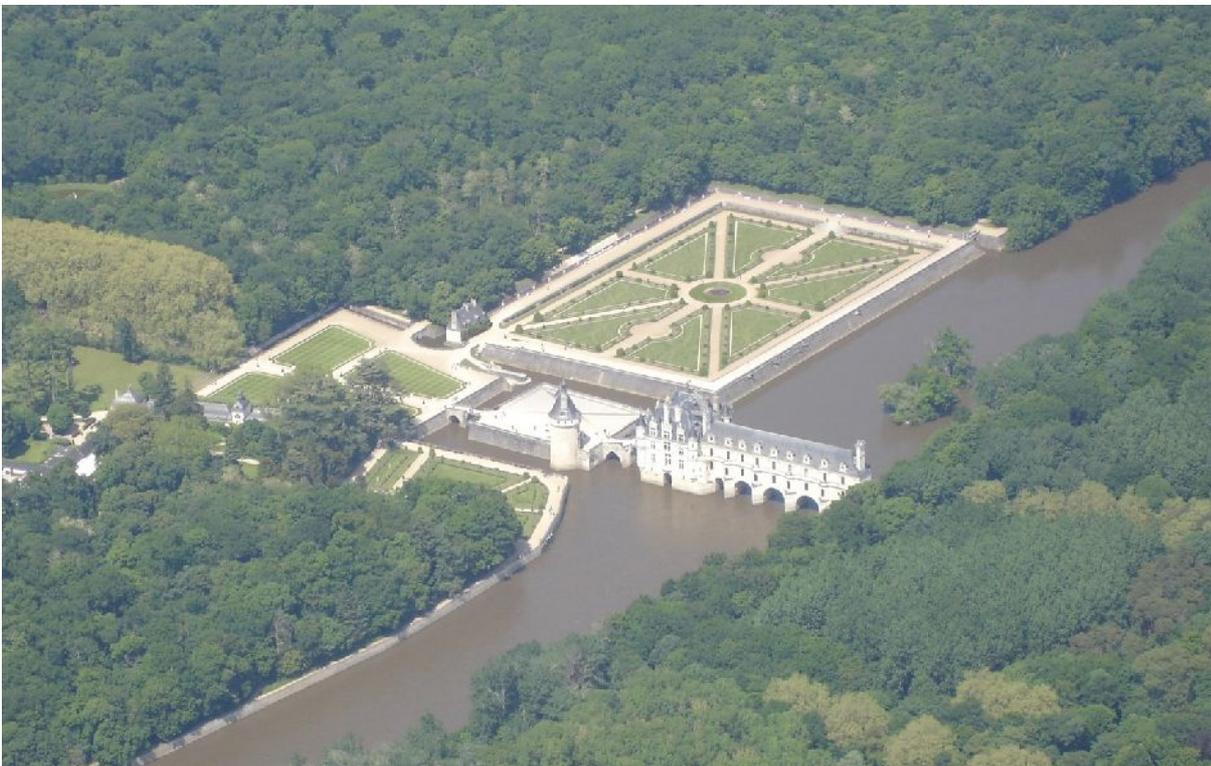
Richard never seemed to stop and gave a weather briefing every morning. Topmeteo proved very useful for forecasts.



We preferred operating off runway 04 as it was downhill.



Ready to launch.



The chateaux at Amboise -a distinctive turning point.



Rob went cross country



Steve helping with a retrieve.

Denis Campbell

Final Glide Techniques

Whilst preparing for competition this year I have been thinking about final glide technique. When just going cross country for fun, I will typically leave plenty of energy to spare when deciding how to fly my final glide so that I can ensure getting home fast and safe. In competition however, every 100ft of unnecessary height climbed as safety margin costs 15 seconds or more on the task time. Over 3 hours this is equivalent to $\frac{1}{2}$ speed point, and over a whole competition taking 500ft too much for 8 days is a staggering 20 points. Not much you say, but the 2006 Nationals was won by 1 point!

Theory says fly the final glide at the MacCready value that matches the average climb rate in the last climb. This is for still air, you crank the MC up into wind and down a bit when the

wind is behind you. So set the MC in and by the last climb and set off when it says you will arrive at 0ft (or your desired safety margin) over glide. Obviously, if the sky ahead looks really buoyant, you could set off under glide and gain the energy required in the glide. If you expect sink, you could build in some extra safety margin. These are judgement calls.

In practice people do one of three things:

- 1) The 'convex' method: Fly slower than optimum to start with, thereby building in extra margin, then when they are absolutely sure they are going to get home, speed up arriving fast over the hedge, or
- 2) The 'Reichmann' method: Fly the optimum speed all the way, slowing up if they fall under glide, or speeding up if they gain energy along the way, or
- 3) The 'concave' method as recommended by Leo and Ricky Brigliodori: Fly faster than optimum to start then use the excess kinetic energy to fly level for the last few k arriving over the hedge at approach speed.

The latter is what the hotshots would have done in world championships. Dave Watt and others tell fantastic stories of dropping into ground effect 6k out, hopping over obstacles, plopping onto the ground inside the perimeter hedge, and rolling over the line to finish. Even if I had the confidence to try it, the rules now prohibit and penalise this sort of finish.

So I got to wondering how much difference it really made and reached for the calculator. The three solutions for using up 2500ft from 30k out in still air for my ASW27 full of water are as follows:

- 1) Fly all the way at 90kts to finish at 50ft (The Reichmann method). This takes 647 seconds.
- 2) Fly 28k at 80kts then speed up to 105kts for the last 2k. This (convex solution) takes 718 seconds. I have assumed that you can go instantaneously from 80 to 105 swapping 200ft for the additional speed.
- 3) Fly the Brigliodori way: 28k at 96kts then slow down to approach speed of 70kts for the last 2k. (Same assumption as above recovers 200ft) This takes 632 seconds and is the fastest of the three solutions.

So it would appear that Ricky and Leo are right in theory. The fly fast / slow down approach takes the least time. I suspect however that the 1st is easier to perform and less hair raising, until you cross the line at 90kts and have to either go around with low energy or take on the far boundary fence. The clear mistake when chasing points is to fly too slow.

What the exercise has shown, is that the penalty for being chicken and building in plenty of safety margin before and during the glide isn't huge in real terms whereas the penalty for landing out or crashing is. Decision made.

Jim White





Crew at the 15M Nationals

I am flying the 15s at Hus Bos starting July 13th through to the 21st. I was planning to do this without a crew but as the day nears, I wonder if anyone reading this would like to join my team as crew at a Nationals for a few days? I have Mon, Tue, and Weds covered.

Tradition has it that I should pay all the expenses of a crew including B&B but I am not sure I can afford that much. There is camping on site and I have a caravan with two bedrooms which you would be welcome to share. I would provide breakfast, dinner, and some beer each day.

The job isn't difficult or onerous unless I land out, when you would be there to come and get me with the trailer. I will arrange insurance to cover my car as required.

Anyone interested? Please get in touch.

Jim White

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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