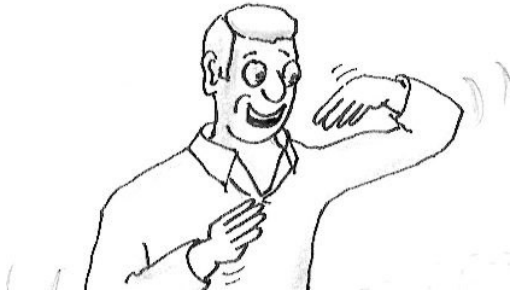


Booker Gliding Club Newsletter



The social side.... see page 7

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In this edition we have plenty of flying adventures to report, from Chiltern Park, Thame, the Alps and Booker itself. There are handy hints on how to read NOTAMs and a timely reminder about flying in hot weather. We have news of a trial of discounts to help members sell courses, with a prize for the person who achieves most sales. And there is another of William's excellent cartoons. All this and much more.
 Enjoy.

Jane Moore

For your diary:
 Aboyne expedition
 3-23 October

From the Chairman

Fellow Booker Members,

June has been a busy month with plenty of good weather which combined with the long days has produced some excellent achievements, including Denis Campbell's 750k on the longest day and three 500ks out of Chiltern Park on 25th June. Flying continued despite the disruption of Aero Expo by means of mini expeditions; we are grateful for the hospitality of Chiltern Airports at Chiltern Park and the Upward Bound Trust at Thame. Our Marketing team put on their usual professional display at Expo and although visitor numbers were down the members who did shifts at the show did a great job in promoting gliding.

The expedition to Serres in the French Alps was also a resounding success and we hope to repeat it next year. It's not too early to be thinking about the Aboyne trip in October, another great Booker expedition and an opportunity to broaden your experience and enhance your flying skills.



And now a call for your help: the best way to sell gliding is by word of mouth, and the most difficult part is to close the deal. We are therefore going to run a trial where club members are empowered to offer discounts in order to get that vital sale. And for the top salesperson by the end of September there will be a prize. More details of the different levels of discount, plus handy hints on selling, will be provided shortly.

We also need people to put on displays. This is an easy way of bringing gliding to the notice of the public and takes only a few hours of your time if everyone does their share. If you can help with this, contact Jane Moore via the office.

See you at the launchpoint.
Geoff

From the CFI

June's been a busy month for all our members. Our thanks go to Doug Hilton and all at the Upward Bound Trust for organising our annual pilgrimage to Thame which has been a huge success yet again. Also our trial run down to the French Alps was a great success so keep an eye on the notice board for information on next year's trip.



Now that the Summer is well and truly upon us and we seem to have been going through a bit of a heat wave it's worth reiterating the importance of keeping hydrated not just while flying but also while you're on the airfield helping out. I suspect we've all seen the results that dehydration has on judgment. I'd also like to take this opportunity to remind people that if you are considering buying a new glider it is a requirement to ask both myself and the committee before bringing it on site. This is not so we can be awkward, it's so we can warn you about difficult and potentially unsafe gliders which we would not like to operate out of Booker.

I'd also like to say good luck to Graham Saw who's off to fly in the World aerobatic Championship in Finland and also to Tim Scott who's flying in the world Championships in Hungary. And the best of luck goes to the guys and girls flying in the upcoming 15 Metre Championships at Nympsfield.

Happy landings,
Mike

Achievements in June

20 th June	Sarah Fearnley flew K21 solo first time Will Hilton converted to Pegasus (987)
21 st June	Will Hilton – Silver height and Silver duration Denis Campbell – BGA diploma: 750 km

26th June David Humphreys - Silver height (flying out of Thame)

29th June David Hamilton – Silver height

Congratulations to all these members and their instructors.

Will Hilton also won the British Aerobatics Association Loop Beginners Event at Little Gransden on 19th June, flying a Pitts S-2A. With a score of 80.89% he saw off 20 other competitors. Not bad given that he only turned 16 in April. Well done Will!

750 kms

Two hundred and fifty km from Booker seems a long way when conditions are deteriorating. Approaching the last turn there was sufficient height to reach a gliding site, but it was not active that day and the air looked very dead in the vicinity, so a landing looked inevitable. The alternative was to make for the turning point in the centre of the city where a solitary cumulus beckoned, but I estimated I would arrive there at about a thousand feet. I took a photo of York Minster at 1200' and was rewarded with 2kts over the race-track which took me up to cloud base and I eventually made it as far as Bicester, having flown 732 km. That was in 1994 in a Discus, and somehow in the intervening period I never seemed to be available on the right day to complete a 750km flight.

This year on the 21st June, the longest day, Jim had forecast good conditions and a long soaring day. He was launching with a first turn point at Gainsborough as I towed out across the airfield, and there was barely time for me to finish my coffee before the tug was back. My task was similar but the first turn at Tuxford was 18km to the south of his. We both towed to 3,000' and I started at 10.52. It was a gentle glide out to Aylesbury and then a bit of scratching waiting for the day to get going.



It developed quickly and we made good progress up to Newark, but there we found a subtle change of air mass with a lower cloud base and less defined clouds. I set off hopefully to the turn, but was disappointed with the absence of a good climb. I was reluctant to dump any ballast as I would need to improve my average speed over the rest of the flight to be able to complete the task. I made the turn and pushed south, until at 1200' I found 2kts and made it back to the better air south of Newark.

Jim was not so fortunate and the extra distance he had to fly in the poor air ruined his chances of completing his task.



I turned Andover at 15.35 and my WinPilot ETA had improved to 19.15. I could see the air to the east had deteriorated but fortunately conditions were good on track and I achieved 100kph to Bottesford, dumping a third of my ballast before the turn, as the lift softened. Heading south at 17.35 the sky did not look good and with average climb rates just over one knot it seemed that the best I would achieve would be another 730km. I dumped all the water and struggled south with the ETA slipping back to 19.35. The only hope was a healthy looking cumulus over

Silverstone. It delivered 3 kts up to 5,700' for an easy 50km glide back to Booker, for 759km at 87kph, not a particularly fast time, but good enough for the moment. Unfortunately the bar had closed but the family was there to welcome me back and that made up for it.

Denis Campbell

Thame Weekend 26th/27th June 2010

Whilst the Sales & Marketing team staffed the Booker Gliding Club stand at AeroExpo, another group of Booker pilots were once again flying at Thame as guests of the Upward Bound Trust whilst Booker was closed to normal operations.



For the third year in succession the weather turned up trumps and the effort to reposition two of the clubs 2 seaters and a single seater along with tugs proved

extremely worthwhile with lots of flying being done throughout the weekend. Testament to the popularity of Thame, 9 private owners also brought their gliders over and various cross countries were completed over the weekend.

The members at Thame made everyone very welcome and whilst they couldn't organise the Queen's Birthday Flypast as in previous years, they still managed to have a Spitfire provide a low pass straight down the runway on the Saturday. One of the highlights of the weekend had to be Nick Newton



who not only flew his very pretty Hutter 17, but also set up "Inge's cafe" which kept every one watered and fed, with the Strawberries and Ice Cream being a particular favourite. Congratulations also to David Humprey on gaining his silver height – such was his enthusiasm to do it that he drove back to Booker to get a logger specially for it.

My sincere thanks to Mike Clark (CFI Thame) and the Upward Bound Trust members for putting up with us and to the various Booker members who instructed, tugged, positioned gliders and tugs and overall made the weekend a success. It's already in the diary for 2011.

Doug Hilton



Booker goes to the mountains

A group of Booker pilots has again been to Serres in the French Alps to explore the mountains and the variety of flying conditions. There is a detailed account of their adventures on <http://serresbimble.blogspot.com/>, also accessible from the Booker blog (see the list of links at the right of the screen).



Booker sales team out and about

We were invited to take part in the John Lewis Summer Fete on 13 June, so we took HNK along and set up our stall. It was a traditional fete with splat the rat and other games, and lots of children who enjoyed sitting in the glider. We made some interesting contacts, and had supportive messages from our neighbours who prefer an airfield to a stadium.

AeroExpo

A team of club members gave up a few hours of their time over the 3 days of Aero Expo in order to do shifts on our displays. We had our usual professionally built stand –

thanks to Chris Collett - in our hangar (aka Hall B for the duration) and a static display with HNK and 314, everything else being in use elsewhere, either the Alps or Thame. The event seemed less busy than in previous years, fewer exhibitors and visitors, but the team did their best to promote the benefits of gliding to power pilots: better value flying, improvement of handling skills, challenge, a variety of flying activities and a club atmosphere. We plainly made an impression judging by this comment on pprune.org about the good bits of Expo: "chatting to the glider club representative about taking up gliding, and flights up to 14,000' on their clubs treks up to Scotland". We have also made a number of sales during and since the event.

Future events

Rigging a glider is by far the best way of promoting gliding, all it takes is 4 people to rig the glider and set up the stand, and a couple to do the chatting to passers-by. We have a list of possible venues, if you have any ideas, let us know. And if you would be willing to join a team to run an event, please get in touch.

Jane Moore

Reading NOTAMs

A recent spate of activity on the Booker Yahoo Groups re ways of checking NOTAMs made me feel that an item in the newsletter was worth doing.

It would be great if the AIS did use a map system but we would still have to click and read the finite detail. Looking for type, area, height limits and timing is actually the longest job.

New comers to NOTAMs do not appear to know that they are printed (nav warnings that is) from the most northerly latitude downwards zig zagging East or West as the next longitude dictates. The lat/long of the NOTAM will always appear on the top line right hand end with the radius of activity being the last 3 digits.

So having planned a flight dependent on the weather we should then have a good idea of what the most northern and southern TPs are. With this in mind one can drop down the nav warnings without even reading them until the Latitude is just above your northern most TP and then check for relevance, ignoring those that are more east and west of your track (allow for deviations off track). When you reach the latitude that is just below your Southern most TP you can stop.

Whilst carried out the above I personally copy and paste the relevant ones onto a word processing document and carry that with me as a handy reference.

There will be some days when the number of relevant NOTAMs make life quite difficult and cause you to rethink a task.

So that you are aware of the timing of flying programs that will cause problems it is well worth while checking the mauve air information circulars AICs.

All the info referred to can be found at:-

<http://www.nats-uk.ead-it.com/public/index.php.html>

For NOTAM access you will need to log in with a name and password and unless you are flying into Scotland then use VFR FIR Brief – EGTT

Looking at AICs doesn't need you to log in.

Dave Caunt

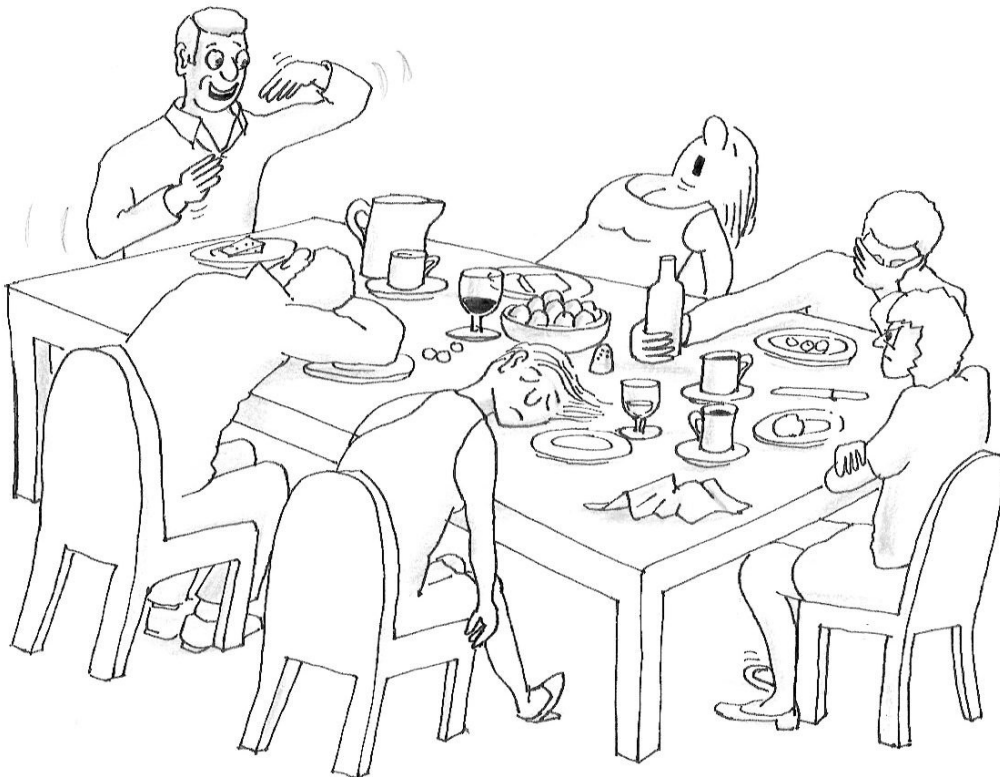
BGA Safety Report

In March the BGA published their accident summary report for 2009, much of which formed the basis for Denis's article earlier this year on creating a safety culture. The report makes interesting reading. The three main areas of danger in gliding remain:

- winch launches
- collision
- field landings.

You can download the full publication from this url:

<http://www.gliding.co.uk/bgainfo/documents/accidentreview09web.pdf>



...and then somebody went and mentioned gliding.

FOR SALE (by Shep)

Well worn LS6c (15-18W) Comp No. 747, CAA Reg G-LSVI

One owner from new. Total launches 799, total hours 2134

Gel coat beginning to need attention but flies superbly
(and knows own way round southern half!)

Panel includes Garmin 100, Schumann with averager, Allen A/H

Complete with Cobra trailer, towing gear and all bits and pieces

MAKE ME AN OFFER

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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