



Can you help out at the Wycombe Community Festival on July 12th ?

The Booker Newsletter

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With the Chairman and the CFI away at Klipperneck and the site being in an internet black hole we haven't got our usual lead articles. Nonetheless we have some great achievements, a report on our attendance at the Booker Show plus a call for volunteers for the next one and a reminder about landing safely far afield. Not to mention a cartoon about watching your step.
William

Booker pilots fly Duxford display

It was back in early March when Graham Saw and I were approached me by Bob Bickers asking if we would like to participate in a gliding display at this years Duxford D-Day Air Show on the 23rd & 24th May. Graham was to display in his Lunak and therefore asked me to fly his now unique Slingsby Petrel. Obviously I was delighted to have been asked, firstly to participate in an air display at one of the world's most famous airfields and secondly to fly one of the world's rarest and most beautiful gliders.



My first challenge was to learn to fly the Petrel in a variety of different conditions. Vintage gliding is usually conducted on only the calmest of days; however, this couldn't be guaranteed at Duxford and therefore I was soon to be found aero towing straight and level at 800ft through every rough thermal we could find! After a brief practice on Friday afternoon we were all ready to go on Saturday.



Unfortunately, on opening the curtains in our hotel we soon saw that it was a less than ideal gliding day! Although it remained particularly windy the skies soon cleared enough to fly. Our first display was a complete buzz. The other vintage gliders had elected to stay in the hangar due to the weather and therefore I



was privileged enough to be in a 4 ship formation with Brendan O'Brien and Anna Walker sitting to my left and right in their cubs. Sunday was a much better day and so attracted a much bigger crowd. We finally managed to complete our full display which was fantastic, check it out on YouTube!

It goes without saying that Graham's display was as incredible as ever, if you've not yet tried aerobatics why not come along to a Tuesday evening group and have a go! Huge thanks for the weekend go to John Herman, Peter Kirkwood & Mike Sinclair.

Richard

Members' Achievements

1st Solo **George Hunter (and 1 hr bronze)**

1st Solo **Hugh Cherkas**

Re-solo'd (after 30 years) **Carl Martin**

Congratulations to these members and their instructors.

Dave Humphreys **Bronze Medal** in the Standard Class Glider National Aerobatic Competition held at Saltby. He also won Booker's Easter Egg Aeros Comp. Well done David!



George after his first solo flight

Dates for your Diary

- Booker's next HDT Comp 23 -31 August
- Aboyne 4th -19th October

Booker Common Show - Saturday 7 June



We had been invited to take part in our local show, so on Saturday morning the Marketing team convened at the clubhouse, where we then spent some time drinking tea as the rain poured down - going to a summer show didn't seem like such a good idea. However, by around 11am it has reduced to light drizzle so we decided to go and join in the fun. The other stallholders, bouncy castles and carousels were already setting up so we got on with rigging HNK and putting up our display materials. And then the sun shone and the visitors arrived and we had a constant stream of children and adults keen to see a glider up close, since they see them overhead their homes all the time. After a damp start the day turned out really well, the Show was a great success with a variety of attractions including bowls, a dog show, a dance display by an army of tiny tots clutching teddy bears and of course a raffle, one of the prizes being a glider flight. As well as selling some trial lessons, our participation was also an opportunity to contribute to our local community.

Many thanks to the team: Chris, Hedda, William, David H, Hugh, George and Josh.

Wycombe Community festival - Saturday 12 July

We will again be attending the festival on the Rye, to showcase what the club has to offer and to build links with Wycombe. The last two years have been a really good day out, with lots of sports clubs offering taster activities, as well as live music, a carnival procession and plenty of food stalls. If you would like to be part of the team, please let Jane know.



It's not working! What now?

Seven tips for safe field landing

It is vital that all cross country pilots are familiar with the standard BGA procedure for assessing fields and landing in them safely. Check out the BGA website for how to check fields for size, slope and surface. What follows is a compilation of points based on field landing experience.

1. Make up your mind to land in plenty of time

The majority of field landing accidents and unsatisfactory, heart-thumping arrivals in fields are due to late decision making. Always be aware of the terrain below. In the UK it can change quite quickly from arable farmland, to dense woodland, to low lying meadows, to hills with small steeply sloping fields (if any). As soon as you are relatively low, given the terrain and availability of suitable fields, and you think you might not get away, get your field landing hat on and move to where the landing options look best.

2. Look for fields free from these hazards

- a. Wires. These are usually in hedgerows and along roads but can sometimes cross fields on wooden poles. If you see a pole, search for the adjoining poles and 'join the dots'. That'll be a wire. Remember, it's wire you don't see that will get you.
- b. Changes in colour between one part of a flat field and another. This may be due to grazing on one side and not on the other, between the two there is likely to be a wire fence,
- c. A trough in the middle of a field. Farmers often graze two herds from a single trough which protrudes either side of a wire fence.

3. Make your decision stick

Don't give up until you are soaring in the circuit for your selected field at a height that enables you to complete the circuit (as a guide, at our Booker site we soar until we are at the high key point around 800 -900 ft up). But if you are not able to climb away confirm your landing decision and say out loud 'I am going to land'. The workload involved in trying to get away in a weak thermal and at the same time planning a circuit and landing is very high and can be stressful. The moment you make a definite decision to land the workload immediately becomes more manageable, freeing you to make a proper job of your field landing.

4. Fly accurately

The correct co-ordinated use of controls and accurate speed control are essential for safe field landings. If you allow the pressure of trying to thermal while planning your circuit and landing to get on top of you, it is the accuracy of your flying that will suffer –exposing you to the dangers of slow flying and unexpected departures from controlled flight. As you begin to execute a field landing consciously sharpen up your flying accuracy and, for example, trim to your selected approach speed.

5. Don't cramp your circuit

The tendency is for pilots to fly too close in to their selected field thereby risking an overshoot but avoiding an undershoot. However there is only one way to do it and that's the *right way*. Consciously judge your angle, height and distance from the landing area all the way around your circuit such that with a half or two-thirds airbrake you will approach your reference point, round out, flare, touch down and come to a halt within 10 or 20 metres of the planned position on the landing area you selected at the star of your circuit.

6.. Don't change your mind at the last minute

There are always uncertainties about the surface you will land on when landing out. However, a study of the sources for judging field selection, prior thinking about the season and the state of fields before flying and while on task, plus a timely decision to land will bring you to a satisfactory landing. If however you have mis-judged the field and it turns out to have a standing crop in it –don't panic. And don't veer away into the unknown. Treat the top surface of the crop as the ground, do a fully held off landing with the wings precisely level and you'll almost certainly walk away from it and in most cases your glider will be undamaged too. Having survived that of course, you'll have to face the farmer so have your wallet handy.

7. Don't treat field landing as failure

Only grade one nutters fly cross country in an unpowered aircraft and then shake their fists at the sky because it declined to support them throughout the planned flight. Landing out is an integral part of cross country flying. Getting angry about it when you fail to get away from a low point will only get in the way of a safe and timely landing. As glider pilots we have to accept our dependence on the weather and show a willingness to retrieve others when it doesn't work out for them. Retrieves are fun adventures in their own right and if we are all prepared to turn out on a retrieve a few times a season it gives us all confidence that our fellow members will see us home.

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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