



Days to Booker Regionals 12

The Booker Newsletter

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This month's newsletter is all about the first Regional Gliding Comp to be held at Booker for 4 or 5 years. Please read how you can help in the final preparations and during the competition itself. Elsewhere we have some important messages from the BGA, a report on the Klippeneck expedition and dates for Aboyne. Many thanks ,as ever, to contributors.
William

From the CFI

I'm going to try not to harp on about just how good Klippeneck was but it's a little tricky! Once again we had 13 days of good quality flying and although the cross country opportunities weren't quite as good as last year we still had soaring every day. |

Personally speaking it was just fantastic to see some many Booker members out enjoying themselves and I really feel like we've found somewhere rather special to enjoy a two week summer expedition for many years to come.

The eagle eyed amongst you will see that the Aboyne list has just gone up on the clubhouse notice board. This year due to popular demand we've booked Birkellun for two weeks. Expedition spaces and rooms will be allocated on a first come first served basis so either pop on to get your name down or give the office a call. Regardless of experience, everyone is welcome on any expedition and



Aboyne is a perfect one for everyone! It's also the best way to put a close to the soaring season!

We sadly cancelled our Longest Day event on the 13th June due to poor weather. We don't currently have another day set but rest assured it will run this year in some form or another! I will of course give you all as much notice as possible so keep an eye on the website, blog, email, newsletter, and clubhouse notice board.

Operationally speaking those who came to Klippeneck will have found and used the new glider cleaning kits. These consist of a clear plastic box containing all the materials required to keep gliders in pristine condition. Please look after and use these kits on a daily basis. The club has gone to a lot of expense in making them (the cost of a kit is £80) and we hope it will be a useful addition to those who regularly fly the club gliders.

Lastly, I wanted to mention our upcoming Regional Competition. I cannot emphasise enough just how much effort people have put in to making this competition a success, your efforts are simply staggering. We also owe a huge thanks to the TA Centre who have kindly offered to host us so that we have briefing and bar facilities. Even if you're not competing please come along to support us, particularly at the end of competition party.

Whilst on the subject of the competition I'm looking for donations towards prizes. The suggested donation is £25 and if any of you wish to donate, either personally or via your company we would be happy to advertise the fact during our daily briefings.

Being a Monday we've got a new set of course students awaiting my attention so I best head off and do some gliding!!
See you at the launch point,

Richard

Please join in for Clean-up Day –Saturday 20th June

Please come to the club on Saturday 20th to help put the finishing touches on our preparations for the Booker Regionals. Many tasks have been done but there is a bit more to do.

The plan is to meet at the clubhouse at 10.30 on Saturday morning. We will be asking for small teams of volunteers to take on some of these jobs such as: putting up signs, emptying bins, mowing, setting up Control etc. There will be a brief for each job. I expect it all to take 2 or 3 hours at the most.

If the weather is awful we may fall back to do the work on Sunday 21st. Likewise if it turns out to be XC day of the year!

See you there.

William

Reminders for the Booker Regionals 2015

With 2 weeks to go here are some reminders about the Booker Regionals:

- Even if you are not competing, please come up to the club on flyable days (you can keep up with the action via the comp blog which is accessible on the Booker website competition page). Your presence at the club from mid afternoon to help with retrieves would be greatly appreciated.
- Competitors must bring some photo ID with them –ideally a driver's licence with a photograph.
- Two new control points will be used in task setting they are **Rockwell End** and **Huntercombe**. Make sure you have these in your waypoint files. You can find their lats and longs on the BGA website.
- Please read the BGA competition rules for 2015
- Briefings will be at 10.00 am (unless notified otherwise) in the Royal Logistics Corps depot (The TA Centre)accessible through a gate at the corner of the apron opposite the main glider hanger.
- Also please read the Local Rules now available on the Comp pages of the Booker website.
- All pilots, especially competitors, please read the BGA letter on airspace at the end of this newsletter
- If you haven't yet done so, please send sample igc files from the loggers you intend to use to booker.scorer@gmail.com



Wycombe Community Festival – Saturday 25th July

Helping the club doesn't have to be a chore, you can have a lot of fun at a marketing event. We have been to the Community Festival on the Rye for the past three years and we get plenty of interest in gliding from the local community.

If you can lend a hand to set up our stand and/or talk to visitors throughout the day, let me know. Offers for part or full days welcome.

Jane Moore

BGC's successful expedition to Klippeneck

I'm a bit of an expedition junkie, over the years I've been to Aboyne more times than I care to remember, Talgarth, Shobdon, Long Mynd, and overseas several times to Cerdanya and Le Blanc, as well as one trip to Serres, so adding Klippeneck to the list seemed an obvious choice. It came with glowing recommendations from the pioneers who went last year and it didn't disappoint. The airfield is huge – (really huge - runway 23 is the same length as Booker) - situated on top of a ridge 2,000ft above the small towns below, so the views are tremendous. And you really can't beat having the hotel right by the launch point, so handy if you've forgotten some vital piece of kit. The accommodation was excellent, comfortable en suite rooms and plentiful breakfasts providing lunch materials as well. The only thing lacking was a nice hot cup of afternoon tea, but Jeremy's travel kettle came to the rescue on that score. Some of the hardier souls camped, and again the facilities were excellent, including free wifi. It was generally fairly busy at the launch point, with winch operations either side of the aerotow run, and once a hang glider doing an aerotow behind a microlight, but it all seemed to go off very smoothly, and with so much space there was no conflict. There are some interesting aspects to the approaches at both ends – a cliff on the approach to 05 and some trees on 23, but nothing that a check flight and a briefing can't deal with. Nils was weather man for the first week, Jim took over for week 2, and every morning over breakfast tasks were discussed and set. We flew every day, and on non-xc days most people tried their hand at winching. As the days passed the temperature rose and by the end of the fortnight it was in the high 20s, offering opportunities for longer tasks. Even flying locally the views were tremendous, with tree covered ridges, valleys filled with neat red roofed villages (all seemingly identical), castles on hilltops, and for the more adventurous the scenery of the Black Forest to the west and the cathedral city of Ulm to the east. Alternative entertainments when you want a rest from flying include trips to Lake Konstanz, the fossil museum at the local cement works (they give you a hammer and goggles and let you hack away at a pile of rocks to find your own fossils), castles, the Black Forest, and of course coffee and cakes.





In the evening we generally went to one of the many local restaurants offering a range of food including the local version of schnitzel and noodles, Italian, Chinese and Vietnamese. The exchange rate favoured us so it was all very good value. Overall, Klippeneck has so much to offer in terms of flying experience and just an excellent holiday destination, you can't go wrong, so make sure you block out a couple of weeks in your diary for 2016.

Jane Moore

Come to Scotland and discover wave

The season doesn't stop in September, the annual expedition to Aboyne in October is suitable for all levels from beginner to hotshot and is an excellent way of building skills and experience, as well as getting to know other club members.

The dates for 2015 are:

week 1 - 3-10 October

week 2 - 11-17 October.

Sign up now!

New Editor Wanted

The club is looking for a new editor for the newsletter to take over from September 2015. Editing the newsletter is a rewarding job that keeps the incumbent close to the centre of club activities and provides an invaluable information service for the members. If this is something that you could help with, please contact me at williamparker275@gmail.com

An important letter from the BGA –subject: Airspace

Dear Glider Pilot

This is very important information that all glider pilots are urged to read. Consider a UK half million scale chart. Cross-country pilots know how tricky it can be planning a task to avoid all the controlled airspace. Now look again and imagine swathes of Class D over the remaining regional airports, eg Kidlington, Carlisle, Farnborough, Inverness, Cranfield, Cambridge, Exeter, etc. It doesn't take much imagination to see there would not be much class G remaining.

The economic upturn is leading to a renewed development of regional airports. Many believe their future lies in attracting increasing volumes of business traffic and even new low cost operators. They need to demonstrate a safety case before they will be granted any airspace request but, as they develop, they will aim to attract more and larger aircraft and it is not uncommon now to see aircraft as large as a Boeing or Airbus manoeuvring in Class G around these airports. It can take just one alleged airprox for the CAA to grant 'emergency airspace'. The CAA argues that Class D is not closed to VFR traffic but, in practice, gliders without a transponder are regularly refused transit requests, and we also know that it is not prudent to plan to task through a control zone. As an association of responsible clubs and pilots, we trade on our reputation and every pilot who flies cross-country needs to uphold that. Yes, many love to race and notch up an extra one or two kph over our friends on the National Ladder, but we need to be prudent and take more care in the vicinity of busy airfields by ensuring that we always adopt good airmanship practices. Please read on.

Do not bust an ATZ! An ATZ is as much controlled airspace as Class D. Avoid it with as much care as you would avoid the major international airports, with a sufficient buffer so as not to raise the blood pressure of the local traffic and controllers. Talk to controllers An airport shown on a ½ mil chart with ILS chevrons is high on the aspirational list for future Class D and these instrument approaches will be used in all weather conditions by potentially very large and very fast passenger airliners. These guys are used to being in a 'known traffic environment' and at least 3nm from anyone else, so they'll be unnecessarily concerned if they even SEE a glider, even if you're safely out of the way. Many such airprox reported by commercial traffic involve a glider 1000ft or more ABOVE the published ATZ and well out of the way. If you can at least talk to a controller to let them know your intentions, it helps hugely. Avoid flying through ATZ overheads and lingering on approaches We have been advised that regional airports with radar dislike unknown traffic passing through their overhead as this is a radar blind spot. A simple call can really help everyone. Similarly it's not good practice to set a task with a turn point close to one of these instrument approaches, or to hang about thermalling near or on one. A controller seeing a swarm of racing gliders closing on his busy airport with a Boeing 737 on final will not know that you all intend to turn that point just 1nm outside his ATZ and retreat rapidly!

Be aware of instrument traffic We have made it clear to the CAA and chart providers that the current VFR charts do not offer enough information as to where the main instrument approaches outside controlled airspace lie. The dimensions are pretty similar across all regional airports – traffic will typically join for a 7 to 10nm final approach on a 3 degree descent, ie around 3000ft agl at 9nm, 2000ft at 6nm and 1000ft at 3nm (as they enter the ATZ). Arriving traffic will be manoeuvring around 30 degrees off that final track on downwind

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and base, leaving a sort of bow tie shape. If you need to fly in these areas, please take particular care. Remember that controllers like to know who is there. Teach good practices. If you are an instructor, you need to emphasise the key airmanship points to your students, and encourage pilots to recognise and be aware of others operating in shared airspace. Thanks for taking the time to read this. All glider pilots need to be more aware that airspace is a shared space and we need to take some responsibility in busy areas to ensure it stays open to us. If we all follow good practice, we can maintain risk at a reasonable level, demonstrate that gliders do not pose the level of risk that some incorrectly assume, and have a much better case to oppose future airspace grabs.

Kind regards John Williams, Sarah Kelman and Andy Roch – Airspace Committee
Mark Holden – Competitions Committee
Pete Stratten – Safety Committee

Regulatory –from the BGA

Medical Requirements Consultation. The CAA has opened a consultation regarding the simplification of medical licensing for recreational pilots. The BGA was represented on the CAA working group. The consultation proposes that the minimum medical requirement for UK private pilot licence and national private pilot licence holders is to hold a current DVLA Group 1 Ordinary Driving Licence. Existing medical options (for example a UK declaration with GP counter- signature) will remain available. The proposal will bring cost and time savings for pilots and, in most cases, remove the need for General Practitioner (GP) or Authorised Medical Examiner involvement. It is important that those who agree with the CAA proposal respond positively to the consultation which is at <http://www.caa.co.uk/cap1284> with the response tool being at <http://www.surveymonkey.com/s/GAmed>. The consultation is open until 10th July 2015.

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

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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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