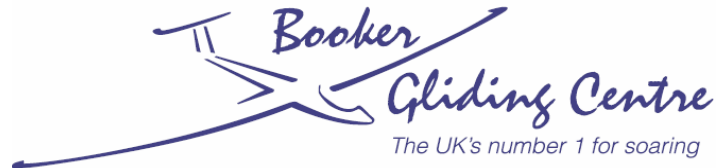


# Booker Gliding Club Newsletter



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This month we have a report from our very inspiring AGM, and further inspiration from William Parker on How to get the best from a soaring day. There is a long list of dates for your diary, including the Easter Egg Cup and the Get your Silver/Bronze weeks, and of course the Regionals. We also have a reminder about a Child Protection seminar, and an update on the Shobdon expedition. Plenty to keep us occupied now that the soaring season has started.

*Jane Moore*

## From the Chairman

### Fellow Booker Members

It was good to see so many of you at the AGM, demonstrating your commitment to keeping our club on the path of continuing growth. For those of you unable to attend, this newsletter contains an excellent report from William Parker. William has also written up his recent briefing on 'how to get the best out of a soaring day', so with Spring upon us and Tim Scott's mentoring scheme up and running, there is plenty of encouragement for you to set and achieve your goals. As Mike Collett so ably put it in his AGM report, no-one can do it for you, you have to provide the grit and determination, but if you really want to get that badge, then you will.



I am delighted to announce that Paul Brice has agreed to direct our Regionals, running for 9 days from Saturday 29 May. The list is open, so get your name down now.

See you at the launch point.

Geoff

## Annual General Meeting –the headlines

The Club AGM was held on Saturday 6<sup>th</sup> and was attended by about 50 members. After the formalities the Chairman Geoff Tabbner presented an annual report. It began with a list of all the members who have made outstanding contributions to the committee and the club. Geoff paid a special tribute to Dave Byass who, unseen to most of the membership, has put in many, many, hours of work in the workshop inspecting and repairing the club fleet. As a result most of the fleet is ready to fly and the rest will be ready to launch when the season kicks off. He also praised our excellent office team, Shelagh and Hilary, who go far beyond the bounds of duty in supporting the club. In addition Geoff presented an impressive two page list of members who had made contributions to key club activities in the past year – too many to mention here.

Graham Morphey then presented the accounts. These showed the club in a positive profit position in contrast to the previous year. This was backed up with some key statistics indicating that Booker has well controlled costs, is less expensive per flight than neighbouring clubs and is showing growth in the vital area of club single seater flying.

Denis Campbell explained a sea change in the club's relationship with the airfield management largely brought about by carefully building the relationship with the ATC staff and the Duty Crew. His thanks went to Mike Collett for bringing this about. As a result the airfield is currently being rolled, holes are being filled in and the trees on the western airfield boundary are being trimmed.

Glyn Read gave a brisk account of the factors affecting the club's future, stressing that whatever the outcome of inquiries concerning redevelopment of the airfield the prospects for the club now looked good.

Heggy (Adrian Heggner) reported on the state of the tugs and thanked the BAS team for their excellent work on the tug fleet and noted that Booker is now the only gliding operation with its own 'Part M' certification which saves the club a shed load of money.

Mike Collett, CFI, talked about the operational side of the club's activities, mentioning the special challenge we have to bring our early solo pilots into cross country flying, the healthy number of pilots sent solo at Booker in 2009 (twenty) and the strengthening of the instructor team for the coming season. Steve Williams gave us an overview of the work of the Sales and Marketing Team who have been working wonders on a reduced budget.

In summary Geoff presented a picture of the club in better financial health, with positive action in all the key areas of club operations, and now all set for a cracking season. The members left with a spring in their step, many immediately adjourning to The Bombay Dream for curry and beer.

*William Parker*

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## Barrier keys – don't get locked out

Remember to renew your swipe card before 31 March at the Airways Flying Club office at the base of the tower.

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## Dates for your diary

FOG briefing on circuit planning - Saturday 13 March – 0930

Instructors meeting - Saturday 13 March – 1800

BGA training session on child protection - Sunday 14 March – 0930 to 1300

FOG briefing on stalling, spinning and spiral dives - Saturday 20 March – 0930

Shobdon expedition - Saturday 20 March – Sunday 28 March

Easter Egg Cup aerobatics comp - Saturday 3 April – 1000 start

Get Your Bronze week - Monday 19 April – Friday 23 April

Booker Regionals - Saturday 29 May – Sunday 6 June  
*Entry fee £100, open to Silver pilots.*

Get Your Silver week - Monday 5 July – Friday 9 July

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## Shobdon update

For those lucky people able to get to Shobdon for some or all of the forthcoming expedition, as well as having the company of Roy Wilson from Aboyne, we will also benefit from a talk on wave flying by local pilots Phil and Diana King. This will be after flying (6ish) in the canteen on Sunday 21 March.

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## Easter Egg Cup – un-missable aerobatics comp

The Annual Booker Easter Egg Cup competition will be running again this year on Saturday 3rd April, from 1000hrs. There will be two levels to cater for those who have done very little aerobatics before and those who have had a bit more practice. If you aren't happy flying the figures on your own (or aren't experienced enough to do so) there will be safety pilots available. Last year the comp was won by a pre-solo pilot so there is no excuse for entering. If you've done any of the aerobatics courses this winter you really should give it a go. The entry fee is £5 and you can enter as many times as you like.

Look out for the sequences going up around the clubhouse before the event in case you want to get ahead of the game by practising. If you would like any more information, email Emily on [emilyvtodd@gmail.com](mailto:emilyvtodd@gmail.com).

ps Are any of our budding aerobatics pilots interested in entering the British Aerobatics Association glider comp at Bicester on 7-9 May? We could enter a small Booker team.

See <http://www.aerobatics.org.uk/sites10/reggliderbicesteropen.htm>.

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## Presentation about Protection of Children and Vulnerable Adults

There will be a training session at Booker about Child Protection on Sunday 14 March, from 09:30 to 13:00. It has been organised by the BGA and will be run by Phil Burton, the BGA's Child Protection legislation specialist. This training will be of interest to instructors and staff who come into contact with young (under 18) people.

Legislation in this area is still changing and was recently made slightly less onerous than had been proposed. There is currently no club requirement for staff or instructors to attend this training, but I have attended a similar session and found it a useful reminder of the legislation and responsibilities that we have towards young or vulnerable people.

Any club member is welcome to attend but you have to book your place, either direct with the BGA office – 0116 253 1051, or by emailing me so I can let them know on your behalf – [bob@soarable.com](mailto:bob@soarable.com).

*Bob Smith*

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## Syndicate partners wanted

Kristof Szent-Ivanyi has found a Grob Astir he would like to buy and is looking for partners to share. If interested contact [krszentivanyi@aol.com](mailto:krszentivanyi@aol.com).

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## How to get the best out of a soarable day

This is an article based on my FOG presentation for early solo and cross country pilots. It's about how to avoid dithering at the launchpoint or letting any other avoidable oversights or mistakes take the edge off a good day. It's not an in depth look at any of the actions you need to take before during and after a flight –that's for formal training and study. This is more of a checklist. A good soaring day begins...

### Two or three days before

#### 1. Forecasting the day

Keep your eye on the weather forecast and look out for the classic signs of good soaring weather ahead – a cold front passing through overnight and a high building over the UK with a north westerly airflow. Set your sights on the best day ahead and start juggling to get the day off. That way you'll still have a job when you land.

#### 2. Preliminary task planning

Think about the kind of task the day might deliver and remind yourself of your immediate goal. It is the kind of day you've been waiting for to do your first



William with his landing hat on

50k or 100k. Take a look at the map and visualise the task. If you can get up to the club use SeeYou to print out some task options.

### **The night before**

#### *3. Narrow your options*

Check the forecast again and log onto the club XC soaring forum and see what the pundits are saying. If the day doesn't look as good as it did focus on planning a smaller task.

#### *4. Assemble and check your kit including mobile*

You must get all you kit organised the night before especially things like a mobile phone with a full charge, P-bags, snacks and water.

#### *5. Go to bed in good time*

You need a good night's sleep if you're going to do your best the next day.

### **On the day**

#### *6. Get here early and rig the glider, check the trailer*

The early bird catches the best single seater. Bag the glider early and rig it right away. Don't hang around waiting to see what everyone else is doing or to see what the weather has to offer – do that when you've got the wings on. That way at the best moment to get on line and launch you're ready to go. And don't forget to check the trailer. The most important things are two wheels with inflated tyres and trestles for de-rigging.

#### *7. Check the weather forecast and NOTAMs*

With the glider at the launchpoint, head back to the club for a detailed look at the weather, check the NOTAMs (you will not get the best out of the day if you spend 10 seconds of it surrounded by Red Arrows). Maybe run your intentions past Mike, a senior instructor or one of the cross country pundits.



#### *8. Decide on your task and mark up your map*

It's illegal to fly without a current map so make sure you buy one when they come out – usually about now (March). Check the airspace along your route. If you are going for a badge task make a declaration and make absolutely sure you know what you have to do to make good your turning points and avoid breaking the 1% rule.

#### *9. Consider your land-out arrangements*

Ideally you'll have someone at the club who agrees to come and get you if you land in a field but that's not always possible. Nevertheless you must let some fellow members know that you're going cross country so that they can organise a retrieve for you if need be. Don't charge off across country without telling anybody. You can't be sure that anyone will answer the phone in the club house later on in the afternoon and evening. There's a mobile phone on the bus. Do you know the number? And get some members' mobile numbers onto your phone memory so you always have someone to get through to. But don't let making land-out arrangements get you down. Landing out is a perfectly normal part of gliding.

#### *10. Check your cockpit equipment*

Back at the glider check you've got everything you need such as snacks, P-bags, water, map, logger (switched on?), hat, sunglasses, roadmap, mobile phone and a few quid in case you need it on a landout.

### **After release**

#### *11. Check your instruments are OK and explore the lift*

You've launched and you're off tow. Give your instruments a once-over to check they are working and start right away to explore the lift. Is it consistent from cloud to cloud? Is it in any particular place in relation to the clouds eg. upwind or on the sunny side? Is it streeting? Look out along your proposed track and see if you can spot a route marked by promising clouds? (Do that when you are lower down, you can't see the best way to go when you're up at cloudbase).

#### *12. Make a proper task start*

Try to get into the habit of making a start at the right height for a badge or competition start. For a general cross country task try to make your start at 3000 feet.

### **Flying the first leg**

#### *13. Don't fly too fast but don't dawdle in weak climbs*

Remember roughly half your flight will be spent climbing. Climbing at a 3 knot average is 100% faster than climbing at 1.5 knots average. At 70 knots a Pegasus begins to sink quite rapidly. Flying at 70 knots instead of 60 only gives you a 15% speed advantage. So don't fly too fast even if the pundits are flashing past you.

#### *14. Be prepared to divert 30° to 40° to fly in lift*

Dave Caunt describes the navigational requirement as 'heading off in the general direction of your first turn point'. See if you can follow a path from good cloud to good cloud that may involve a bit of diversion but which brings you back towards the turnpoint later on the leg.

### **Getting low**

#### *15. Study the terrain and move towards landable fields*

If you are getting low, and on an early cross country flight across the Oxfordshire plain in August when the crops are cut, I'd say that would be about 1500 feet. If you are not climbing, take a look at the terrain and move towards the area with the best looking fields – size, slope and surface – right? If you still cannot climb choose your field and landing area and decide where the high key point for your circuit would be and where you would put your final turn. Keep trying to climb until you have descended to circuit height.



#### *16. Check the wind speed/direction*

While you are taking the preparatory steps for a landing as above check the wind speed and direction. For direction keep an eye open for smoke and wind shadows on water. Wind speed is more difficult to judge so it's worth remembering what was forecast. If the wind has got up it may be obvious from the way smoke looks at this stage in the flight compared with how it looked

when you first took off. The rate of drift when you are flying across the wind is a good indicator of whether the wind speed has increased or decreased, if you have observed it at earlier stages in the flight.

*17. Don't 'scratch' at circuit height –make a decision to land*

You'll find the work load in the cockpit is high when you are both trying to soar and to plan a field landing. The moment you have definitely decided to land you will find the work load decreases dramatically and you can devote your self entirely to making a good job of the field landing. That's why it's important that you make your decision in plenty of time. And make your decision stick – say out loud I AM GOING TO LAND and put the wheel down.

*18. If you find weak lift low down (say 1,000 ft agl) stick with it*

If you are fortunate enough to find lift and you start to climb, stick with it. Most experienced cross country pilots will tell you that they remember times when they climbed away from 1,000 ft to 1,500 ft and then relaxed their concentration, looked for better lift, only to find themselves back at 1,000 ft moments later.

*19. Be decisive. Make your landout decision early and stick to your decision*

You won't be going cross country unless you have proven your competence in circuits and landing back at Booker. You can do it. So do it just the way you do back at the home site. The single biggest factor in making a sound field landing for all glider pilots but especially early cross country pilots is making the decision to land in plenty of time.

## **Landing out**

*20. Secure the glider, remove valuables, call the club and find the landowner*

Put your valuables in a bag and take it with you when you go to find the landowner. If you have a canopy cover put it on, it discourages prying eyes.



*21. Prepare the glider for de-rigging*

While you're waiting out your afternoon of enforced nature study do something useful such as removing the tape, taking out the batteries, disconnecting the controls, locating the de-rigging tools and if you have water and cloth you could start de-bugging the wings. It all helps to save time when your crew finally gets to you.

*22. Be patient. Retrieve crews can take their time*

Especially if you have overlooked checking the trailer as in 6 and your crew has had to pump up the tyres and track down a trestle before hitching up.

## **The last leg**

*23. Check the airspace as you approach the line from Thame to Goring*

If you haven't landed out and you are now returning to Booker be aware that east of a line Thame-Goring (roughly) the airspace begins to step down. Check your position on the map and make sure you descend to remain legal.

#### *24. Put your landing hat on*

You've made it! A well completed cross country task. One of the most exhilarating sensations in gliding. But it isn't finished yet. You might have to pinch yourself to get back into Booker circuit and landing mode.



#### *25. Fly a normal circuit*

Don't spoil your day by messing up your landing. You're an early cross country pilot – do it the way you have been taught.

#### **You're back!**

#### *26. Park up the glider, unpack your cockpit and unwind*

Cross country flying requires all your concentration, you'll feel exhilarated. It will probably have been a hot and tiring day. Don't rush to de-rig, you'll find yourself making silly mistakes. Give yourself time to unwind.

#### *27. Clean the glider and de-rig it*

When you're ready, take your glider over to the trailer. This is the time to give it a wash with a drop of car polish, water and a sponge. Finish it off with a chamois.

#### *28. Download your task and review key parameters*

The last thing to do is to learn from this fantastic day's experience. Talk through what you achieved with other pilots. Download your logger and relive what you just did, identifying your best moments and points that could have gone better.

If you can manage your day along these lines you'll have got the best out of the day and possibly out of yourself. And you'll definitely be wanting more!

*William Parker*

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## **Cross country in the club Pegasus**

I had great fun flying the club Pegs on a budget last year. You can have a day's gliding for £100 whereas you can not have even one hour's power flying for that price. And the club's soaring ticket scheme comes with the added advantage that you can book your glider. One of the pluses of flying the club gliders is that pilots at the same level tend to come over and chat before launching and arrange mutual retrieves. Enjoying a gliding day is easier if you have the practicalities well sorted out. It pays to have a big plastic bag for your personal kit so you can get everything out the glider quickly when you have finished flying. And remember that any extra cushioning should be of the correct shock absorbing material. There are also a few things you need to be aware of with the Peg. The tyre on the tailwheel will come off easily if you are careless moving the glider. The wheelbrake does very little and it is all the more important to get the approach speed right in a field landing. And do make sure you leave the glider clean and tidy for the next person.

*Andy Cobbett*

## 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](mailto: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](mailto: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-ubscribe@yahoogroups.com](mailto:bookergc_xc-ubscribe@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](mailto:BookerGC_Instructors-subscribe@yahoogroups.com) and *include your membership number when applying.*

The **Booker GC website** at [www.bookergliding.co.uk](http://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/>.

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\*\*\* 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](mailto:william.parker5@btinternet.com)).

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