



FOG on
flight safety
and field
landings
See P 3

The Booker Newsletter

From Monday 5 March the office
will now be open 7 days a week.

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Mike introduces a new Daily Inspection system with details to follow soon, the pre-season lecture programmes are in full swing and we re-print a letter from the BGA about the vital importance of making uninterrupted rigging checks with a hair-raising story to emphasise the point. There's a bit about Lady Mary Heath –remember her? Of course you don't. And Dave Humphries takes us back to Crazy Creek Soaring in sunny California.

William

From the CFI

February has been a busy month at the club with lots going on. We've had some fabulous days with cloudbases in excess of 5000ft and a flight of 200km. The Duo Discus has returned from Poland and looks better than new and has already been doing plenty of flying. This is a real asset to the club and I'd like everyone who uses it to please make sure they look after her so that she remains a great condition.



We also had an instructors' meeting during which there were some useful discussions. One issue that will affect the wider membership is that we will adopt a form of daily inspection system. The system that will be imposed is yet to be finalised but I'm fairly certain that we will have a folder for each glider, which will be kept on the bus; it will be a similar system to the one we use for the tugs. Please keep an eye on the notice board for further information. Another important matter that was discussed was the number of issues that are associated with rigging throughout British gliding movement. Thankfully this hasn't been a problem yet at BGC and I'm very keen to keep it that way! So, when you're rigging please check, and double check, that you've rigged the glider correctly and done your positive control checks; if necessary get a second opinion. My thanks go to all the instructors who turned up on what was a miserable day for flying.

As we run into March we are now going to be operating 7 days a week so you can make the most of the season, however, to do this you must first be legal. The office has informed me that a number of members' medicals have lapsed so please can you ensure you the office has a copy of your latest medical certificate otherwise you will be chased and you will not be allowed to fly!

I appreciate that no matter how much I nag, some members go into hibernation through the winter and only start flying about now. If you are one of these people I ask you to be aware that your flying will not be up to the level you were at last year; even the best of us get rusty and our judgement fades! I would suggest that you ease yourself in gently and not push yourself too quickly to start with. Of course, this wouldn't be a problem if you had kept current but that's another story. Finally, congratulations to Chris Arnold who has gone solo and also Ben Followell for completing a Bronze leg.

Safe flying,
Mike

Parachute Packing Reminder

Parachute packing will take place in week commencing 12th March. Please leave your chutes on the packing table upstairs in the BAS hangar by the weekend of 10th and 11th of March.

Dates for your diary

- Tug pilot's meeting Saturday 10th March at 1800
- XC performance lectures starting Sat 7 April at 10.30
- Get your Bronze course - 23-27 April (at Booker) and 6-10 August (at Thame)
- Silver/soaring course - 23-27 July (at Thame)
- Task weeks - 19-27 May (at Booker) and 28 July-5 August (at Thame)
- Easter Egg Cup aerobatics competition - 14-16 April

Fundamentals Of Gliding (FOG)

The series of winter lectures are continuing. There is something for everyone in these lectures –important tuition on some of key matters you need for XC flying and useful reminders to everyone else. You can see the full schedule of lectures on the website at: <http://www.bookergliding.co.uk/members/BGC3459.html>

Bob Smith

Achievements

2011 was good year for achievements with members and their instructors clocking up:

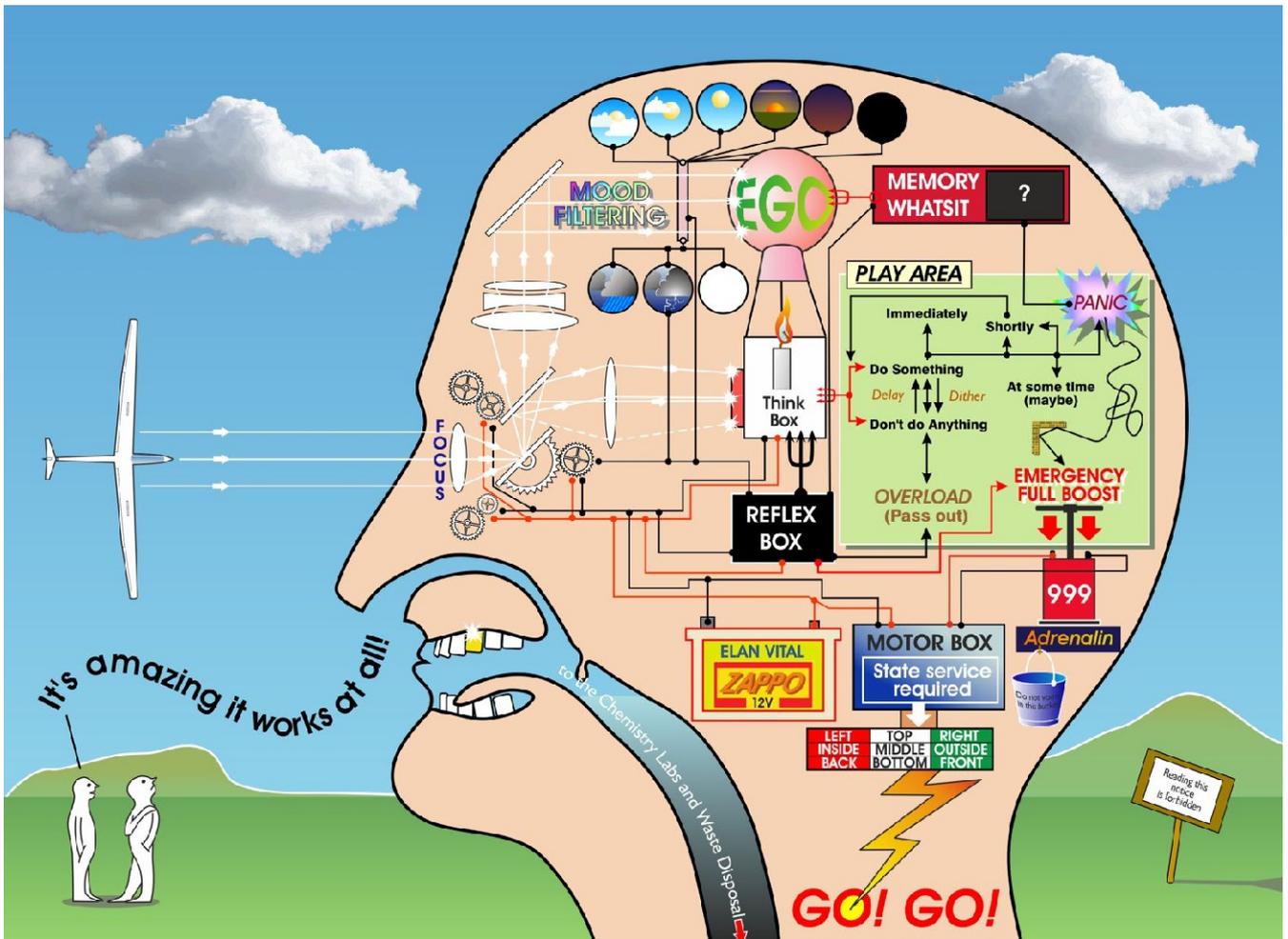
- 13 first solos
- 5 Silver Badges
- 5 Bronze badges
- 5 new BI instructors

These are the kind of figures that keep us up among the top performing clubs in the country. In February our cadet Ben Followell achieved a Bronze Leg on only his 3rd solo flight. And Chris Arnold flew his 1st solo flight. Well done to all concerned.

Flight Safety and Field Landings (A FOG lecture)

9.30 Saturday 10th March in the briefing room

The flight safety part of this session is all about joining thermals safely, judging distance and converging courses, keeping a good lookout and what the eye sees (and doesn't see!) and



how the most important system in the glider, illustrated here by Steve Longland, can be misled. I'm hugely indebted to Steve for also letting me have a set of superb illustrations to make the key points about safety.

The second part is all about making safe field landings and the key points you need to remember to avoid making expensive mistakes. If you are planning to go cross country this season please try to attend. There will be a forum sesh at the end so if you have any experiences or concerns about landing out –come along and voice them!

William P

XC Lectures April 2012

To date I have had four members sign up for the XC lectures in April. All four are relatively low experience XC pilots with own gliders so the lectures will be written for their needs. My aim will be to give them the confidence to attempt and complete 300s this season. We have room for a couple more, so if you want to spread your wings a bit, email me at jimw@boffins.co.uk and join the team. When it comes to the lectures themselves, everyone is welcome but I shall obviously be directing my efforts towards those that sign up and show some commitment beforehand.

Jim White

This timely reminder came in the form of a letter from the BGA to Mike C who asked for it to be reprinted here:

To all Club CFI's

ACCIDENT TO PIK 20 NEAR THE KENT GLIDING CLUB, CHALLOCK

The following is a preliminary factual account of the accident to a Pik 20 B which occurred near the Kent Gliding Club, Challock, on Saturday 18 February, based upon an investigation conducted by Chris Heames, the BGA Senior Accident Investigator. As you will see, this event had the real potential to end with fatal consequences for two reasons.

History of the flight

The glider was rigged by the owner and taken to the launch point using his one man towing kit. It was his intention to fly on the ridge at Challock and follow it as far as Rochester if conditions permitted.

After getting airborne on a winch launch, the pilot was immediately aware of a lack of pitch control but, as the aircraft was stable and climbing well but fast, he elected to continue the launch. This terminated at about 800-900ft AGL and he found that he was in ridge lift. However, he could not control the glider's speed and attitude so he decided to abandon the glider and use his parachute whilst he had sufficient height.

The canopy jettisoned cleanly and the pilot rolled over the cockpit side to avoid the tailplane, as he judged there was a real risk that he might collide with it. The parachute deployed without problem and the descent was unremarkable. The strong wind, however, made steering impossible and he ended up suspended by his parachute fairly high in the top of a stand of trees on the ridge. He was able to release himself without difficulty and descend to the ground.

After he abandoned the glider, it rolled inverted and descended 'sycamore leaf' style in a spiral. It hit the trees nose low but then rolled erect and finished tail low suspended some 10ft above the ground with each wing supported by a tree.

Wreckage examination

Although the wreckage was relatively inaccessible, the tail was sufficiently close to the ground to see that the hotelier connector to the elevator was not made. There was no evidence of damage or distortion thus it is reasonable to assume that it was not connected throughout the short flight.

Additional Information

The pilot was a conscientious individual who had developed a routine in rigging his glider which ensured that all necessary actions were complete. However, on this occasion it started raining as he was fitting the tailplane, so he sought cover. After the shower he continued his routine but forgot to make the elevator connection. Thus, his rigging routine was interrupted.

The pilot was wearing a relatively old parachute which he kept because it was comfortable. Demonstrably, it deployed successfully but he did not remember specifically when it had last been repacked, recalling that it was "some time ago".

This accident highlights how essential it is that all gliders subjected to a positive control check after rigging. In this case, the weather was a factor but a 'rigging' owner/pilot may also easily be distracted by, for example, other pilots engaging him/her in conversation. It is not a process in the gliding environment that is customarily subject to 'dual inspection' and often takes place at relatively remote locations on an airfield. The responsibility for rigging of privately owned gliders and assuring that they are fit for flight rests with the owner/pilot and, as such, relies upon their self-discipline. Therefore, this would seem to be a good opportunity to reinforce this message to all pilots in light of the fact that mis-rigging events continue to occur. A few ideas discussed recently by the Safety Sub-Committee that might help prevent mis-rigging are the provision of simple check lists (derived from the Flight manual), a 'Do not disturb, DI/Rigging in progress' placard located near the subject glider and requesting a dual inspection.

This letter is sent to you with the request that you bring it to the attention of all club members to re-emphasise the importance of not being distracted or interrupted during the glider rigging/DI process. Please also remind pilots of the important safety net that carrying out a positive control check before flight can provide.

Peter Claiden

Chairman BGA Safety Sub-Committee

Some key points from the AGM

The AGM took place on Saturday 3rd. Geoff Tabbner thanked by name the many people who made 2011 a successful year despite the hard times. He told members about the ongoing negotiations with WDC on the future of the airfield, indicating that several positive opportunities for the club at Booker were being explored. Graham Morfey gave us the financial picture which looked brighter than it has for a long time. The club more or less broke even with good cash balances which included the cost of refinishing the Duo. Mike Collett gave a summary of achievements in 2011 stressing the growing importance of expeditions for both engaging members and for club income. Geoff T summed up by saying *'the best way you can support the club now and for the future is to come and fly as much as possible.'* Shelagh and Hilary were specially mentioned for all their efforts in the past year and received the evening's loudest round of applause.

William P

Hello Boys



It's the 1920's! Irish aviatrix Lady Mary Heath disembarks at Croydon displaying the latest in all-weather aviation clothing and suitable footwear. But Lady M was much more than a flying *fashionista*. She was a motorcycle dispatch rider in WWI, she was the first woman to hold a commercial pilot's licence, set several altitude records and in 1928 was the first pilot to fly solo from Cape Town to London.

By courtesy of Monash University website

Gliding in Northern California

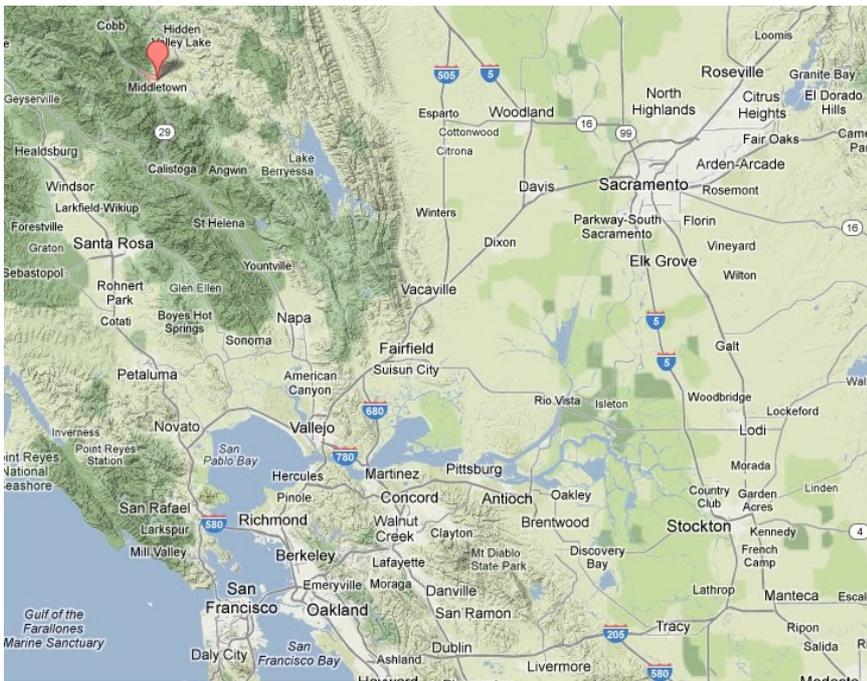
In 2003 I was in the enviable position of being able to take a year off work and travel around the World. Some of that time was spent in Northern California sponging off friends in the San Francisco Bay area. One day out was to visit Crazy Creek Soaring (as they were then known) and take a ride in a glider.

Five years later, with the memory of that flight lingering in the back of my mind, I turned up at Booker for a trial lesson and the possibly somewhat inevitable decision to take up gliding as a hobby.

Fast forwarding to the current time sees me living in Folsom, California for a short while, and a decision to revisit the (now renamed) Crazy Creek Air Adventures.

Setting out early on a Saturday morning things didn't look promising. Drizzle and low cloud in the Sacramento area turned into dense fog as I headed North on I-5. I passed the time by questioning the parentage of the previous morning's slick suited, perfect smiled, TV weather presenter. Miraculously, as I turned West into the mountains, the fog lifted and the sun came out.

Crazy Creek is based just outside of Middletown California in the eastern foothills of the Mayacamas Mountains, the inland most part of the Northern California Coastal Range.



It is a small operation run by Jim, his wife Connie and their Son. There is a small club there, with around 10 trailers parked by the airfield and a Saturday morning radio controlled model contingent.

Crazy Creek themselves have 2 gliders – a 3 seat American Schweizer SGS 2-32 with a 2 passenger bench seat behind the pilot's seat (no parachutes in U.S. gliders!), and a Grob G103 Twin Astir. The former was clearly semi-aerobatic as Jim livened things up for the punters by doing loops and Chandelles and then beating up the small clubhouse before landing. By the time I got to fly the Grob. The Cu had spread out noticeably and I wasn't expecting much. This was my first take-off without someone running the wing and it was surprisingly easy. I wonder now why I was so nervous when someone had suggested it might be necessary at Booker one time.



The tow out into the mountains was interesting, letting the tug pilot know which way to turn by flying out to the opposite side. It crossed my mind that this technique must make the boxing the tow exercise even more exciting!

We released at around 2000 ft above the valley floor whilst still below the surrounding peaks and gained 500 ft fairly quickly. Although superficially similar to a K21, the Grob 103 seemed to require much more rudder and much less stick than the K21. The other equally likely explanation of course is that I normally fly the K21 using too little rudder and too much stick....

When the cloud base stopped us climbing further we headed out to Mount Harbin across spectacular scenery.



The next stage of the plan was to follow a promising looking cloud street down to McCreary Lake. Two thirds of the way there, having failed dismally to find any lift at all under the cloud street, it was suggested that discretion was the better part of valour, and that we should return to the airfield. On the face of it there didn't appear to be many land-out opportunities, but Jim told me that the area was dotted with

small airstrips. It was just a case of knowing where they were!

The circuit proved interesting, having to worry about avoiding the surrounding topology being a new experience for me. In total we were up for 40 minutes or so. Not bad, but I should have probably done better.



All in all, a great time was had. Much as I enjoyed the ride I took 9 years ago, it's much nicer to actually be flying the plane yourself! Crazy Creek are a little bit out of the way, but you couldn't wish to meet a friendlier bunch of people. Look them up if you are ever in the area.

David Humphreys

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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