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The Booker Newsletter

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Although the weather has been iffy, April has seen a lot of flying and good progress with ground projects. Denis introduces our new Tug Master –James Cooling, Richard focuses on motor glider training, there are competition results , impressive members' achievements, a worldwide take up for the HDT Comp format, an interesting take on flying near ILS approaches by Rob Turner and some hilarious flying rules from Geoff Tab. Thanks to all the contributors

William

From the Chairman

Whilst the early spell of good weather did not prevail for our competition, the concept of the Handicapped distance task has inspired more members to actively take part in cross country competition flying. Saturday the 3rd was a busy day. We have not seen that many gliders out for a long time. There was enthusiastic participation in the HC task set by Tim and lots of participation in the Easter egg aerobatic contest. It was however the dedicated members who committed their time to sitting in a tug or the back of a two seater that is fundamental to the success of our Club, many thanks to them for their hard work when perhaps they would have preferred to be off flying cross country.



We are again one step ahead of EASA. New regulations on towing will come into force in the future and Richard Crockett has been working with the BGA to ensure these are as pragmatic as possible. We will use these proposals as guidelines to structure our towing

May 2014

operations at Booker. James Cooling has volunteered to take over as Tug Master to oversee this, our thanks to Andrew Betteley for his past contributions.

John Herman has installed a kitchen in the bus, so the last task to complete the project will be repainting the outside. With the right number of people this will be finished in a short time. Please contact Vic or John Hubberstey to volunteer your services.

The TAG consultation closes on the 12th May. Hopefully you have submitted your responses and many thanks to Jane and William for coordinating this.

A controversial Genie has just slipped out of the bottle with the appearance of FLARM tracking. As you may have read on Glider Pilot network views on this are varied. We would suggest care before rubbing any old lamps you may find lying around.

Wishing you safe and exciting flying

Denis

From the CFI

We've had a month of mixed weather; however, between the wind and the rain there's been several excellent cross country days, in particular Saturday 3rd May.

The day saw Booker Gliding Club doing what it does best. Launching over 50 gliders, quickly and efficiently, many of which went on to compete in the Handicapped Distance Task. Others stayed closer to site to compete in the Easter Egg Cup; congratulations to David Humphreys on a well deserved win!



We've also held our first competition of the year. Unfortunately, despite our best efforts the weather didn't play ball but congratulations go to Bob Smith on a most well deserved victory. A reminder to you all that the next competition will be held between the 23rd & 31st August.

The motorglider has been kept especially busy (36% increase on 2013), with many of you brushing up on your field landings. I have to say it's particularly pleasing to see so many of you taking up the opportunity and for those of you who haven't yet had a go I would thoroughly encourage it. For those who need further encouragement, take a look at last years BGA accident statistics.....

Our summer expedition to Klippeneck is getting ever closer. There are still a couple of places left for anyone who wishes to join us, please contact the office ASAP if you are interested. I'm pleased to say that our expeditions are becoming so popular that I've had several requests from other clubs to come and join us. For this years Klippeneck expedition we have a contingent of members from the Bath, Wilts & North Dorset Gliding Club coming along with us.

Whilst on the subject of expeditions, places for our annual Aboyne expedition in October are filling fast. Again, should you wish to come please contact to office ASAP to avoid disappointment!

See you at the launch point!

Richard

Handicap Task Competition Update

Handicap Tasks are gaining in popularity and going international! Following the publishing of our article in S & G and some discrete social networking, we have now had interest in Handicap Tasks from across the world. Our tasking and scoring software has been downloaded by pilots and organisations as far away as Australia and West Coast America. We now have interest from 25 organisations including 5 in the USA and 1 in Finland. Windrushers are using it this week in their Handicap GP and I expect that Shenington, Bidford, and Midland gliding clubs will be using it in their Regionals this year. Even the IGC has taken an interest!

Next stop, competition rule simplification.....

Jim White

Easter Egg Aerobatics Comp results

Sunday the 4th of May was a bright, clear day with a brisk wind that made for interesting conditions for the annual Easter Egg Aerobatic competition. The comp was judged by an official from the British Aerobatics Association. The winner was David Humphreys with an excellent score of 85%. The top three were:

1. David Humphreys
2. Alun Jenkins
3. Ben Followell

Booker Handicap Task Competition

The first of this year's HDT competitions took place from the 19th to the 27th April. Unfortunately the excellent weather of the week before vanished and was replaced with strong easterly winds, periodic showers and weak soaring conditions. The grid launched three times but only Day 1 turned out to be a 'competition day'. The only person to get round on that day was Bob Smith in 279 who won the day and the competition. Congratulations Bob!

1. Bob Smith
2. Nils Wedi
3. Jim White / Jeremy Gilbey

Member's achievements

Ruth Jackson	Bronze 1 + 2 hour
Carl Bauer	Bronze badge
John Lambie and Zeljko Livancic	Bronze Nav Test
Richard Eaton	Silver duration

Congratulations to these members and their instructors.

Dates for your Diary

- Klippeneck Germany 7-22 June
- Booker's next HDT Comp 23 -31 August

Welcome to our summer tug pilot

Please make sure you say hello to our new summer tug pilot and help him to get acquainted with the way the club works. His name is **Timur Khayrov** and he joined us this month.

Great work on the Booker Bus

Thanks to a fantastic effort by Richard, John H, John Hub and Vic (and many others) the bus now features all the fittings we need – briefing area, worktop, white boards, storage, filing and more, plus a tea bar at the top of the stairs. It's well worth a visit and hey, how about taking a launch while you're at it? Many thanks to all those who have made contributions to the best mobile launchpoint in gliding and to Rolf Kern for his generosity.

Reminder -Evening groups have started again

Tuesday - Graham Saw - specialising in aerobatics

Wednesday - Chris Rowland

Friday - Symeon Economou

The ILS – a guide for glider pilots

If you look at the chart you'll see that a number of aerodromes with Control Zones also have ILS –an instrument landing system. Examples are Oxford, Cranfield, Cambridge and Shoreham. The ILS is indicated by a row of chevrons that reduce in size towards the relevant runway. These approach paths often stick out into Class G airspace and therefore glider pilots need to be careful when approaching or crossing an ILS. Recently, Rob Turner flew an ILS approach at Oxford and was surprised by the potential conflicts between gliders approaching Bicester from the Enstone direction and ILS training sorties out of Oxford. Here's his account of that flight.

The ILS is a clever bit of dark magic that, with a bit of luck and a following breeze, allows an aeroplane to pop out of the clouds in the vicinity of the aerodrome the pilot was hoping to get to, and with a even more luck, to be actually pointing at the runway in use. But what, I hear

you cry, has this got to do with your average glider pilot? Well, nothing for the most part, but just occasionally, maybe quite a lot.

Recently I was lucky enough to fly an ILS approach into Oxford, all very exciting stuff, but halfway down it occurred to me that I was just about in right place to sweep up any gliders heading to or from Enstone or maybe tootling about Bicester. OK, it was a fine day with good visibility and my instructor had her eyes all over the sky while I flew the plane, and there was a very chatty air traffic controller telling us of any conflicting traffic so the risk of collision was minimal. Nevertheless, I think that the possibility exists that aeroplanes may appear in places that maybe we glider pilots aren't expecting them, and that those aeroplanes will not be keeping the best possible lookout. So, I concluded while we glider flyers don't need to know how to fly an instrument approach, knowing a bit about what the power boys and girls are up to might just make things a lot safer for all concerned.

So, what is an ILS approach – well, it's a "procedure" or flight path an aeroplane follows, guided by a range of instruments so that it ends up aligned with the runway in use at suitable height to continue and land. Although the procedures vary in detail from aerodrome to aerodrome, they generally follow a similar basic pattern where the aeroplane passes over the aerodrome heading away in roughly in the opposite direction to the runway, descends to somewhere between 1500 and 2000' and after about 6 miles or so it turns around and heads back towards the aerodrome descending further for landing.

Two things to think about here - the first the distance – 6 miles from touchdown is well outside the usual aerodrome control zone, and well beyond the normal circuit traffic pattern that you might expect to find aeroplanes manoeuvring to land - think Stokenchurch tower to Booker and you won't be far wrong! In the example I've shown below, in purple is my recent ILS approach track, and in yellow, a flight to Enstone I made last year in my glider. In this, Oxford is well off (4 miles or more) the bottom of the picture, and Enstone just off to the left (the airfield on the right is the disused RAF Fairford). As you can see, there are two points of potential conflict, and in the one I've circled, the glider was at 1925' and the aeroplane 1800' - a bit too close for comfort.



Now, you may think that in the real world instrument approaches are for those rainy days when gliders stay safely tucked up in their trailers so the possibility of a conflict such as this is remote – maybe so, but even on the sunniest days the skies round aerodromes like Oxford and Cranfield are full of people learning to fly instrument approaches. And those splendid clouds that we thermal under are the very clouds that an aeroplane on descent for an ILS is likely to pop out of. And in any case, even on otherwise clear days some of the bigger aeroplanes still fly instrument approaches because that's just the way of the big aeroplane world. So, yes on grey rainy days we aren't there, and it's fair to say that on clear and sunny days the good visibility so less of a problem, but what about those days when there's a good layer of Cu, not only for us to play with, but also to hide those noisy metal things with propellers?

The next thing to think about is that the workload for the pilot flying an instrument approach is high – lots of instruments to monitor, lots of radio chat, lots of checks to do, so they don't have much time for a decent lookout, and while you in your glider might have the right of way, that only works if you've been seen!

So, what can be done to reduce the collision risk? Well be prepared:

Preflight planning – if you know where you are heading off to have a look at the chart for runways that are potential conflicts. They are generally going to be on the up-wind ends of the busy aerodromes – Oxford, Benson, Cranfield, Coventry and Farnborough are good local examples, but note that not all runway directions have instrument approaches associated with them and sometimes the approaches will be made towards runways that aren't those pointing into the wind - Oxford seems very fond of this trick. If you find you have a spare evening, it might be worth having a flick through the aerodrome approach charts in the AIP for the local aerodromes. This link is for Oxford's runway 19

http://www.ead.eurocontrol.int/eadbasic/pamslight-CCD44B18FC272C38E9EA2CF3B068F799/7FE5QZZF3FXUS/EN/Charts/AD/AIRAC/EG_AD_2_EG_TK_8-2_en_2012-09-20.pdf

It takes a bit of deciphering and most of it is not relevant for this purpose, but it does show the shape of the descent procedure and the distances involved, and if you transpose this to your 1:500k chart you get a feel for where trouble is likely to be found.

Talk to someone – if you are flying in the vicinity of one of these aerodromes listen out on the approach frequency - if there is a possibility of trouble heading your way give the approach controller a call on the radio and tell them where you are and what you are up to – they will be grateful. This presumes that you have a RT licence (and a radio!), and that as part of your pre-flight planning you've made a note of the frequencies.....! (As I said, be prepared!)

I mentioned above that on my approach to Oxford the controller helpfully told us of potential conflicts, actually what he said was that there were several weak radar contacts with no height information and that they were probably gliders. Had he been in contact with those gliders he might have been able to give me more specific info, or alternatively he might have been able to tell the gliders to look out for us heading their way.

So, in summary, take a bit of time to find out where you can expect trouble, what that sort of trouble might be, and above all, keep a good lookout because you will probably be the only one doing so.

Rob Turner

Basic Flying Rules

Geoff Tabbner spotted these rules written by his friend Doc Mark Holiday and published in the High Veld Flyer –the magazine of the Jo'burg Gliding Club in South Africa.

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, wires, and interstellar space.

It is much more difficult to fly there.

- Student pilot to irate instructor:

"Think about it. I navigated through a boiling fluid swirling around a rotating sphere that is hurtling around a fusion reaction source at thousands of miles per hour. This system is moving in a circular motion around a black hole at who knows what speed, while the space it takes up is expanding. And I bounced 6 inches. 6 MEASLY INCHES! You need to get off my back, man"

- You start off with a big bag of luck and an empty bag of experience. The trick is to fill the bag of experience before you run out of luck.
- It's better to break ground and head into the wind than to break wind and head into the ground.
- Airspeed, altitude or brains. Two are always needed to successfully complete the flight.
- It only takes two things to fly, airspeed and money.

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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