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Up on Deeside expedition members are having a great time with good flying over the first weekend. This month we have a really insightful article from Mike Gatfield about faster XC flying, there's a marketing team report from the Henley Show and a request from Roger Neal to support a very worthy cause. Doug reminds us to keep the canopy clean in low winter sun and to stay current through the dark days ahead, well, short ones anyway.
William

From the DCFI

Well with Richard off on his honeymoon and enjoying the delights of the Seychelles and Kenyan safari along with his wife Sarah and then going straight to Aboyne for the annual club expedition, it falls to me to make this months contribution.

Looking back over the summer, we have had a very good season as reflected by members' achievements, hours flown and cross country kilometers flown as well as a thoroughly enjoyable competition. Individual member's successes have not diminished in September as evidenced with yet more first solos and various badges being completed. This is only possible due to the commitment of the pilots involved and the various others such as instructors, tug pilots, engineers, and office staff.



Continuity is also a key factor and being current clearly helps - with this in mind don't forget the Winter Season Ticket which is available and offers great value launches, helps keep you current and allows for 'check' flights.

I mentioned in a newsletter article some time back that I held a view that pilots should not be put off by the word 'check' but should consider the flight as instructional - so take the opportunity to fly with an instructor and fly some exercises that you may not have done recently, obvious examples being stalling or spinning, flying in windier and rougher conditions but could be anything, maybe a reminder of the locations of the airspace boundaries.

As we move into October, it is also worth remembering that the setting sun when we are operating on runway 24 can cause problems when landing so it is essential that canopies are kept clean. If your canopy is dirty the aircraft isn't really serviceable - it's your responsibility not somebody else!

ATC have asked that we remind you again of the operational requirement to touchdown 100 meters beyond the taxi way on 24 (See September's Newsletter article "A gentle reminder").

Whilst on matters of ATC, there has recently been a change in procedures with respect to powered aircraft and Bookers ATZ such that no transiting aircraft will normally be granted permission to enter the ATZ whilst gliding is in progress. This may reduce possible conflicts inside the ATZ but the aircraft will still be flying over and around the airfield. Please display excellent airmanship and lookout at all times when you are flying, a good lookout and early anticipation/avoidance of possible conflict is the best way forward and don't assume just because you have right of way the other person will behave as you expect. Don't forget it may be you that has not seen the other aircraft. We all want to enjoy the freedom of the skies and avoid unnecessary regulation and we all have a part to play in that with our exemplary behavior.

Safe flying

Doug

Members' Achievements

Andrew Whitten

1st Solo

Kevin Vaughan Smith

Re-solo'd [after 20 years]

Plus 3 achievements from earlier in the year. At the BGC Newsletter we seem to have been overlooking Cross Country Endorsements. That's a shame because this is the badge that opens the door to going over the hills and far away. So apologies to these members for this oversight.

Cross Country Endorsements for:

Neil Parkinson 17th April

Phil Binnee 21st June

Craig Cairns 17th July

Mike Gatfield reflects on a season of XC learning

I've found this season to be a real learning experience and I wanted to put down the big things I've learnt as hopefully it will get people starting in xc thinking about what they've learnt in comparison and might even help someone for next year!

Flow visualisation

Visualising the flow of air in the atmosphere has been really useful to build up an idea of where lift is coming from and to fly along lines of good energy. It works best when considering the whole picture however: ground, clouds, surface wind indicators and wider weather. A big help has been observing from the ground when not flying, for example observing smoke from the arena at a festival being entrained to a thermal late evening and producing a cloud above the crowd.

Deviating off course

A big deviation has worked really well when there's a good line of energy allowing straight glides for a long time but if it's a climb and glide day you have to be sure that it's going to be a lot better. As an example, deviating off by 45 degrees means you'll have to go over 40% faster so almost 100kph rather than 70kph in a straight line!

Working band

Pushing on down to 500ft and climbing away sounds double hard later on in the bar but has really slowed me down a few times this year. It's all about risk management, you might find a slightly better climb further on but you can also get stuck low and have to use significantly weaker climbs just to get back to a point where you have a few clouds to choose from again. Using half the height of cloud base as a point to feel low has worked well unless the thermals are tougher down low or it looks a lot better ahead.

Kit

Really feeling the surges of lift and building a mental picture from this (backed up by the vario to make sure it's a true surge) has worked well to center the lift and remember typical lag from a vario is a few seconds but varies glider to glider. The peg wings will make gusts very obvious as they flex!

When dolphin flying the vario might be surging on gusts of wind but I reckon it's only worth slowing up if you can feel the surge is strong or there's other indicators that lift is likely to be here. Dolphin flying does increase the distance travelled and if just using the vario it's possible to fly fast through the lift and slow up for the sink!

Tactics

The mind-set going into a competition is important and the first day especially so, it's very easy to be over competitive, push too hard for a good day 1 result and throw it totally! A really good start is also important, on one flight I made a late start 1000ft higher than others on an 80km task saving 3 minutes and adding 5kph very easily! Also have a good think about airspace on track near the start line and if going into a headwind, a restart can be made much easier than if going downwind on the first leg.

Most of all take all advice with a pinch of salt, especially the stuff contained in this article! Cheers to everyone who has been around and helped make flying so enjoyable this year!

Happy flying,

Mike Gatfield

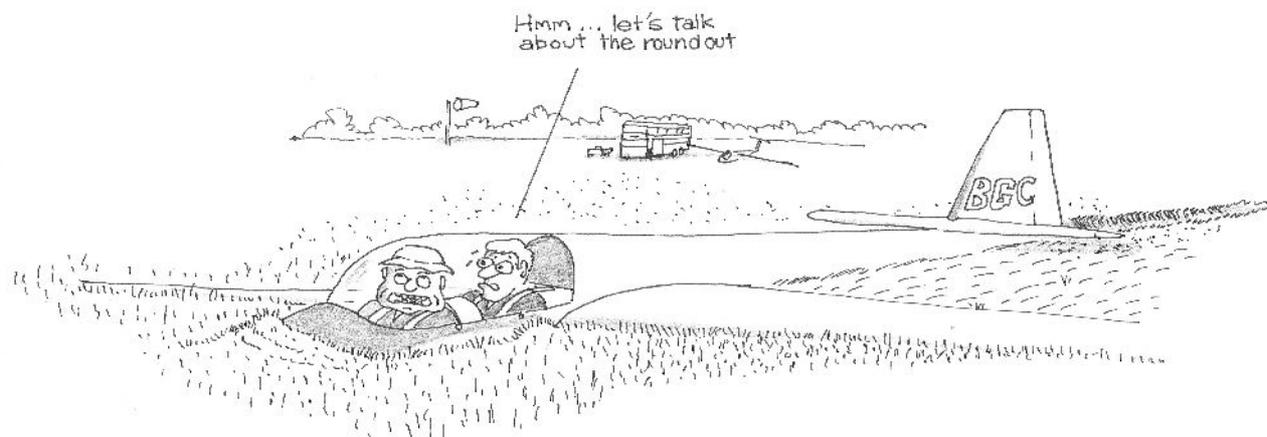
The Henley Show

On Saturday 14 September the Marketing Team made a return visit to the Henley Show, just down the road from the airfield. It's a very enjoyable event, with plenty to entertain visitors - show jumping, prize farm animals, a falconry display, vintage tractors, and a tent full of delicious food samples. We had an excellent position right by the entrance so everyone saw us as they came in, and after a slightly damp start we were kept busy all day with visitors old and young. It all helps to raise our profile and put the idea of gliding into people's heads.

We had a new member on the team, Ruth Jackson, who commented on how much fun it was and how pleased she was to be able to contribute towards building the club. Many thanks to Ruth, Bob Smith and Hedda Coture for helping out on the day. And special thanks to Chris Collett, David Humphreys and Symeon Economou who got completely soaked the previous evening setting up the stand, and then came back on Saturday for more.



Jane Moore



Concert in aid of Syrian Crisis Relief

Roger Neal is organising a concert by Maidenhead Concert Band on Oct 25th at his church in Maidenhead. All proceeds to Syrian Crisis Relief, i.e. Medecin Sans Frontieres and Disaster Emergency Committee. Both the church and band make no charge. See the following poster for details. Or for more information contact Roger on 07802 764058.



Friday 25th October 2013
7.30 pm
The Methodist Church, High St , Maidenhead

Tickets: Single £10 Family £20
available from the Church Office: -
01628 628104
office@highstmethodist.plus.com

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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