



Rocky Stone
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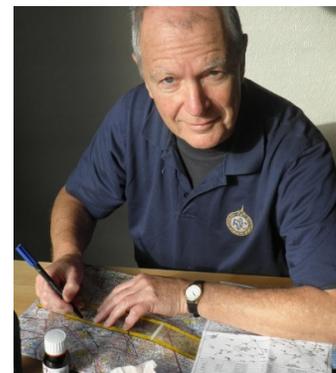
The Booker Newsletter

Oxford / Brize Norton airspace changes
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<p><i>From the Chairman</i> <i>From the CFI</i> <i>Rocky Stone</i> <i>Oxford / Brize Norton airspace changes</i> <i>Winter Lecture series</i> <i>Members' achievements</i> <i>Winter hours</i> <i>Dates for your diary</i> <i>Free instructor training for young pilots</i> <i>Keeping your FI(S) up to date</i></p>	<p>In this edition we have an appreciation of the life of Rocky Stone.</p> <p>There is also information about the most recent threat to our airspace and how to respond to it.</p> <p>This issue also details of the Winter Lectures, dates for 2018 events, bursaries for young pilots...and more...</p> <p>Happy reading. <i>Jane</i></p>
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From the Chairman

2018 begins with the sad news that Rocky Stone died at the end of December after a short illness. Rocky was an eminent career pilot and test pilot with many types of powered aircraft in his logbook, flying in the RAF and with BEA. For many years he was a greatly respected instructor and competition pilot here at Booker. Rocky was an intensely private man and maintained that privacy to the end. In recent weeks Shelagh's enquiries after his health met with a guarded response and by the time the club learned of Rocky's passing, his funeral had already taken place. There is an appreciation of Rocky later in this newsletter. He was one of the great characters at the gliding club and will be much missed.



The winter weather has been unrelenting in recent weeks but many instructors have been battling the cold and the wind to keep the club flying. Particular thanks are due to Robert Turner and Bob Davey who devised and constructed a new arrangement for the batteries in the bus, hugely improving its starting – and thereby providing a bit of shelter from the icy blast for those at the launchpoint.

January 2018

As you may be aware, two simultaneous airspace 'grabs' which threaten to inhibit our XC flying are gathering pace. These two co-ordinated airspace plans are for Brize Norton and for Oxford Kidlington. The latter poses the greater threat to Booker because it extends controlled airspace eastwards to include half the city of Oxford and northward such that gliders heading into the Cotswolds would need to use a corridor between Hinton in the Hedges and the Birmingham CTA. All the clubs in the area, led by the BGA, are combining to object. Booker GC will also register an independent objection as a 'stakeholder'. The closing date for objections is 5th April. The club will offer members some very general outlines on the key issues and all members will be encouraged to submit their personal comments to the consultation. Watch this space!

And now for something completely different – SUTTON BANK. If you haven't already signed up for this first-time Booker expedition (10th – 25th March) it's time to get your name on the list.

Our hosts, the Yorkshire Gliding Club, are located on a plateau on the south western side of the North York Moors National Park. It's on the edge of a spectacular ridge and Pennine wave sets up over the valley below. And it is a beautiful part of the world. The Yorkshire GC website <https://www.ygc.co.uk> has stacks of local information and Richard is planning a pre-expedition briefing at 12:00 after the Winter Lecture on **Saturday 24th February**.



The lecture on the 24th happens to be on the subject of flying comps for the first time which is an excellent cue for reminding all members thinking of entering a comp for the first time to come to Nick Jennings' talk and to think about entering. Also, will all our regular racers please make their entries – we are hoping to encourage more visitors to join in for our easy-to-fly HDT tasks and the more entries they see on our list the more likely they will be to enter. **The Booker Red Kite Regionals run from 21st - 29th July.**

Now for our annual Mudlarks Plea – the airfield is often wet and soft at this time of year. When turning gliders around please keep them moving. Pivoting them on the main wheel digs a hole.

The lease negotiations have reached a stage where detailed designs for the northside relocation have been put on paper. As ever progress remains slow but the project is moving in a positive direction.

And finally a note for private owners looking for inspections and ARCs. In the last year Robin was much occupied in supporting the tug maintenance team, moreover in the last two years the club has concentrated all club fleet ARCs and inspections into the winter months, and in the coming six months he expects to be spending time on the cub rebuild. Robin will therefore not be able to offer ARCs for private owners in the first half of this year. I realise this is an inconvenience for POs but Robin is up against the limits of his capacity. I hope that in 2019, Robin's capacity to provide ARCs for members will return to normal.

Don't forget that to make the most of the soaring season, now is the time to tackle all those little tasks like: checking batteries, flarm updates, nav upgrades, tyres, tape and drinking systems so they all get seen to in plenty of time.

See you up there.

William

From the CFI

Weather wise it's not been the best start to the new year. We've had a mixture of wind, rain and fog although we have had to odd nice day. Friday 19th January even gave us our first soaring day with one flight exceeding an hour in duration with good climbs of 3 knots to almost 4,000 feet.

Despite the poor weather the club has been a hive of activity with winter lectures being given by the instructors and the tug training team delivering ground school sessions to both new and current tug pilots.

The 2018 diary is now finished and there are a number of events to look forward to during the coming season, the first of which is our spring expedition to Sutton Bank. This is one of the UK's oldest gliding sites and



promises excellent ridge, wave and thermal soaring. For the non-flying days the local area is full of fantastic places to visit. If you've never been on an expedition before you really should consider coming along. Not only are they a fantastic opportunity to experience different soaring techniques from a new airfield, they are a great way to get to know your fellow club members and make new friends. If you're interested in coming, please do not hesitate to contact me and I'd be more than happy to answer any questions that you may have.

The summer expedition location has now been confirmed as Klippeneck, a real gem of a gliding site offering the most incredible thermal soaring in a spectacular landscape. That combined with the on-site facilities, including the hotel, plus the fact it's only a day's drive from Booker really makes it the ideal location for all levels of pilot.

The past month has been overshadowed by the sad and unexpected death of Rocky Stone. Although a quiet man, Rocky was full of the most amazing stories and tales of his unbelievable flying career which ranged from Spitfires, to fast jets to gliders. He was a long-standing member of Booker Gliding Club and a founding member of the Deeside Gliding Club in Aboyne. He will be sorely missed by all. Rocky's friend, Mike Emmett has written a fitting obituary to Rocky which you will find below. A worthy read.

A very Happy New Year to you all.

Safe flying
Richard



A.J. 'Rocky' Stone

As many of you will know by now, "Rocky" Stone died earlier this month after a short illness.

Rocky started his RAF career in the fifties in Southern Rhodesia, where he earned his wings on Tiger Moths and Harvards. He then did a tour on Canberra medium bombers. His exceptional ability was recognised early on and took him to RAF Central Flying School where he qualified as a Flying Instructor. He then went on to train pilots on D. H. Chipmunks and Airspeed Oxfords. Along the way, he gained experience of many British WW2 types such as the Vampire, Meteor, Spitfire, Mosquito, Wellington and Sea Fury: there can be few pilots who were lucky enough to fly late piston-engined aircraft as well as some of the early jets. Rocky was one of them.



Leaving the RAF, Rocky joined the Hawker Aircraft Company at Blackpool as a production test pilot, flying all marks of the Hunter fighter. A dream job for him. Around this time Rocky became a family man and this required a "proper" job with the prospect of a pension, so eventually and with great reluctance he joined British European Airways (which later became the British Airways of today) as a First Officer, flying the Vickers Viscount and later the D. H. Trident.

One can imagine that after the career described above, flying as a co-pilot in BEA was not quite what Rocky had in mind long term, so it comes as no surprise that at the first opportunity he applied for accelerated promotion to the rank of Captain on the Queen of the Skies, the Handley Page Dart Herald, which entailed a move to its base in Glasgow, where he was committed to staying for six years. After a short period the Dart Herald was withdrawn from service and replaced by the Vickers Viscount, which Rocky flew on Scottish routes for a further four years. His final civil aircraft was the Lockheed Tristar, on which he was one of the first BA captains to become qualified.

Many of us would have been content to fly the Tristar until retirement, but Rocky was still as keen as ever, so when an opportunity arose to join Flight Refuelling (now Cobham plc) at Bournemouth (Hurn) airport, flying the Hawker Hunter again, it was an easy decision for him. The company had a policy that the maximum age to fly the Hunter was 60(!) so Rocky had to re-train on the French two-crew twin-engined Dassault Falcon.

He finally retired about 20 years ago and joined Booker Gliding Club, having been a member at Lasham for many years. He was an enthusiastic and successful competition glider pilot at Nationals level throughout those years. Along the way he flew innumerable types of light aircraft and sailplanes. He had a truly encyclopaedic memory for the aircraft he had flown and the characters he had met in his long life. Unknown to many people, he was also a great *raconteur* with a seemingly inexhaustible collection of stories and in more than 50 years he never told the same anecdote twice!

We have lost a friend and mentor. He will be sorely missed. It is the end of an era.

Mike Emmett

Oxford and Brize Norton Airspace Change Consultations

At the very end of 2017, London Oxford Airport (as they like to be known) and Brize Norton both released consultation documents in the hope of significantly changing the airspace around their respective airfields. These documents form part of the legal process that is required before any airspace change is approved. I would urge every member of the club to take the time to familiarise themselves with these plans, as their impact on our usual cross-country routes could be significant. The documents are lengthy but worth a read to understand their reasoning behind these proposals.

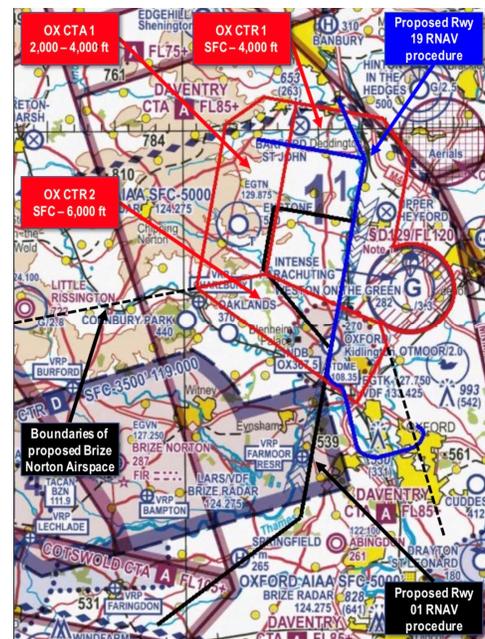
It is important to note there are two consultations running in tandem, one for each airfield. Should one be rejected, we could still see a significant change of airspace if the other one gets approval. The Club will naturally be submitting a detailed response to each consultation, but success in influencing the final decision will ultimately depend upon how many responses are received, so start sharpening those pencils! The closing date for any submissions has recently been extended to **Thursday 5th April 2018**.

Oxford Proposal

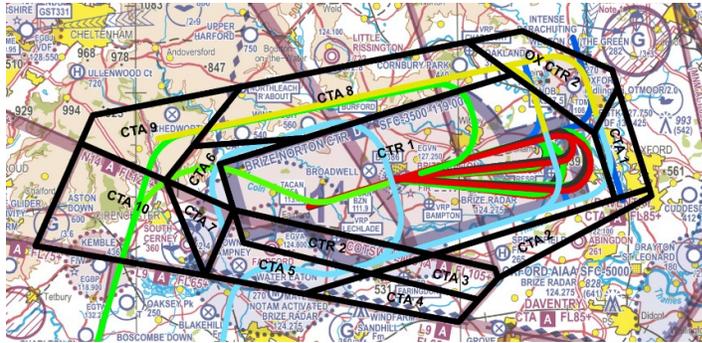
Oxford Airport would like to create a CTR (surface to defined upper limit) and CTA (defined upper/lower limit*) around them which will be Class D airspace, i.e. gliders are permitted to enter, but only with an ATC clearance and must then comply with instructions. They are also proposing new instrument approaches to both runways (RNAV 01/19). The intent is for these procedures to be contained almost entirely within controlled airspace.

Their main justification is the volume of aircraft transiting the overhead, and across the instrument approach (to runway 19), without talking to Oxford ATC. They say this has led to several near-misses and that aircraft on the instrument procedure to 19 regularly have to break off from that approach. Basically, they are claiming there is a safety issue and that the creation of a “known traffic environment” is required to maintain safe operations. The airspace also attempts to resolve conflicts with Brize Norton traffic.

*all altitudes are AMSL (Above Mean Sea Level)



Brize Norton Proposal



Airspace Area Name	Vertical Values
CTR 1	Surface to 6,000 ft
CTR 2	Surface to FL105
OX CTR 2	Surface to 6,000 ft
CTA 1	2,000 ft to 6,000 ft
CTA 2	2,300 ft to 6,000 ft
CTA 3	3,500 ft to FL105
CTA 4	4,500 ft to FL 105
CTA 5	1,800 ft to FL 105
CTA 6	1,800 ft to 6,000 ft
CTA 7	1,800 ft to FL 125
CTA 8	2,300 ft to 6,000 ft
CTA 9	3,500 ft to 7,000 ft
CTA 10	5,000 ft to FL 125

Table 2 Details of Vertical Limits of Proposed Airspace

N.B. the coloured lines denote the new instrument approach paths

As you can see, Brize is also proposing a significant increase to their current airspace. Their reasoning here is that aircraft flying the instrument procedure to runway 25 often end up leaving controlled airspace, and thereby coming into conflict with uncontrolled VFR traffic and Oxford departures. The section to the west would allow Brize traffic to access the upper airways network without ever leaving controlled airspace. They do this via position MALBY, which you can see on your usual gliding map. The proposed airspace would also contain new RNAV approach procedures similar to the ones proposed at Oxford. RNAV basically means using GPS and other onboard systems to navigate an approach, instead of traditional ground-based aids (e.g. Instrument Landing System).

As you can imagine, we intend to robustly oppose such a dramatic increase in controlled airspace, and not only due to the obvious threat to cross-country gliding. It seems apparent there are many other causes for concern, such as the danger of funneling traffic into busy choke points, and the workload that would be required to obtain and then comply with a clearance to transit the new airspace. Our success will depend on building a valid safety counter-argument, exploring the social and economic impact of the plans, highlighting flaws in the design of the airspace and the instrument approach procedures, questioning the data they have used to justify it, as well as exploring any other options that might be available instead of permanent Class D airspace. Work on this is well underway and **I hope to publish some guidance in the next newsletter to assist those looking for some inspiration on how to respond most effectively.** By the time you read this, we will have met with representatives from the BGA and other clubs to organise a combined response to the plans, and the Club has already registered itself as an aviation stakeholder in the consultation. In addition, we are challenging the legal framework that is being applied to assess the proposals, since that framework has changed significantly in just the last few weeks. By releasing the consultation documents in December, the proposals fall under the old, less stringent set of regulations. However, the CAA has indicated some flexibility would be appropriate in such circumstances.

Most importantly, I feel it is worth reiterating that the only way we stand a chance of preventing or influencing these proposals is if as many people as possible oppose them. If you have any questions about the consultation or our response, please do not hesitate to contact either Richard or myself.

In the meantime, the Oxford consultation document can be found here:

<http://www.oxfordairport.co.uk/the-airport/public-consultation-2/>

and the Brize Norton one here:

<https://www.raf.mod.uk/rafbrizenorton/flyinginfo/bznacp.cfm>

Ed Garner

Winter Lecture series

Not so much lectures as briefings aimed at helping early solo pilots, Bronze candidates and others to make progress in their gliding, here is the programme for 2018.

- 6th January: Tug Pilot Ground School – *Richard Crockett*
- 13th January: Flight Planning and Performance – *Bob Smith*
- 20th January: Meteorology – *Jane Moore*
- 27th January: *Bronze and Beyond, a discussion for early solo, pre-Bronze and Bronze badge pilots – *Jane Moore*.
 - an opportunity to share ideas about what might be slowing your progress and how the club could help you to reach your goals, as well as an opportunity to ask questions about what gliding has to offer.
- 3rd February: Principles of Flight – *Symeon Economou*
- 10th February: Cross Country Flight Planning – *Bob Smith*
 - as well as tips for the Bronze Exam, attendees will also get a good overview of what is required to plan more adventurous flights and get the most out of our sport. Maybe your goal is to race other pilots cross country, see how far you can go, go sightseeing or just have a short flight around some local landmarks. This session will help you identify what you can achieve, and give you some ideas and techniques to help plan and make it happen on the next good day.

Followed by: Field Landings – *William Parker*

- an essential skill for cross country pilots
- 17th February: Navigation – *Steve Williams*
- 24th February: Flying your First Competition – *Nick Jennings*

Followed by: Sutton Bank briefing – *Richard Crockett*

- 3rd March: Cross Country Meteorology – *Jim White*
- 17th March: Radio Telephony – *Henry Ross*

All lectures start at 10.00 unless otherwise advertised. All are welcome regardless of experience.

Members' achievements

Congratulations to:

Max Norfolk – conversion to Pegasus

Winter Hours

Flying

On Mondays there is no formal flying programme, however members may continue to fly subject to approval from the CFI or a DCFI. From Tuesday to Sunday flying operations continue as normal. The weekday flying programme begins at 0800 to maximise the use of available daylight.

Office

The office is closed on Mondays. On Tuesday Shelagh opens the window for 2 hours in the middle of the day for members' enquiries. From Wednesday to Friday the office opens at 0800 and closes at 2.30pm. Until April 2018, the office will open 09.00 – 15.30hrs on Saturday and Sunday.

Dates for your diary

- 27th February: Parachute packing
- 10th - 25th March: Spring expedition to Sutton Bank, home to Yorkshire Gliding Club
<https://www.ygc.co.uk/visitors/visiting-pilots/>
- 9th - 15th April: Instructor Training Week
- 23rd – 27th April: Beginning XC course
- 21st – 25th May: Bronze course
- 9th - 24th June: Summer expedition to Klippeneck
- 21st - 29th July: Booker Regionals
- 22nd – 23rd Sept Vintage weekend
- 13th - 28th October: Aboyne expedition

Free instructor training for young pilots



The Honourable Company of Air Pilots is generously supporting young glider pilots who want to train as a Basic or Assistant Instructor. Details and an application form can be found here: <https://members.gliding.co.uk/library/project-planning-and-funding/hon-co-air-pilots-instructor-course-bursary-application/>

Or go to <https://members.gliding.co.uk/library/> and search for 'bursary'.

Keeping your FI(S) up to date

Instructors will be aware an EASA Flight Instructor (Sailplanes) certificate – known as an FI(S) certificate – is equivalent to, and can be used to maintain, a BGA instructor rating.

BGA guidance on revalidating an EASA FI(S) certificate is available on the BGA member website at:

<https://members.gliding.co.uk/pilot-resources-flying-training/instructors/revalidating-fis-certificate-guidance/>

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 XC WhatsApp group – Targeted towards those pilots who fly cross-country. Provides the opportunity to share task ideas, co-ordinate rigging etc. Ask an instructor to add you.

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 name and 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 name and 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 name and membership number when applying.*

Booker GC Instructors – This is for Booker instructors only to email each other easily. Mainly used for swapping duty days. Send an email to: bookergc_instructors-subscribe@yahoogroups.com and *include your name and 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

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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 name and membership number*.

For the latest news about what's happening check out

<http://bookergc.blogspot.com/> and <https://www.facebook.com/bookerglidingclub>

*** All views expressed within the newsletter are those of the contributors and do not necessarily represent the views of the Club or committee ***

Contributions to the newsletter are welcome. If you would like to submit an article for a future edition please send it to Jane Moore at jxmoore@gmail.com

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