

Booker Gliding Club

Newsletter

November
2018

New gliding
frequencies
page 11

Aboyne special – news and views



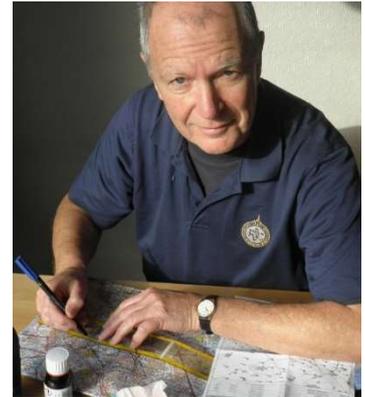
Update on licences after Brexit – page 3

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Chairman's view

We're approaching the end of a year which has been, like the proverbial 'curate's egg', good in parts. Remember 'The Beast from the East'? Terrible weather at the beginning of the season cost us a lot of launches and made for a slow start for XC pilots. Nevertheless, thanks to the hard work of our instructor team headed up by Richard and supported by George we achieved over 2,600 training launches. So together with our XC flying, expeditions and competitions we managed to regain some of the ground lost earlier in the year. In September and October alone we did 792 launches.



Highlights from this season include our Spring expedition to Sutton Bank for some great ridge running and last month's Aboyne expedition which gave us many wonderful wave days. In between the club visited Klippeneck in Southern Germany and held the Red Kite Regionals. We were particularly fortunate with the weather for the Regionals with 6 keenly fought contest days. Congratulations to the winner Denis Campbell and runners up Jim White and John Otty.

Booker also hosted the finals of the Inter-club League 2018 which was run by Jim and won by Bicester. Many of our members joined in the flying and social side (five clubs were represented and two world champions took part!). It was obviously a really enjoyable comp and we expect to take part next year.

A mere 6 months after Easter the Easter Egg Cup Aerobatics competition took place in early September. Congratulations to George Darby who pipped runner-up Maddi Roberts to the post by just 0.5%! Andy Monk came third. Thanks go to Graham Saw whose aerobatic courses help keep our handling skills at their best, and who organises the Easter Egg Cup comp.

Behind the scenes in the workshop the team has made significant progress with the Cub rebuild. All the control surfaces - rudder, ailerons and elevators - and the fin have now been covered.

Three members are training for BI ratings with Richard at the moment - Jeremy Gilbey, Nik van Merveldt and Stuart Whitehouse.

Whether you are at the early training stage or experienced XC pilot do try to stay current over the winter with occasional flights to keep your hand in. It makes a big difference when we come to the start of next season. Instead of feeling a bit rusty and needing flights to get up to speed you can pick up where you left off. What's more, flying in winter's more challenging conditions helps to improve your proficiency.

So one season ends and another beckons. We are already making plans for our spring expedition to Denbigh in North Wales and, by popular demand, a return to Klippeneck in 2019.

See you up there.

William Parker - Chairman

From the CFI

It's been somewhat difficult to miss the news over the past few weeks and understandably many of you have a number of questions regarding the continuation of gliding (and indeed aviation as a whole) in the UK after 29th March 2019. We are still uncertain as to whether the UK will remain part of EASA after Brexit. What is clear is that without a agreement specifically regarding EASA, the UK CAA would no longer be governed by the European Court of Justice and therefore we would have to revert to a national system.



Below I have outlined two possible scenarios which I hope will provide you with some answers on what we might expect over the coming months.

UK exit from the EU but remaining part of EASA



Quite simply there will be no change to our current licensing structure. The transition of UK National licences to EASA Part-FCL will continue and by 2021 all pilots will be required to hold a European licence.

Flying abroad after 29th March will not be affected in any way as licences, airworthiness documents and medicals will be valid and acknowledged by all EU states.

UK exit from the EU but leaving EASA



If it is to be the case that UK is to leave EASA, the CAA will take all existing EASA law and implement it into the Air Navigation Order. This law will then be frozen for two years.

If you currently do not hold an EASA licence and fly under the national system then you will carry on as normal. There is a likelihood you may still be required to get some kind of formalised licence in the future but this is still to be discussed.

If you hold an EASA licence it will remain valid but on 29th March it will be known as a UK Part-FCL licence. In time all licences will need to be replaced but the CAA has suggested that this can be done only when you need some kind of alteration (change of address, addition of ratings etc).

Flying abroad may become a little more tricky.....

If you hold an EASA Sailplane Pilot Licence (SPL) then as this is an ICAO compliant licence it will continue to be recognised worldwide, as will its associated medical (Class I and II).

Unfortunately for those who hold an EASA Light Aeroplane Pilot Licence – Sailplane (LAPL(S)), this is not an ICAO compliant licence, nor is the medical. As result it will be up to individual EASA member states to decide whether they choose to recognise a UK issued LAPL(S) for pilots wishing to fly in their country.

The UK CAA has already stated that it will recognise European licences in the UK and it is hoped that EU member states will do the same, however, this cannot be guaranteed. The

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BGA will make contact with a number of member states before March to raise the subject of UK glider pilots flying abroad and it is expected that further information on this subject will be available in due course.

All UK issued airworthiness documents (such as ARCs) are ICAO compliant and therefore there are no problems expected with UK registered aircraft operating abroad (both within the EU and non-EU states).



In the meantime, the BGA system continues to operate normally and the conversion of national licences and qualifications to EASA Part-FCL remains. If you wish to apply for an EASA licence I would not discourage you from this, particularly if you are looking at an SPL.

I hope this will have answered some of your questions but if you would like further advice please do not hesitate to contact me, either at the club, or via email cfi@bookergliding.co.uk

Safe Flying
Richard Crockett - CFI

Winter hours

Office

| | |
|---------------------|-------------|
| Monday | closed |
| Tuesday | 1100 – 1300 |
| Wednesday to Friday | 0800 – 1430 |
| Saturday / Sunday | 0900 – 1530 |

Flying

Throughout the winter, if you wish to fly on Mondays you will need to recruit a tug pilot and **contact Richard for approval**. There will be no instructor in charge. From Tuesday to Sunday flying ops will be as normal.

From the Treasurer

In the year to 30th September 2018 our financial result was similar to last year. The weather early in the season was awful, setting the launch rate back, but once the weather improved, we had a great season and our total launches nearly caught up to the previous year. Our costs continued to be under control and we invested capital in new 8.33kHz radios for the tugs and we continued to invest time and materials into the Cub rebuild.



Thank you to Richard and the whole instructor team whose enthusiasm and hard work has helped us to catch up the launch rate and to the committee and staff whose actions to put us on a sound financial footing have helped.

Now for the unpopular bit. Luckily inflation remains low and so the committee has agreed to hold increases to be in line with the inflation that the club experiences (approximately 3%).



As usual, you can save money by paying for your membership at the current full rate in December and I would encourage members to do this to help the club avoid expensive overdraft costs during the winter period.

The fees for this year are as follows:

Full Flying Members

| | |
|--|---------|
| Regular rate payable by 31 st March | £795 |
| Early payment discount by 31 st December (last year's rate) | £770 |
| Paid late after 15 th April | £918 |
| DD payers 9 payments from 31 st March | £92 pm |
| Cadet and Junior members | £397.50 |
| Cadet DD payers 9 payments from 31 st March | £46 |
| Country member | £438 |

In addition to the above all flying members must pay the BGA fee (last year £30.50).

Non-flying members

| | |
|-----------|--------|
| Associate | £87.50 |
|-----------|--------|

Facilities Fees

| | |
|--|--------|
| Glider in trailer park | £395 |
| SLMG | £1,270 |
| Second (empty) trailer | £209 |
| Hangar space (powered aircraft) | £3,280 |
| Trailer in hangar during winter (for 4 months) | £360 |

All annual facility fees are payable by 31st December.

Members' achievements

Congratulations to:

Jane Moore – Diamond height (at Aboyne)



On her 27th visit to Aboyne, Jane finally had the patience to stick with a slow climb up to 20,345ft for a Diamond height gain. Now that's ticked off she can go back to exploring XC in wave.



Jacek Kwiatkowski – Gold height (at Aboyne)



Jacek joined the club in the summer and is already making the most of it. He has a couple of hundred hours on jets from his time in the Polish army and has been to unimaginable heights but says that wave flying is way more fun. He climbed to around 19,000ft, not quite enough for Diamond but plenty for Gold.



Howard Joseph – Gold height (at Aboyne)



Howard also joined the club recently, having previously flown at Parham. He had never flown in wave before but soon got the hang of it. One day he flew for 6.5 hours and eventually climbed to within 12m of Diamond height, so had to settle for Gold.

His Aboyne Diary appears below.



My week in wave

An Aboyne Diary – Howard Joseph reports on his first experience of wave flying

I grew up longing for flight (my father and uncle were both airline captains) and envious of my older brother Robert as he began gliding at Parham. At 16 I won a bursary and the next few years brought my Silver badge. At 19 I followed the rest of my family into the airline career and headed off to New Zealand for commercial flight training. In 2010 joining Ryanair meant a couple of years in Italy and then returning to Stansted. Despite 900 hours a year on the Boeing 737, I was missing flight in the purest form, yet only managed occasional local soaring from Parham.



Three years ago, a successful British Airways application placed me flying the 767 with Tim Scott and James Roland. The inevitable outcome was joining Booker last Spring. Our Boeing 767s are retiring now and being a newer First Officer has seen lots of standby during this excellent summer. George Darby was good to send me solo again, but other than local soaring in the Pegase I thought I had squandered the year.

Despite having no holiday for Aboyne, the ‘Roster Gods’ were most kind and with a trip swap I achieved 10 days free for the expedition. Richard Crockett's briefing left me in nervous anticipation about risks of hypoxia, rotor and turbulence in the circuit. I took the simple route by Airbus to Aberdeen and a disconcertingly cheap hire car. Thank you to all who trailered the gliders.

The first day: total calm and a gentle familiarisation flight with Dave Byass. Further Aboyne initiation followed at the local cafe, the Black Faced Sheep, with their famous cheesecake.



The next day brought a good westerly, and an 8:30am launch into some incredibly smooth air, but air that was rising at over 13 knots! 18 minutes later we were pushing FL100 awaiting the

NOTAM allowing climb without a transponder. With confirmation from Aboyne Base it was oxygen on and up we went. Despite all my time in the Flight Levels at work, that first experience in a glider was surreal. Having studied Chapter 31 (Wave Soaring) of The Glider Pilot's Manual and trying to relate to the abundance of cloud, I realised I had much to learn. We tracked north west to Corgarff Castle and Tomintoul before visiting Balmoral and a climb over Loch Muick to 13,000ft. Within two hours of 'local' flight we probably flew 100km. That



afternoon I attempted my first solo wave flight, climbing well until the gaps started to close making a return to base advisable. Later a dinner invitation to the authentic Norwegian log cabin, Birkelunn, where Hakan Gökalp's partner (and supreme chef) Fiona served the most delicious venison followed by superlative desserts. A perfect day.

My first solo on oxygen followed and later checking of the trace showed just 18 metres short of Gold height. The next afternoon I took a high tow, didn't contact the wave and soon found myself back at 1,600ft ruing the cost. There followed a challenging hour of attempting to stay aloft in broken October thermals and as a gaggle formed over the airfield at 1,200ft I thought it prudent to be the first to return. Circuits at Aboyne are modified to fly a closer downwind leg directly over the ridges to the north and south of the Dee valley. Circuits often start from over 1,000ft, turning very high on finals into a strong headwind. The aim is to touch down on the southerly of the two East-West tarmac runways and roll to the very end, to be met by a 'landing party' ready to clear the runway before many imminent arrivals. Legend has it the payment for coming up short is in whisky.

Monday 22nd. The forecast was promising. I took first launch of the day in 318, a bumpy tow behind the Eurofox. With the trace marked at 3,400ft I worked moderate wave to the north. After a couple of hours of climbing, freezing cold toes, managing a little canopy icing and occasional light rime that fortunately cleared, I couldn't exceed much over 18,000ft. Some rough maths suggested short of the Diamond height so I descended gradually to try and set

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'a new low'. My feet now thawed, down into the turbulence, I surprisingly managed to climb away again from 1,700ft. There was a perfect 2-3 knot climb two miles north of the airfield. I sat there, pointing into wind, zero knots ground speed all the way up to 18,000ft, but no higher. Regular checking of oxygen saturation with a pulse oximeter was most reassuring, but the numbers were still short of the Diamond. After 6 hours and 29 minutes I was back into a rough circuit, turning final at 800ft, 80 knots into a headwind gusting well over 20 knots, then relieved to have landed safely and satisfied to reach the end of the runway. Chris Rowland very kindly checked the trace and... 12 metres short of the magic 5,000 metres height gain for Diamond height. Despite professing to be not bothered about the badges, it is enticing when you're that close.



Tuesday was even more windy, a few braver than I flew that morning so it was lunch at the Black Faced Sheep and a pleasant walk up the Craigendarroch hill north of Ballater.



Wednesday, the finale and highlight, with an afternoon three hours in the Duo with Richard Crockett. We went cross country to the north coast, west to see Inverness, past Aviemore and far enough south to see the Queensferry Crossing over the Forth, running home at 120 knots to complete a 210km lap of the Cairngorms. Spectacular.

What a week; three visits to the Black Faced Sheep, seven flights, nearly seventeen hours, many new friends and countless memories.

Home and back at work, I've just flown my last flight on the Boeing 767, the last ever for G-BNWZ, Heathrow to St Athan (near Cardiff) before being recycled into tin cans. Now it's into the books studying for my 777 type rating.

Goals for 2019: a return to solo cross country and just maybe that elusive Diamond Height.

Howard Joseph



Aboyne reflections

Members who were new to Aboyne share their experiences

Jacek Kwiatkowski says: I know very well, how it is flying above clouds, but I never expected this sort of experience. Plenty of time to admire beautiful Scotland from on high, listening to the constant 'beeping' of the variometer, this is everything I need to be the happiest man in the world. I had a really enjoyable time in the air.



The time which I spent chatting with Richard, Chris, Bob, Jane and every other pilot on the airfield during the day, when they opened for me the arcana of this sport, was priceless. On days when we didn't fly, I had a lovely time on my bicycle riding through 'glens' and around 'bens' and 'lochs'.

I highly recommend this expedition for everyone. You don't know what flying is till you try wave gliding. You don't know how Scotland looks if you don't visit in autumn. I would like to mention, I don't regret that I missed my diamond height by a few hundred feet, because it is a great opportunity to go to Aboyne once again next year. Gold is nice too. 😊

George Darby says: I'd never been to Aboyne before and it was stunning, it really is something else. I towed the PIK in its trailer for 1067 miles, took a wrong turn towards the hills at Stonehaven and got it stuck across a single-track road, spent a sleepless night fretting about whether I'd tied the glider down enough for the 50kt gusts, and only flew it once. Absolutely worth the trek! First trip to 20,000ft, first wave cross country (and the first time I've started getting nervous at being below 5000ft) and a lovely relaxed atmosphere all round.

David Humphreys says: As a first timer on an Aboyne expedition, these are a few of the things I learnt. Many were mentioned by Richard in the pre-expedition briefing, however you have to experience some of these things to fully appreciate them.

1. Check your oxygen cylinder valve is turned on. An error bleep from the system is not what you want as you climb through 10,000ft...
2. If you are interested in a height gain claim, consider, if required, having your logger/Flarm calibrated (to avoid having to subtract 500ft from the GPS height).
3. Update your Flarm firmware. My Flarm wasn't working for the first flight because of this. It's busy up there, so a working Flarm is a big bonus.
4. In general, make sure you and your glider are ready before you put it on line for a launch - things can happen quickly.
5. For a potential height gain claim, make sure you have an obvious low point after releasing (open airbrakes for a period or dive down).

6. The flying in wave is trivial. Understanding the wave, where the best bits will be, and the optimum path to get there it is the complicated part. The latter is still very much work in progress for me...
7. Gaps in clouds close VERY quickly. Pay constant attention. If you wait until you see wispy cloud forming in the gap, then you have likely left it too late to take action.
8. It takes much longer than you would imagine to lose (a lot of) height, even with full airbrake in a steep dive at high speed.
9. It's very easy to get blown downwind. If you end up in the downward part of the wave then you will lose a lot of height very quickly. The land out options are generally not good!
10. Try not to fly through the rotor cloud, it can be far more violent than you might imagine.
11. High, fast, close in circuits are good in the inevitable windy conditions. It may look stupidly high compared to the circuits you are used to, but it's unlikely you will ever be too high to not successfully correct with airbrakes.
12. It takes a couple of attempts before you master the coasting to the end of the runway – it's surprising how far your reference point can be along the runway (e.g. half way for a single seater).
13. Keep controlling the glider until it comes to a stop (basic, but easily forgotten).



And finally - check your trailer every time before use (long story....)

8.33 kHz radios – new gliding frequencies

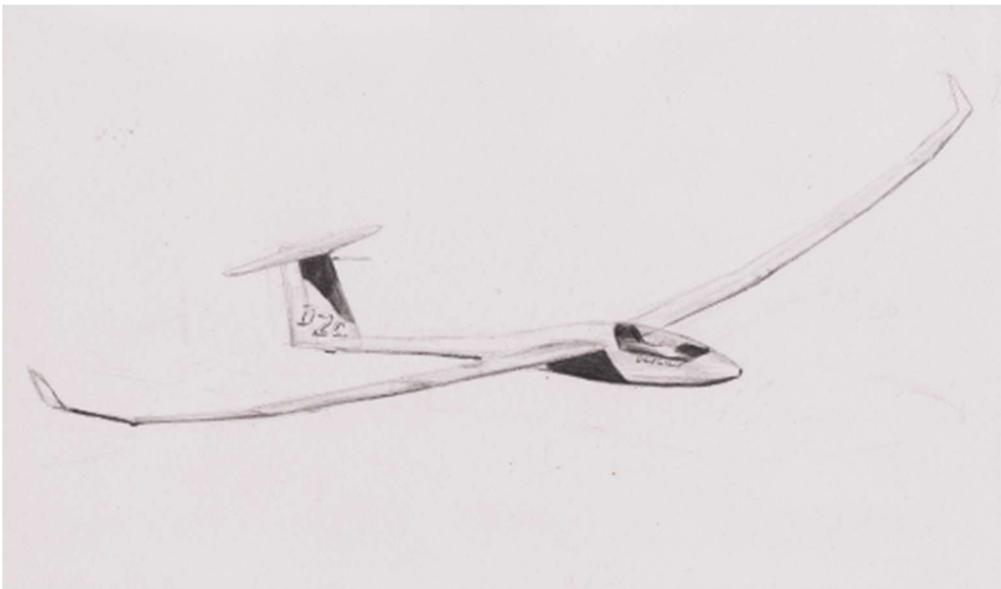
The CAA has issued CAP1606 on the transition of radio frequencies from 25kHz to 8.33kHz. As from 3rd January 2019, the five gliding frequencies will be amended as follows:

| <i>old 25kHz frequency</i> | <i>new 8.33kHz channel</i> |
|----------------------------|----------------------------|
| 129.900 | 129.905 |
| 129.975 | 129.980 |
| 130.100 | 130.105 |
| 130.125 | 130.130 |
| 130.400 | 130.405 |

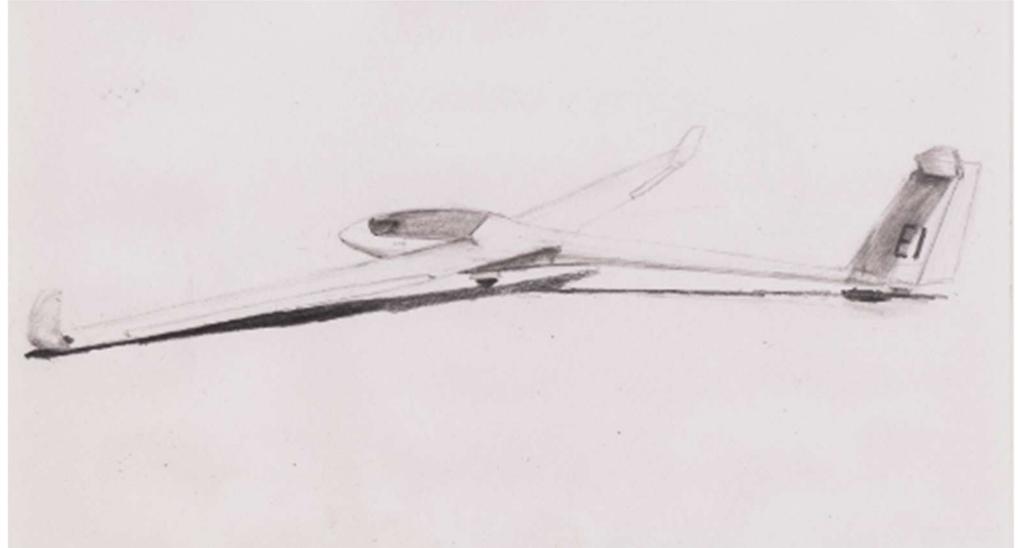
AIP Supplement 057/2018 (25th October 2018) contains a complete list of the new frequency assignments for all stations. As from 1st January you **must** use an 8.33kHz radio – unless you only propose to talk to services still using 25kHz.

Gliders on display

Cadet Basel Hammond offers a couple more of his detailed drawings of aircraft, this month he turns to gliders.



Schempp-Hirth
Discus 2c



Rolladen Schneider
LS7-wl

Basel says: These are the first gliders I built with my pencils. I was more than happy with the Discus (which came first) and it has always been a glider I have had a connection with. I used to have a 1.2m span RC model, which was the very first fixed-wing RC aircraft I flew, I was around six or seven back then. I always loved its lines - it is such an elegant machine and I would love to strap myself into one some day. I'm not sure why the LS7's tail doesn't say '35' - I'll have to do another one some time.

Keeping in the loop



The BGA's monthly **BGA News** includes updates on funding, airspace, planning, governance, guidance on keeping your club fit for the future, opportunities for pilots, and much more! Why not subscribe now: <https://tinyurl.com/y8y87yao>

The CAA's Skywise service allows you to stay up to date with news, safety alerts, consultations, rule changes, airspace amendments and more. With Skywise you can access alerts through the website, or have personalised alerts sent to you through email subscriptions or the Skywise app. Subscribe here: skywise.caa.co.uk



Dates for your diary

2019

| | |
|--|--------------------------------------|
| 16 th – 31 st March: | Lleweni Parc expedition |
| 6 th - 7 th April: | Easter Egg Cup Aerobatics comp |
| 22 nd – 28 th April: | Instructor Training week |
| 17 th – 18 th May: | <i>The Elite, London</i> |
| 8 th – 23 rd June: | Klippeneck expedition |
| 13 th – 15 th June: | <i>Aero Expo</i> |
| 13 th – 21 st July: | Booker Regionals |
| 14 th – 15 th September: | Whispering Wardrobes Vintage weekend |
| 12 th – 27 th October: | Aboyne expedition |



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. We also use WhatsApp. 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 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 ***

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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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