

Booker Gliding Club

Newsletter

April 2020

Booker
Regionals
entry list
still open!

Stay home, stay safe



Normal service will be resumed as soon as possible

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The Chairman's view

Well, you could not have made it up! After all the hurdles and pitfalls that the Club has had to cope with in recent years, nobody could have foreseen the calamity of Covid 19. The most surprising thing was its speed. The Committee had an open-air meeting on Sunday 22nd March, at which we outlined scenarios for Stages 1, 2 and 3. By the following Tuesday we were at Stage 3 – complete shutdown.



Whilst all of us will have been sorry to miss both the aviation and social aspects of our Club, those most affected were, of course, the paid staff, all of whom have been furloughed and our thoughts and best wishes must go to them.

The bulk of the burden of sorting out all of this has fallen on our Treasurer, John Otty, who has the massive task of ensuring we apply for the appropriate government grants whilst maintaining a detailed track of our cash and financial position, both now and projected into the future.

In the meantime, there have been some inspirational developments. First and foremost, Richard and Shelagh have kept an eye on the essential operational and administrative aspects so that, when this comes to an end, we are good to go. Secondly, a whole list of members has evolved an amazing ongoing WhatsApp community covering the latest EASA licensing developments, lectures by Richard on an array of subjects, weather presentations by Nils, Condor tasks and much more. I must confess to being a social media Luddite so, if I've missed anything or anyone out, I hope you will forgive me.

One thing is for sure. This, too, shall pass. It is impossible to say when or how this will happen but it is imperative that Booker Gliding Club is in a position to get up and running the moment the authorities tell us we can. There is not much most of us can do while the restrictions are in place, except, of course, to continue to support the Club by maintaining our membership. On behalf of the Staff and the Committee I urge you to keep your faith in the Club. The opportunities we could see just a few weeks ago are still there.

Finally, keep in touch and stay safe,
Symeon Economou
chairman@bookergliding.co.uk



Annual General Meeting

The AGM has been postponed. When it takes place, it will be your chance to contribute to the running of the club by electing committee members and voting. It will also be an opportunity to hear more about the club's plans for the future.





....more Snowdonia

River Clwyd at Rhyl



Prestatyn

There was one wet day, when most of the party went on a caving adventure with ziplines and ropes and lots of water, but three members went to the seaside.





Fuselage after Paul's welding and straightening

Reality steps in – apparently you need a CAA inspector to oversee this sort of project. As luck would have it, there is such an inspector on the airfield – great, I thought! A year later and only a couple of inspections and invoices, the said inspector decided he could not continue inspecting! They say ‘every cloud has a silver lining’, and although this saying is normally b*lllocks, in this case things worked out a lot better. John and Paul Sawney recommended Rex Coates, who has been an inspector for over 40 years and had just finished signing off the 2-seater Spitfire for Tony Bianchi. Rex kindly agreed to oversee the project and has been a great mentor and adviser throughout this rebuild.



Checking it all goes together

In general, Robin Willgoss and I have refurbished the airframe, with Robin rebuilding the wings and me rebuilding the fuselage and tail feathers, with new pulleys and cables throughout. We both tackled the fabric work and doping - the main difference between covering a glider and a powered aircraft is that you must stitch the fabric to the ribs, so it doesn't blow off. I tend to do the painting as Robin hates the smell and I enjoy getting high on it!

Part of covered wing, with stitching visible



Robin working on an aileron

Fuselage covered and doped



One particularly difficult job was to remanufacture the firewall and engine cowls, which were a bit mangled, so I let Robin do those. We did not have the option of purchasing new cowl panels, as this aircraft is not 'standard'. In 1968 it was built by Piper as a PA-18-150, with a 150hp Lycoming O-320 engine. After the Club converted it to tow gliders and used it for a few years, in 1978 it was modified to take a 180hp Lycoming O-360 engine, which is a totally different animal, so new cowls had to be tailored to fit the engine. Robin has made a brilliant job of reconstructing all the panels, scoops etc, considering we don't have a complete engine fitted at this time. (I hope to be present with a camera, if the cowl panels don't fit when the final engine is mounted in the frame!) John Sawney is standing by, ready to assemble a suitable engine. Again, Rex Coates is happy to oversee the engine rebuild, provided John is in charge of that item.



Cowl and panels painted



Fuselage masked ready for painting

One decision to be made when rebuilding a glider or tug is what level of restoration do you aim for? This ranges from making it a perfect 'concours' rebuild to a 'just bolt all the bits back on' job. You need to balance time and cost, for the Club to have a very usable tug. I understand the frustrations for John and Paul Sawney when they service the tugs, with very limited time and money allowed. Robin and I have elected to aim for the 'zero life airframe, with smart paint' job, so, hopefully it should have minimum down-time for the first few services.

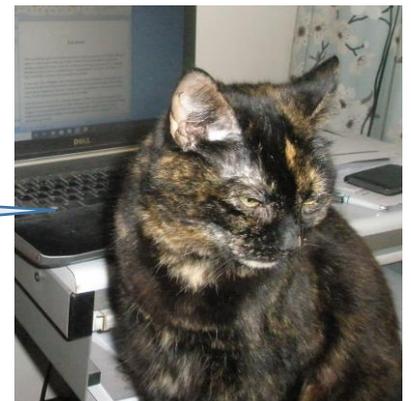
Colour scheme



They say that when an aircraft is being restored, when it is sitting on its undercarriage, the project is half-way finished. Well - the Cub is not on its undercarriage yet, but we are optimistic and can see the light at the end of the tunnel.

Graham Saw

Tizzi – author's assistant



Timeline

Piper PA-18 Super Cub originally with 90 or 150hp engines (Continental C90 or Lycoming O-320)

Built 1968

Now PA-18-150 (modified) as it has Lycoming O-360 180hp engine

Accident 18th May 2013

C of A expired 3rd March 2014

23rd April 2013
Callum and Gus, the
year's new seasonal
tuggies



- Nov 2014 Graham discussed with Committee possibility of keeping Cub.
- 18/11/14 Fuselage in hangar and wings in Blister hangar
- 24/11/14 Work officially started - fuselage stripped
- Dec 2014 Engine out
- Jun 2015 Wings stripped, taken upstairs in BAS
- July 2015 New floors made
- Oct 2015 Paul finishes welding fuselage
- Oct 2015 Wing inspection
- Nov 2015 Paul straightening and rewelding fuselage. In glider workshop, blasting, undercoat and topcoat sprayed
- Dec 2015 Fuselage painted, with new floor in, pedals, controls, cables, brakes
- Feb 2016 With trimmer
- Mar 2016 Inspector inspects fuselage, invoices, then decides he can't do the inspections
- Jan 2017 Rex Coates agrees to take over the inspections
- Feb 2017 Fuselage rebuilt by Paul, painted by Graham, with floor,
- Jan 2018 Riggged wings to fuselage, to check fit
- Feb 2018 Fuselage progressed a bit
- July 2018 Riggged to check fuselage and wing work still aligns.
- Nov 2018 Ailerons, flaps, rudder re-fabriced, doped, sprayed silver
- Mar 2019 Tail feathers covered, doped, sprayed silver
- Mar 2019 Wings covered, doped, sprayed silver
- July 2019 Fuselage covered, doped, sprayed silver
- Oct 2019 Fuse, wings, ailerons and flaps, tail feathers painted



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The club is currently closed as a result of the Covid-19 restrictions on recreational flying.

We will be back normal operations as soon as possible.

If you would like to join the Booker GC Whatsapp Group, please contact CFI Richard Crockett cfi@bookergliding.co.uk.

If you have any comments or questions about the club's current situation, you can contact Chairman Symeon Economou chairman@bookergliding.co.uk.

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Dates for your diary (subject to change)

2020



- | | |
|--|--|
| 18 th – 24 th April: | Instructor Training Week - postponed |
| 25 th / 26 th April: | Easter Egg Cup aerobatics comp - postponed |
| 9 th / 10 th May: | Inter Club Leagues - practice weekend |
| 16 th / 17 th May: | Inter Club Leagues – Lasham leg |
| 23 rd – 31 st May: | Flying Start course |
| 11th – 13th June: | Aero-Expo cancelled |
| 6 th – 21 st June: | Klippeneck expedition - postponed |
| 11 th – 19 th July: | Booker Regionals and Flying Festival |
| 25 th / 26 th July: | Inter Club Leagues – Booker leg |
| 29 th / 30 th August: | Whispering Wardrobes vintage weekend |
| 2 nd / 3 rd October: | Elite London – new date |
| 10 th – 25 th October: | Aboyne expedition |
| 21 st November: | Awards Evening |
| 19 th December: | Members' Christmas party |

Club Communications

We use a Yahoo email group, 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 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@yahogroups.com and *include your name and membership number when applying.*

Booker GC Expeditions – This group has been replaced by Whatsapp groups set up in the run up to each expedition.

Booker GC X-C – This has been replaced by a Whatsapp group administered by the CFI, John Otty, Tim Scott, Jim White, Bob Smith, Jane Moore

Booker GC Instructors – This has been replaced by a Whatsapp group administered by the CFI.

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 ID 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

**Published by Booker Gliding Club
WYCOMBE AIR PARK, MARLOW, BUCKS SL7 3DP
Office Tel: 01494 442501**

Booker Gliding Club Ltd is a company registered in England with company number 1492733
Registered office address: Wycombe Air Park, Booker, Marlow, Bucks, SL7 3DP
VAT number: 350 4182 83

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