

Don't miss
the daily
briefing

We are flying again!!



At Chiltern Park again

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Chiltern Park re-visited

Return to flying

The good news is that since 29th March we have been allowed to fly solo, with two-seater flying from 12th April. However, the club is currently caught in the crossfire of a commercial dispute between the Accountable Manager of the airfield and Buckinghamshire Council, the owner of the airfield, over redevelopment of part of the airfield, which has resulted in him refusing us (not any other airfield user) permission to fly.

A small group of the committee has been working tirelessly to get the Council and the CAA to resolve the matter. Both bodies are aware that members are anxious to start flying again at Booker and we will continue to press them to achieve this as soon as possible.

Temporary re-location to Chiltern Park

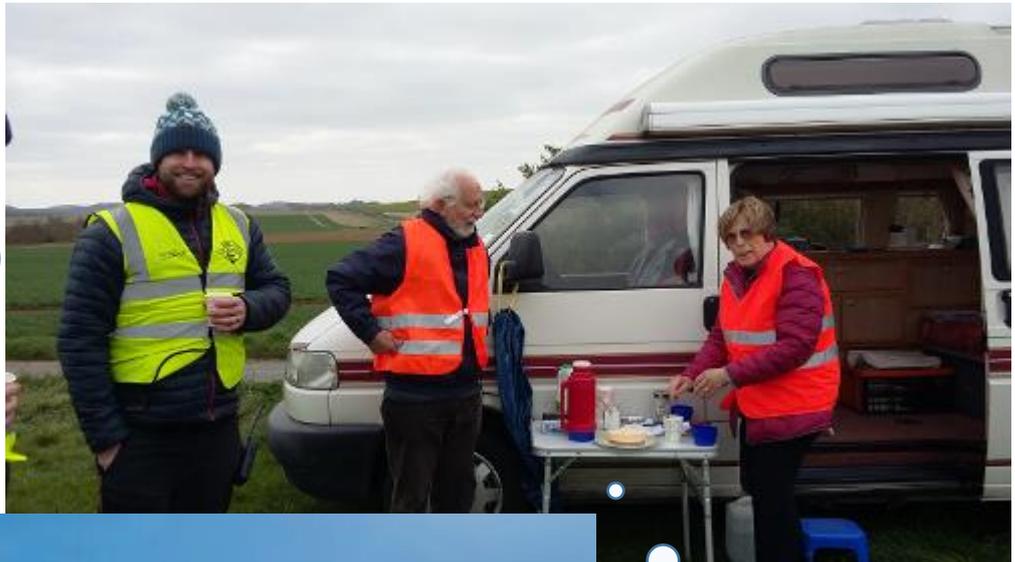
While we wait for the Council and the CAA to resolve the issue, we have re-located temporarily to Chiltern Park. We understand that this situation is frustrating for members, that it involves a longer journey for many, and that facilities are a bit limited, but the important point is that we are able to fly, and we should make the most of the fact that the site at Chiltern Park offers opportunities to learn and enhance skills by flying somewhere different.

Our operation is already well established and members who meet the Phase 1 criteria for solo flight have been getting in the air and getting current. We are now able to do check flights for all members including those on courses. All are welcome to visit, even if you are not yet ready to fly – it's a beautiful area and if you bring your boots there are plenty of local walks.



Symeon getting in touch with the grassroots

316 on approach to 04



Nick and Inge's mobile teabar – a very welcome sight on a chilly day!



April 2021

They had a Blanik which being made from riveted alloy scarily creaked all the time but at least I experienced soaring. You could even get a ride in the tug for five shillings.

Fast forward about 15 years, career change and three kids, I was now living in Hertfordshire, and I took a course at Booker; Robin Cutts was the instructor. I joined the Wednesday Group under the guidance of Chris Ellis. Tony Crowden sent me solo and I remember how strange it seemed with no-one in the back seat to comment. After a while I did a Trial Lesson instructor course with Doug Hilton at Booker and became a Half Cat [Assistant Instructor] at Bicester with Graham McAndrew.

I have always enjoyed the club expeditions at Long Mynd, Sutton Bank, Talgarth, Shobdon, Serres, Klippeneck, and even Mafeking in South Africa with Brian Spreckley. I did a 100k triangle there from 10,000ft and could see the three turnpoints almost directly below me. On another day I landed out at a gold mine strip. That was OK but when the tug came to get me, the take-off was really frightening with the tug disappearing in a cloud of dust at the end of the rope. I must not forget of course the incomparable Aboyne. I was there in 1995 when Chris Rollings set the altitude record of 37,000ft, the sky looked truly awesome, in fact rather scary. I managed to get 24,000ft in my LS4 A9 on another day, an extraordinary experience to be so high, totally alone in my little glider. It takes a very long time to get down from that height.



Other locations for independent gliding holidays have included Cerdanya and Ontur in Spain, Omarama in New Zealand, Kissimmee in Florida, and Gawler in Australia. I hired a Discus there and they said 'there it is over on the tarmac' - no canopy cover, 45deg in the cockpit and impossible to touch the harness without getting burned. I flew over the famous Jacob's Creek winery while local soaring. It sounds quaint but in reality it is a vast industrial complex.

In later years I shared a Ventus 2b with Matt Cook and managed three 500s, one of them was Dave Caunt's 'milk run' of BUL-GAI [Bullington-Gainsborough]. It's always a great feeling when you have been far away on a task and know that you are going to get back.

In recent years, my health has deteriorated somewhat and with recent events I feel that now maybe is the time to call it a day. Thank you all at Booker for the companionship and the retrieves over the years.

Glen

Glen has neglected to mention his other interest, flying control line aerobatics – and he's pretty good at it. Looking at the 2020 results page of the Control Line Aerobatic Pilots Association, Glen was on the podium in all seven of the comps he took part in, and he was 1st in three of them.



Ben Nevis	BNV	A	Trig Point	4406 56 47.814N 005 00.216W	Cairn at top of highest point in the UK, 4406 ft spot height on air map. Caution, rugged terrain to S and E
Bicester North West	BNW	A	M40 J 10/ B 430	413 51 56.907N 001 12.316W	M40 bridge between 2 roundabouts, NE side of Ardley village. 3 NMI NNW of Bicester town.
Booker SW	BO1	D#	Hambledon Church Tower	164 51 34.381N 000 52.208W	Centre of small village N of R Thames, 3NMI SW of Booker Airfield, used as a control point for final glides into Booker to avoid power lines. E/W case 2500ft.
Booker W	BO2	D#	Fleets Farm	490 51 36.010N 001 50.711W	SW side of Fleets village, road to SE at crossroads goes to Marlow. Remote start/finish point for Booker close to airfield circuit
Booker NW	BO3	D#	Lane End Church tower	525 51 37.059N 000 50.226W	1 NMI NW of airfield near B492 crossroads SW side of village. Remote start/finish point for Booker close to airfield circuit
Turville Windmill	BO4	D#	Windmill	502 51 36.992N 000 53.388W	On hill N of Turville village 3 NMI W of Booker airfield, used as control point for final glides into Booker

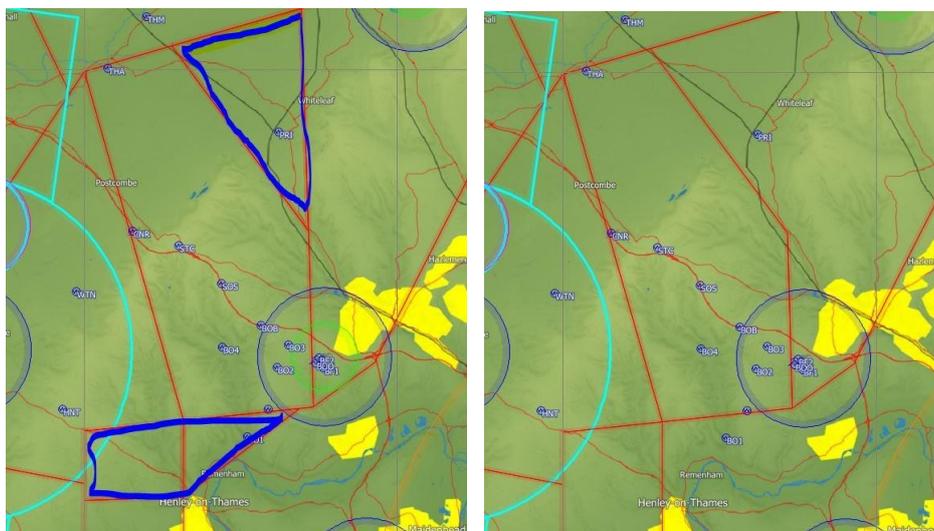
Get up to date

Don't forget to update the Waypoints and Airspace in your gliding software and flight computers. There are some new waypoints in the South of the UK in the 2021 update, and there were significant changes to airspace in 2019 so you should check your device.

There is an updated [page on the Booker website](#), linked from the Members page, with additional information about Waypoints and Airspace along with some updated files to download. There are also links to the Worldwide Turnpoint Exchange, Asselect, a landout airfield database, and other webpages mentioned here.

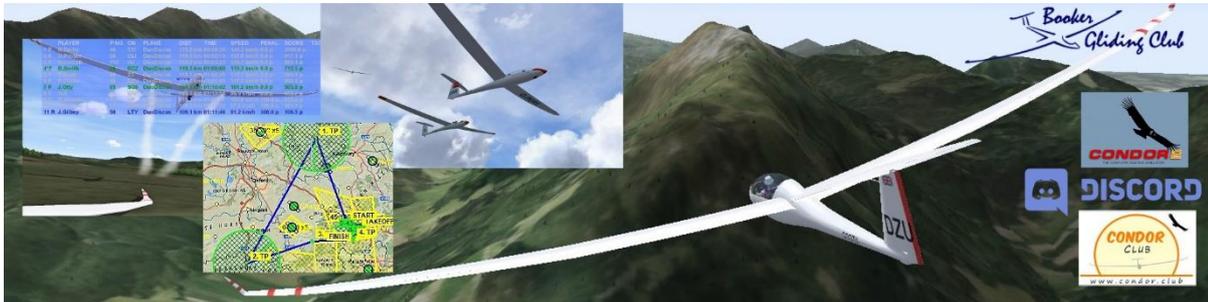
The [Asselect](#) website is a fantastic way to create your own airspace files, it also allows you to see the history of airspace changes - look for the AIRAC link, bottom right. This history can help you decide whether you need to update your airspace files.

If you have SeeYou and/or an Oudie then you can download Waypoint and Airspace files using the Oudie Updater. Regularly updated files are also available from the Navboys website downloads page. However, be aware that if you use airspace files provided by vendors, you may find some airspace included that is not on your chart. These areas are often those approved by a Letter of Agreement (LOA) with certain gliding clubs; these can be viewed on the BGA website.



Here is one familiar looking example of why it is worth understanding the airspace file you are using on your flight computer. On the image on the left of the airspace around Booker, the areas marked in blue are only valid during some competitions, but they appear in many airspace files. The image on the right shows the airspace as marked on a chart. It is easier to navigate if you do not see inactive LOA airspace. Many gliding sites that host competitions will have airspace like this.

If you have any questions on this or other technical matters, post them on the WhatsApp group and you are sure to get a response.



Condor flying

The Booker Condor group scheduled sessions have now wound up for a summer break. We had a lot of fun, and no gelcoat was scratched. We will start again in the Autumn after Aboyne. We may run the odd session if we do get a run of bad weather, or if there is a specific training request.

During lockdown we flew more than 30 tasks with about 50% in the UK. Although it was a lot of fun there were also learning points in each of these tasks – it's a punishing way to learn not to turn your downwind TP low!

If you find yourself needing a new computer during 2021, don't forget to get in touch with the Condor Group to make sure it is fully compatible just in case. Here's the link to join the Booker Condor WhatsApp group: <https://chat.whatsapp.com/GkWgpEfSI0D21wGvc3XCry> If you have any questions join the group and fire away. There is also a lot of computer, Oudie, Xcsoar, SeeYou, Condor and real gliding support available on the group. Visitors and the curious are welcome.

During our sessions we chat on Discord, you are welcome to log in and join in. Here's how to get started:

<http://www.bookergliding.co.uk/members/Condor/discord-join-booker-group.pdf>

The UK Virtual Soaring Club has a channel on Discord. They are a friendly bunch and a great source of information and they continue to fly Condor all year round.



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Electronic conspicuity – not a replacement for looking out!

The Department for Transport (DfT) has made funding available to encourage the adoption of Electronic Conspicuity (EC) within the UK's General Aviation (GA) and Unmanned Aircraft Systems (UAS) communities. The CAA is distributing these funds via a rebate scheme.

Full details here: <https://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/Electronic-Conspicuity-devices/>

The scheme has been extended and is now open until 30th September 2021 (or until the funding is used). Those meeting the requirements can claim a 50% rebate of the purchase cost of an EC device to a maximum of £250 (including VAT), per applicant. The CAA estimates that up to 10,000 rebates will be available.



Excellent cartoon shamelessly pinched from Ariel Creciente and The Gliding Bible

Note 1. Currently the CAA requires SPL holders to meet a disproportionate set of criteria when making a Pilot Medical Declaration. The BGA has challenged the CAA to enable SPL holders to declare to the same standard as NPPL holders. Any pilot who wishes to convert but cannot declare to the CAA's current criteria should wait until the situation is resolved, or obtain a LAPL medical.



Note 2. As the UK is now a third-country, SPL holders flying sailplanes outside the UK need to hold a class 2 medical certificate because the LAPL medical is not ICAO compliant.

When should I convert?

There is no time like the present. If you can meet the conversion criteria, it makes sense to avoid the rush ahead of 8th December.

Sailplane Pilot Licence conversion

To ensure that all pilots end up with the correct sailplane licence, ratings and certificates, the BGA has agreed with the CAA that the BGA will handle the application and checking process and make recommendations for licence issue to the CAA.

The process is described here: <https://members.gliding.co.uk/pilot-licence-conversion/>

There are also answers to common questions like 'can I still fly if I don't get an SPL by 8th December?' and 'do I have to swap my LAPL for an SPL?'



Dates for your diary

2021

- 10th – 18th July: Booker Regionals
- 17th – 18th September *The Elite London*
- 9th – 24th October: Aboyne expedition



Terry Clements - 3rd Feb 1938 - 13th March 2021



Terry, who joined the club in recent years, passed away very suddenly with a heart attack. He will be remembered for his charm, and anecdotes about his interesting life. Those of us who only got to know Terry at the club will be interested in his son Paul's memories.

I inherited Dad's love for gliding; he treated me to a trial lesson at Booker about four years ago and I fell in love with it. He kindled my own passion for everything airborne – together we made a number of powered balsa wood models in the 70's

Dad was a polymath; he loved his gliding but also had a passion for fast cars - anything with power that moved! Through his role as press officer for BMC (which later became British Leyland) he used to race cars in the 1960's with Paddy Hopkirk and Graham Hill. He got me into teaching maths and English in Thailand and was so proud of me when he packed me off at Heathrow to my first teaching stint out there. He was a highly respected writer and journalist in the 1960's and 70's, writing columns for the major newspapers and many technical publications. With his late wife Sue, he started the locally famous Wordplex word-processing bureau in Ealing in the early 1980's. Being a non-conformist and hating the 9 to 5 routine, he loved working for himself in his own company – anyone who went in there was given a warm welcome, a mug of tea and a string of anecdotes, and inevitably, many of his customers became lifelong friends. After Microsoft products captured the word-processing market in the early '90's, the bureau was forced to close, and he found himself a job he loved – as a chauffeur for Tristar. He took a pride in treating all his customers with diligence and respect, and loved driving the high-end Mercedes cars in the Tristar fleet. Sir Richard Branson got to know him well through chauffeuring and invited him to his 60th birthday celebration.

Dad loved his trips to our tiny croft house on the northern edge of the UK, sometimes coming up after a trip to Aboyne, from which he was always 'bouncing' with stories of wonderful flights he had experienced, keeping the glider airborne and adventuring though the skies for hours.

*Thank you to you all for keeping Dad's passion going.
Paul Clements*

ASW27 G-CJOV s/no 27112 for sale



This well-loved glider has been flown exclusively by Jim White for 17 seasons achieving many top 10 finishes (and even a day win) in the 15M Nationals and many long XCs including a 500k at over 100Kph. It was refinished in PU in 2012 by Aerospool, is well equipped, and in good fettle.

- ASW27 A/B This glider is 'B' spec with 100L 'A' wing bags S/n 27112 built in 1999
- Two owners. 940 launches and 2,497 hours
- CofA and small repairs performed by Pete Wells 15/3/2021 with ARC until March 2022

Features:

- Light 52Kg single piece wings. Self-connecting controls. Very easy to rig.
- Three cruise, two thermal, aerobatic, and landing flap settings.
- Good handling characteristics, easy to thermal, and no vices.
- Two part airbrakes giving superb approach control and short landing ability.
- Powerful hydraulic wheel brake for a short ground run
- Blue tinted canopy with great ventilation so always cool inside.
- Fittings for 3L 100mm oxygen bottle
- Strobl Solar Panel inset into to fuselage – no battery power worries
- Pirka Storka carbon bug wipers fitted with manual winders
- ESA Prantl tube for accurate Total Energy measurement (+ AS standard tube)
- Spacious cockpit with leather trim. Pilot relief tube fitted.
- Cobra single axle trailer with spare wheel and tow out gear

Instruments included:

- 80mm ASI and Altimeter
- 80mm SAGE Vario
- LX Avionics EOS 57mm w. IGC logger
- Red Box Flarm w. display and IGC logger
- Becker AR6201 833 radio
- Falcon 12v electric 80mm Horizon
- Mount and wiring for Oudie



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CONTACT JIM WHITE - 07958 329629

Club Communications

We use WhatsApp groups, as below:

Booker Gliding Club – general club information and notifications including details of online daily briefings

Booker Instructors – information and swap requests for instructors

Booker Expeditions – set up in the run up to each expedition.

If you wish to be included in any of these groups, contact the CFI.

Booker Banter - for general chitchat – contact Jeremy Gilbey

Condor Flyers – for those wanting to join in Condor group sessions – use this link:
<https://chat.whatsapp.com/GkWgpEfSI0D21wGvc3XCry>

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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