



Stuck for a present?
Give a Trial Lesson

The Booker Newsletter

Treasurer's offer – discounted membership
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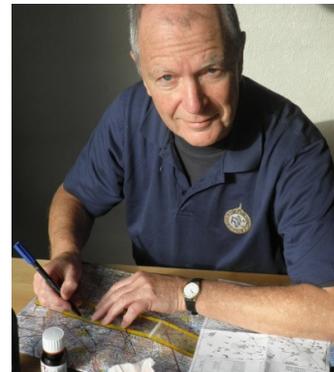
We wish all our members, staff and friends a Merry Christmas and a Happy New Year

<p><i>From the Chairman</i> <i>From the CFI</i> <i>No parking!</i> <i>Members' achievements</i> <i>From the Treasurer</i> <i>Flying on Mondays</i> <i>Winter Season Ticket</i> <i>The view from the noisy end of the rope</i> <i>Ladder Corner</i> <i>Useful stuff – instructor ratings + funds for radio replacement</i> <i>Dates for your 2017 diary</i> <i>Young visitors – a testimonial</i></p>	<p>Glad tidings in this issue about leases and finances and weather. We also have details of the Winter Season Ticket to help you keep current until spring comes, a reminder about Monday flying, and some hints about instructor ratings and help with replacing radios. We have an interesting take on towing, from a tug pilot, a round up of the cross country ladder, and a testimonial from the scout group which visited us recently. Happy reading. <u>Jane</u></p>
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From the Chairman

I am pleased to be able to share with you positive news on the lease negotiations. The club is now negotiating terms for a 25 year lease with Wycombe District Council. There is some challenging negotiation ahead with them and with AAA, the airfield operator, to secure acceptable terms, but the process has begun and that's good news.

As I said in the last newsletter, this year has been a poor year for most gliding clubs on account of the unfavourable late spring weather and a possible 'Brexit effect', but despite that the club has performed well financially and if it had been a good year we would



almost certainly have made a profit for the first time in many years. As it is we are in a stable position and the losses of recent years have been stemmed.

Earlier in the year we planned the tug maintenance programme to complete mods, ARCs and 50 hour checks during the winter months and this has led to tug availability pressures in recent weeks. I'd like to thank the Booker Engineering team and volunteers for the outstanding efforts they have made to keep us flying particularly when an unexpected engine problem cropped up in GH. So, many thanks to John and Paul Sawney, Robin, Graham and Mike Sinclair for all their hard work in recent weeks.



Looking ahead, we will be holding the Booker Red Kite Regionals from 15th to 23rd July. The Regionals Organising Group will be meeting in the next few weeks to plan the comp. If you would like to get involved in the preparation for the Regionals or to help out with the event itself please let me know and I will make sure you get invited to the planning meeting. And you can enter here: <http://tinyurl.com/jecoeqq>.

And now, A REQUEST: *in the summer we spent some money and a lot of individual effort to repair the potholes in the peritrack. As we have all seen, that has been a huge improvement. But now that we are getting winter weather with heavy rain and frost there is a danger of the repairs breaking up again – if we drive into the potholes at speed. Please **limit your speed to 5mph** and avoid the potholes if possible, especially when it is wet.*

Recently Richard, John Otty and I attended the BGA management conference in Banbury where two interesting developments were discussed. One is to encourage a greater degree of co-operation between clubs, particularly in the areas of sharing skills and facilities. The other is an initiative to promote gliding to create a greater awareness and interest in the sport. Central to that will be a 'Go Gliding Week' with centralised media activities supported by individual club activities such as open days. This is the first time that the BGA has taken a lead in this and we feel we should do all we can to support it.

As ever, the best way you can support your club (and hone your skills) is to come and fly!

See you up there!

William

From the CFI

If you cast your mind back 12 months you'll recall that the past month's weather had been exceptionally poor to the extent that I reported we had reached an all time low of 35 launches for a month.

I'm pleased to say that this November has been quite a contrast. For the last four weeks we've had frankly brilliant flying weather most days. The launch point has been a hive of activity with members and students alike taking advantage of the conditions.

As I write this we've conducted just shy of 200 launches and flown almost 20 hours in the motor glider, not bad for winter.



The winter can be a great time to go gliding and it's important we take every opportunity we can to do so. Although soaring flights aren't particularly common, they do happen. Only at the start of the month, I had an hour-long flight in wave just to the west of the airfield. It was a real shame that we had to open the air brakes as we reached 4,000 feet climbing at 3 knots! Climbing up past the clouds is a real treat and something only really experienced at sites such as Aboyne. I can now say I've had a wave flight this year!



Our students have been taking advantage of the excellent weather and we've had two first solos this month; congratulations to Peter Jones and Wai Lam Chow. We've also had 3 Bronze Badges which were gained by Chris Whelan, Matt Porter and Jacqui Selwell from Thame. Well done to all.

Our popular winter lecture series will start again on 7th January with a navigation lecture by Steve Williams. Lectures start at 10.00 and will be running every Saturday until early March. Keep a lookout for the posters shortly to be displayed in the clubhouse for more information.

Our lease team has again been working hard. We are in the process of discussing terms on a 25-year lease - the longest lease the club had ever had. There's still a way to go but rest assured, your club is in good hands.

I end this month by asking for some assistance of you all. Both myself and the committee want to know what it is we do well, and more importantly what we don't. What is it you would like to see from your club? Are there things you would like more of? Do you have any concerns? Is there anything you think we do particularly well?

If you have any comments or suggestions, please email send them to me at cfi@bookergliding.co.uk. Anything you do send will of course be treated in confidence.

Safe flying
Richard

No parking



The Airfield manager has asked us not to park cars in front of the tug and glider workshops or in front of the clubhouse. It helps our workshop team anyway to keep that area clear for tugs and trailers, and the Airfield manager is within his rights to ask us to keep the area free of cars, so please park in the designated parking areas.

Members' achievements

Congratulations to the following members:

Matt Porter, Chris Whelan, Jacqui Selwell (visitor from Thame) – completed Bronze badge
Wai Lam Chow and Peter Jones - Solo

From the Treasurer

First, I'd like to tell you a little good news about our finances. In the year to 30 September 2016 we made a loss of ~£4,000. This is a small improvement on the previous year (£9,000 loss) and continues the positive trend of the last two years. I was hoping to do a little better, but the weather this season was not on our side, and as a result we did about 600 launches less than the previous year. The reason why the results have improved, despite the lower launch rate, is that we have continued to realise cost reductions started in the previous year. In particular, in tug maintenance, changing to BGA oversight of maintenance rather than the CAA has delivered substantial savings. Also, fuel prices have thankfully remained low.



Thank you to Richard and the whole instructor team whose enthusiasm and hard work have helped us to continue flying despite the weather and to the committee and staff whose actions to put us on a sound financial footing have borne fruit.

We continue to have a strong asset base which has been enhanced this year with the addition of 316 back to the fleet and an LS7 which should be ready for next season, and work continues on the Cub to bring us back to 3 tugs.

Now for the unpopular bit. Luckily inflation remains low and so the committee has agreed to hold increases 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 Member

Regular rate payable by 31 March	£748
Early payment discount by 31 December (last year's rate)	£726
Paid late after 15 April	£865
Nine monthly DD payments from 31 March	£87 pm

Other Flying Members

Country	£414
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In addition to the above all flying members must pay the £30 BGA fee.

Other

Associate	£82.50
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Facilities Fees

Glider in trailer park	£372
SLMG	£1,195

Second (empty) trailer	£197
Hangar space	£3,090
Trailer in hangar during winter (min. 4 months)	£85pm

All annual facility fees are payable by 31 December

John Otty

Festive hours

Club hours over Christmas and New Year will be as follows:



24 th December	0900 -1200
25 th - 27 th December	CLOSED
28 th - 31 st December	0900 - 1530
1 st - 2 nd January	CLOSED

Flying on Mondays

Over the winter there will be no booked flying on Mondays, but if the weather looks good and you want to get your feet off the ground, email Chris Rowland on the Saturday/Sunday before on chris.rowland@cherryfield.me.uk and he will let you know if he is available to supervise operations.

Winter Season Ticket

Stay current this winter with our season ticket package. For only  £340 – a saving of over £65 on normal prices – you will be entitled to:

- 10 aerotow launches to 2000ft
- Free soaring
- Use of all club gliders
- Includes instructional flights

For full details plus T&Cs, see the notice in the clubhouse.

Glider towing



What's it like at the noisy end of the rope?

The aerotow is a fundamental part of operations at Booker, and many members fly both gliders and tow planes and are familiar with both, but for those that stick to quiet flying I thought that a few words on what is happening up front during a launch might be of interest.

We start the story with you sitting in your glider, and me in the tug, the rope is connected and the wingman is waving for up-slack. My first challenge is a deceptively tricky manoeuvre - to line up in front of the glider. It's all about anticipating turning distances, the length of the

rope, and at the critical moment swapping from direct vision to using the mirror, in which case left and right stop being left or right (but oddly don't become right and left). Anyway, it sort of works most of the time if I don't try thinking about it too much. Sometimes it's difficult to see the rope in the long grass, especially if the mirror is vibrating (it always is), so tightening the rope without jerking the glider forward is challenge No 2. No 3 comes if the glider isn't actually pointing the direction of the take-off run (which frequently it isn't) – if not then the cure is a slow start to pull the glider around – not very elegant but it works.

Right, all good to go. Now, as a general rule the gliding operations are little troubled by clearances and permissions and general chit-chat from the tower, the exception is crossing the sealed taxi-way – not an issue when we are operating on 24, in which case as soon as we are ready we go, but for 06 I've got to tell the tower that we are "ready to depart", and they will respond with "taxiway is (or isn't) secure", which is Wycombe-speak for "there is no one in your way". But, it's a fair bet that until I'm ready to make the departure call there will



be blissful radio silence, as soon as I want to speak the airwaves will be full of a power pilot going on and on about this and that, and no chance for me to get a word in edgewise. So if on 06 you are sat there waiting, it's not because your trusty tuggie has nodded off, it's because there's just too much chatter filling the air.

So we are away - full power, a quick check that the engine is behaving and that the glider is still attached, the speed is increasing as it should, try to avoid the rougher bits of the field, raise the nose to get airborne and climb away at 60kts + and flaps away. And that's the easy bit done!

The next thing is to arrive at 2000 feet, clear of restricted airspace and right in the middle a 5kt thermal - what could be easier? Well, here's few things I have to think of: where are the airspace and noise abatement areas (it's easy enough to spot them, they are where the best-looking thermals are!) And then there is the power traffic climb-out to keep clear of – no crossing this lower than 1600'. And what is the wind speed and direction – it's bad form to take the glider too far downwind where it may to struggle to get back home, so where am I aiming for? And if it's cloudy what options are there –



again, best not take the glider somewhere that discomforts the pilot or I'll be getting an ear-full later on. And most important of all, where are all the other gliders – eyes peeled, quick mental count – how many have launched, how many are since back, so how many do I need to find and where are they now.

Eventually you will release (mental note of the release height for the log) and it's time for some TLC for the engine. It will be quite hot and it's important that it's allowed to cool evenly

but not too quickly, so a powered descent is the order of the day. So no exciting power-off spiral dives I'm afraid, just a nice steady descent to arrive at late downwind at 800' or thereabouts, all the time looking out for those pesky gliders that clutter the sky, if needed a quick call to the tower to be reassured that the taxiway is still "secure", try and avoid dragging the rope through the hedge, ease the wheels onto the ground, steer around the rough bits, and taxi back– all done in about 10 minutes. Ready to do it all again.

Robert Turner



Ladder Corner

Well I guess it's probably the end of the season now unless we get some inspirational ridge days, so here are the figures for ladder flights recorded for this year.

First the open ladder and congratulations to Jim White who heads both points and distance ladders.

Only the top 6 flights for each pilot count when calculating points on the open ladder.



BGA NATIONAL LADDER 2016

Open Ladder - Booker GC

www.bgaladder.co.uk Printed 03 December 2016

Pilot	1	2	3	4	5	6	Total
1 Jim White	3725	2663	2652	2272	1841	1641	14794
2 Denis Campbell	2889	2434	2170	2026	2015	1374	12908
3 Nils Wedi	4023	2743	2635	1270	1160	1020	12851
4 George Hunter	2838	2453	1652	1485	1359	1291	11078
5 Alan Johnstone	2011	1987	1849	1819	1805	1195	10666
6 Mike Gatfield	3092	1533	1389	1356	1319	0	8689
7 John Otty	1954	1449	1353	1255	787	759	7557
8 Geoffrey Lyons	1264	1189	1064	930	830	711	5988
9 Jane Moore	1363	876	687	568	0	0	3494
10 Simon Vardigans	1291	1103	596	0	0	0	2990
11 Jeremy Gilbey	778	713	333	0	0	0	1824

The distance ladder is reproduced below.

BGA NATIONAL LADDER 2016

Distance Ladder - Booker GC

www.bgaladder.co.uk Printed 03 December 2016

Handicapped Distances			
Pilot	Total km	Flights	Avg km
1 Jim White	3400.9	15	226.7
2 Denis Campbell	2577.8	10	257.8
3 George Hunter	2358.9	10	235.9
4 Nils Wedi	2341.8	9	260.2
5 Alan Johnstone	1918.3	8	239.8
6 John Otty	1482.9	8	185.4
7 Geoffrey Lyons	1393.3	10	139.3
8 Mike Gatfield	1359.7	5	271.9
9 Jane Moore	639.9	4	160.0
10 Simon Vardigans	516.1	3	172.0
11 Jeremy Gilbey	294.6	3	98.2
TOTAL	18284.2	85	215.1

In 2016 for the UK gliding movement 1,045,327km were flown over 4466 flights with an average length of 234.1km.

Last year (2015), based on the ladder figures, a recorded 1,193,560.4km were flown over 4832 flights with an average distance of 247km.

At Booker this year we flew (as you can see from above): 18,284.2km over 85 flights with an average distance of 215.1km.

In 2015 21,455km over 87 flights with an average distance of 212.2km.

In 2014: 21,224.8km over 97 flights with an average of 218.8km.

In 2013: 29,911.8km over 143 flights with an average distance of 209.2 km.

I know that a lot of flights were done that have not been put on the ladder and some from Klippeneck are on the OLC ladder. Plus of course there is a huge amount of local soaring which must account for many kilometres which are not recorded.

Pilots have not always put competition flights on the ladder and several very active Booker pilots also do not record any of their flights. The handicap system we have been using may also distort the representation of some of the distances flown. This means that the figures presented here are not a true representation of the cross country and flying activities of Booker pilots but is the best guide from information available.

For me availability and weather have not coincided well but I remain optimistic for next year.

Best wishes to all
Jeremy Gilbey

Useful stuff

EASA instructor rating – keeping it current

The full might of EASA rules on instructor ratings comes into effect on 8th April 2018, until that time we have two separate systems for instructor ratings running – BGA rules and EASA. If you don't have an EASA LAPL(S), skip to the next paragraph.



EASA ratings need revalidating every 3 years – *and there is no system for sending out reminders, so you need to keep track yourself*. To revalidate you must, within the period of validity of your rating, meet two out of the following three requirements:

- At least 30 hours or 60 take-offs of flight instruction
- Attendance at an instructor refresher seminar (two days, organised by the BGA)
- Pass a test of competence

If you let your rating lapse, you have to meet all three requirements if you wish to reinstate it.

BGA ratings still need revalidating every year. Having a valid EASA instructor rating automatically meets the BGA requirement for revalidation.

New radios for old

From 1 January 2018, if you want to fly in airspace where a radio is mandatory, you will need an 8.33kHz radio. The CAA has secured EU funding to help aircraft owners with the expense of replacement, and they have now announced that claims will be accepted covering equipage from 16th February 2016 through to 31st December 2017. As the total funding granted is fixed, the CAA is urging people to go ahead with equipage rather than wait. Although the exact criteria are still to be defined, all claims will need to be backed up with dated receipts and the serial number of the radio system, so hang onto the paperwork. The BGA will provide more information when it becomes available.

Dates for your 2017 diary – a reminder

Aboyne Ice Breaker – 4th – 12th February

Wales in the Spring – Lleweni Parc (Denbigh Gliding) – 18th March – 2nd April

Instructor Training Week – 8th – 16th April

Klippeneck – 10th – 25th June

Booker Regionals – 15th – 23rd July

Aboyne Autumn – 7th – 22nd October

Sign up now! Lists on the clubhouse noticeboard.

Young visitors

We recently hosted two evening visits by the 1st Radnage Scouts, whom we met on our visit to the Fawley Steam Extravangaza earlier this year. The evenings consisted of a talk on how gliders stay up (it turned out that the young people knew far more about this than we did), a look round the hangar, a flight in the sim and a paper aeroplane flight test competition. It all seemed to go off very well, as the testimonial below shows. Many thanks to Chris, Hedda, Symeon and Bob S for coping so well with 15 or so very lively youngsters.

1st Radnage Scouts



We would like to thank you and your fellow Gliding Club members who helped make our visit a memorable one.

It was obvious the passion you all had for Gliding and the willingness to share this with the Scouts. I know that all the Scouts had a great time and you were all great with the way you managed them throughout the two visits.

It does take patience and a sense of humour to entertain a group of 10 to 13 year old Scouts and all of you did it fantastically well.

The nights were very informative and a good mixture of practical and theory on Gliding. We found out a lot more about our Scouts and their depth of knowledge on the subject.

The Glider Simulator was a great talking point amongst the Scouts although it seemed to revolve around who crashed.

A huge Thank You from 1st Radnage Scouts for giving us the opportunity to get an insight into Gliding which we would have otherwise never have known.



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 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 ***

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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