



**NEW
AGM date:
Saturday
March 22nd.**



The Booker Newsletter

**Expedition to Klippeneck, Germany
7th – 22nd June, 2014. See page 3**

*From the Chairman
From the CFI
Annual General Meeting **NEW DATE**
Dates for your diary
Klippeneck Expedition
Booker Handicapped Distance Task Comp
Threat to gliding airspace
Wx related cartoon*

This month Geoff signals his intention not to stand again as Chairman, Richard gives us an excellent summary of the upcoming EASA licenses, there's confirmation of our summer expedition to Klippeneck in Germany and a reminder about our Handicapped Distance Task comp in April. Plus advanced warning from the BGA about a threat to airspace from developments at Farnborough. All we need is an end to the deluge!

William

From the Chairman

Dear Fellow Booker members,

It is five years now since I took on the role of Chairman. No sooner had I done so, than we were beset with challenges; the removal of runways, draconian actions, from the then airfield management, the public announcement that the council was planning to build a sports stadium etc. Thanks to tremendous effort, from the committee and a large number of members, everyone rallied around and these obstacles were gradually overcome.



We are not quite out of the woods yet, but there is light at the end of the tunnel and it seems that our lease will be renewed in some form soon. In fulfilling this role, I must acknowledge the tremendous help and support that I have received from committee members and members alike. It has been a privilege to have worked with so many good people on these things. One thing, that I have learnt, is that we have a diverse range of skills and talents that, when brought to the fore, are a formidable force.

I have enjoyed the role, albeit with a few sleepless nights, but I can say that it has been a worthwhile experience. Sadly, after five years, I feel it is time for me to step down and let someone else have a go. I need to spend some time on my family, home and business activ-

February 2014

ities (not to mention a bit more gliding) and do not feel that I can continue to give the chairmanship the effort that it needs. After five years it is also a good idea to let someone bring some fresh thinking to the role.

It is therefore with mixed feelings that I announce that I will not be standing for re-election to the committee at the forthcoming AGM. I want to take this opportunity to thank all the committee members, members and staff who have such a tremendous support during my time as chairman.

Kind regards,

Geoff

From the CFI

Part-FCL Explained

Although it just over a year away until the cut off date I thought I ought to give you all a reminder about EASA licenses. For those of you who still aren't quite sure what it's all about the following should help you to understand a little better.

As of the 7th April, 2015 all pilots with a Bronze Badge or higher **will** be required to hold an EASA licence, know as Part-FCL. The only exceptions to this are those pilots who only wish to fly Annex II gliders (most vintage machines and 1 LS8).



Understandably the thought of getting an official licence is a little daunting for some but in reality it couldn't be simpler.

The quickest and by far the easiest way is to bring all your documents to the office and have your licence application filled in for you. The turn around time for this is usually a couple of days and so far the success rate has been 100%. The cost of this is £45.00

Regardless of whether you use the licence service or not you **are** required to bring your paperwork to me for inspection and certification. Any paperwork sent to the BGA without my stamp on it **will be rejected** and sent back to you.

Below is an explanation of the different licenses, medicals and ratings that you can get:

Licenses:

There are two different licenses that the glider pilot can apply for:

- Light Aircraft Pilots Licence (Sailplane) or LAPL(s) for short.
- Sailplane Pilots Licence or SPL for short.

The LAPL(s) is valid in Europe only and allows you to fly any EASA glider. You may hold any rating on this licence but you may not receive any form of remuneration for instructing.

The SPL is an ICAO compliant licence and therefore is valid world wide. Like the LAPL(s) you may add any rating you wish and you may also receive remuneration for instructing.

Medicals:

Under EASA only 3 types of medicals exist:

- EASA LAPL Medical
- EASA Class 2 Medical
- EASA Class 1 Medical

For the LAPL(s) any of the above is suitable, however, to hold an SPL you must hold a minimum of an EASA Class 2 Medical.

For those of you who currently hold an NPPL / DVLA medical, these will become **invalid** after 7th April, 2015 and are **not** valid medicals for an EASA Licence.

Ratings:

There are numerous ratings that can be added to your licence, below are a selection of these:

- Launch Types – You will need separate ratings for separate launch types. Experience for these can be demonstrated from log book evidence.
- Instructing – This is only relevant to current Full Category and Assistant Category Instructors. Unfortunately the Basic Instructor Rating will cease to exist after the 7th April, 2015.
- Aerobatics – Anyone who wishes to conduct **any** form of aerobatics **must** hold an aerobatic rating. To gain this rating please contact either myself or Graham Saw.
- Motor Gliding – Flying in TMG's / SLMG's can now be added to a gliding licence providing you have a current power licence containing those privileges. For those who do not have any form of power licence but wish to fly motor gliders you will soon be able to add it to your licence after completing a short course which will be run at Booker.
- Cloud Flying – For those with a current IR or IMC this is simply a paperwork exercise. For those without, you will need to gain a Cloud Flying Rating. Please come and find me to discuss if you wish to add this privilege to your licence.

Radio Licenses:

Many of you hold a Flight Radio Telephony Operators Licence (FRTOL). This licence can be added to your EASA licence and is non-expiring. You will, however, require a Level 6 English Assessment. If you require this assessment please come and see me.

If you do not hold a FRTOL then you may still hold an EASA licence.

Power Licenses:

Should you hold a current power licence then like glider pilots you must hold an EASA Licence by the 7th April, 2015. Although not covered in this article you are more than welcome to utilise the club licence service to transition your licence. Anyone who needs a Sailplane Towing Rating **must** get a towing letter for the CAA from me.

The BGA and CAA are taking around 6-8 weeks to process licenses with one year to go. You can expect that as we get closer to the date they will become much busier and therefore the process will take much longer.

The CAA especially will become extra busy as they have to process every pilots licence in the UK (several thousand), however, for those of you with power licenses you'll know that your first cut off date is 7th April, **2014**.....

My recommendation to you is don't leave it any longer. Start getting all your paperwork together and either drop it at the office to be done for you, thus saving you plenty of time, stress and confusion or start filling in the forms yourself ready to be stamped and signed by me.

Should you have any further questions or queries please do not hesitate to contact me, either at the club or you can email me a cfi@bookergliding.co.uk
See you when the weather gets better!

Richard

AGM –Saturday 22 March

Please note the club's Annual General Meeting will now take place on Saturday 22 March probably at Booker Memorial Hall, HP12 4QS (venue to be confirmed). Please attend if you can. The Committee needs the support of the members to review the big decisions and to hear their opinions. The AGM is your opportunity to have your say, hear how the club is doing and to discuss what will be happening in 2014.

Dates for your Diary

The 2014 Bronze Series

The talks are all at 10am, apart from 1 March which will probably be in the evening, time to be confirmed.

1 March - Aircraft General Knowledge, Airframes and Systems - Duncan Sharp

8 March - Air Law and ATC Procedures - Wayne Aspland

15 March - Operational Procedures - Mike Gatfield

Expedition to Klippeneck, Germany

7th – 22nd June, 2014



Between the 7th & 22nd June Booker Gliding Club will be visiting Klippeneck Gliding Club situated in the town of Denkingen, 65km South West of Stuttgart and 600 miles drive from Booker.

This is an excellent opportunity to improve your cross country skills and also fly in another country. The terrain is made up of a mixture of large ridges which are surrounded by huge areas of flat open ground. The ridges are mostly flat topped and usually contain large landable fields.

Cross country opportunities are excellent and will provide you with a safe environment and fantastic opportunities to gain that elusive 50, 100, 300, 500 or even 750km!

Along with private gliders we plan to take the Duo Discus, a Pegasus and a Junior.

The expedition is open to pilots of all levels so please add your name to the list below if you are interested.

Handicapped Distance Task Competition at Booker 19th -27th April 2014

Come and join us for the 2nd year of the Booker Handicapped Distance Task competition (formerly the HCGP).

Each day starts with a full met and task briefing at 10 am unless otherwise announced. The competition will be run on an informal basis, however there will be day prizes for winners and notable events!

The Duo Discus (315) will be available during the week for those who wish to progress their cross country skills.

There will be an end of competition BBQ/Party in the blister hangar to which all are welcome.

The entry fee is £45 for the week or £10 per day. Entrants require a minimum of a Silver C (unless flying in 315)

Members with a Bronze and XC Endorsement may enter, however flying will be subject to approval from a senior instructor on a day to day basis.

FOR FURTHER INFORMATION AND TO REGISTER PLEASE CONTACT THE OFFICE

Farnborough airspace threat to gliding

A message from the BGA Chairman

The operator of Farnborough Airport, TAG Farnborough, has begun the formal process of applying for controlled airspace. Their proposals directly affect current controlled and uncontrolled airspace across a large area of southern England – not only in the immediate vicinity to Farnborough Airport. If approved, their airspace would extend:



- Out as far as Reading and Aldermarston to the north west
- All the way from Farnborough to the Solent/Southampton area to the west and south west
- Right down and off the south coast as far as the south part of the Isle of Wight
- Along the south coast to a point just north of Shoreham
- Well beyond Guildford to the east.

The base of many areas of existing airspace would be lowered, and large areas of new airspace would be introduced. Their plans represent the most substantial redesign and increase of airspace in the UK for many years.

You can find the details of what TAG want to do at <http://www.consultation.tagfarnborough.com/>.

If TAG get what they want, the likely impact on gliding (and other forms of general aviation) would be significant. Pilots and clubs will be affected. The impact would range from catastrophic for some gliding clubs through to extremely disruptive for other clubs and pilots flying in the area. The impacts are not restricted to aviators and aviation. Many other local groups are also likely to be adversely affected. The only party to benefit will be TAG.

At the moment, the TAG proposals are out for consultation up until 2 May 2014. TAG will then formally submit their application to the CAA sometime during the summer. It is vitally important that everybody that is part of our community provides input to the consultation and makes their opposition clear. The main general aviation organisations are already working closely and will be providing information to help people understand the issues that are of most concern.

So, please:

- Make sure that you read the TAG proposals, and reflect on how they might affect you
- Keep a regular watch on the our website and BGA emails for more information and advice
- Be prepared to submit your formal response to the consultation process – but not until you are ready to, or have been advised to by the BGA

Do not imagine for one moment that this will not affect you. If you are ever likely to fly in the southern part of England, it will. We need everyone to play their part and actively support the campaign to oppose TAG. We (the BGA) will be providing regular updates on the consultation and how to respond so please keep up to date with the latest news and advice on the BGA web site at <http://www.gliding.co.uk/bgainfo/airspace/farnborough.htm> and by monitoring BGA emails.



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 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 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 membership number when applying.*

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

For the latest news about what's happening check out <http://bookergc.blogspot.com/>.

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

Contributions to the newsletter are welcome. If you'd like to submit an article for a future edition please send it to William Parker by email at (williamparker275@gmail.com). Please note new email address

Published by Booker Gliding Club
WYCOMBE AIR PARK, MARLOW, BUCKS SL7 3DP
Office Tel: 01494 442501/529263
Booker Gliding Club Ltd, t/a Booker Gliding Centre
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

©Booker Gliding Club 2014