



Enter the Regionals Page 3

# The Booker Newsletter

AGM Saturday 4<sup>th</sup> March 1800hrs Page 4

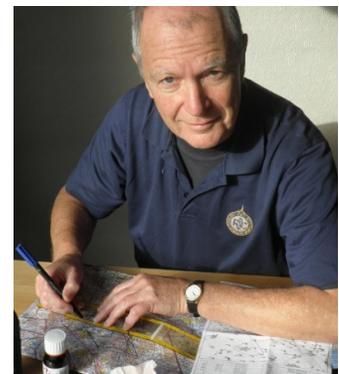
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In this edition we congratulate Booker's latest solo pilot – and the UK's youngest at 14. Our Chairman provides some timely reminders about being prepared, and we have some very helpful advice about 8.33 radios. There is news of the simulator's outing to a local school, and a member's hints and tips on gaining an NPPL. All this and more....  
 Happy reading.  
Jane  
 ps – don't forget to enter the Regionals

## From the Chairman

January and February are probably best viewed from the Maldives or the Bahamas but for those of us stuck on this sceptred isle they are proving to be surprisingly good gliding months. Although the weather has been perishing cold, there have been many good gliding days so course flying and members flying to blow away the cobwebs have been going apace with above average launch rates for the time of year.

It's also the time of year to be getting kit sorted (*memo to self – buy and fit Oudie*). The sort of thing that leads to 'gotchas' just as you are about to launch on that 500 or on day one of a comp, is a battery problem. If you have any doubt about the life remaining in your batteries think about replacing them now. Same goes for databases such as BGA turnpoints, airspace and maps



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– are they all up to date? If you're going to Lleweni Parc in March - have you got the map and turnpoints set up in your nav device?

Once again Geoff Tabbner gave a brilliantly inspiring talk about mountain flying in his Saturday Lecture (incidentally just one of a programme open to all but especially useful for Bronze candidates). In his talk Geoff mentioned an adage on safety which seems compelling to me, 'Always fly with a corner of your mind thinking where you will be in 5 minutes' time'. It helps us to see those situations arising which otherwise lead us to boldly go where no one in their right mind wants to be.



The Regionals Organising Group met recently to plan the 2017 Booker Red Kite Regionals. The competition runs from Saturday 15<sup>th</sup> July to Sunday 23<sup>rd</sup> July. The Regionals is a chance for absolutely everyone in the club to get involved. There are opportunities to help throughout the competition and on the preceding weekend's Clear Up Day. The comp also offers the chance to fly the task in a two seater and for those with a Silver C, a comp licence, and the CFI's say-so, to fly one of the club's single seaters as a competitor. At the very least coming to the club during comp week will help you find out a whole lot more about competing, Handicapped Distance Task flying, retrieves and cross country flying in general. And for comp pilots who want to take on current champ Jim White, please note that the entry list is open [here](#), so keep those entries coming!

Other exciting plans include Instructor Training Week from 8<sup>th</sup> –16<sup>th</sup> April and a plan for a new kind of task week which will run over two weekends but not on the intervening weekdays. It will give everybody a chance to participate fully with a programme of coaching and HDT tasks plus a spot landing competition. Dates to be announced shortly.

And sometime around Easter there will be Graham Saw's Easter Egg Cup Aerobatics competition. Aeros are great fun, hugely improve handling skills and, who knows, you just might win. Certainly, your chances of doing so will be greatly improved by joining one of Graham and Alun Jenkins' aerobatics training courses on Saturdays between now and the Easter Egg comp.

There is nothing of any significance to report on the lease negotiations – we are still at the opening stage of negotiating with the council for a 25-year lease but it is very slow going.

Let's hope the unusually clear weather for the time of year heralds a cracking season and let's all be ready for it when it starts to pop.

See you up there!

William

## From the CFI

I start this month by congratulating Travis Ludlow for his first solo on 13th February. The date was particularly significant for Travis in that it was his 14th birthday, and for a short while at least, Travis was (and possibly still is), the youngest solo pilot in the UK. Well done Travis!



The past month has been quite a good one, especially considering the time of year. Launches are well ahead of last year (by over 100) and it's been really encouraging to see so many of you taking every opportunity to fly.

Our first expedition of the year has been and gone and I'm pleased to report it was once again a great success. During our trip we had 4 good flying days with reasonable soaring to be had on each of them. Although most those who came were seasoned Aboyne pilots, Chris Arnold joined us for his first ever expedition. Chris made the most of the good weather taking several flights in 315 and also Dave Bramwell's Janus ct. Chris also made his first Aboyne solo in 319. Well done to Chris and we sincerely hope to see him, plus many more of you at our other expeditions in 2017.

Our winter lectures have once again been proving very popular and it's been great to see visitors from other clubs coming to join in. Lectures continue into March and all are welcome. A huge thank you to all those who have either given, or are giving lectures. It takes a lot of time and effort to design and write these lectures and it's great to see so many of you coming along to support them.

On a more technical point, I thought I would let you know about the changes of regulation relation to radios. The legal situation is that on 1<sup>st</sup> January 2018 the law changes. All aircraft operating in airspace that requires the carriage of a radio must have 8.33kHz-compatible equipment fitted and operational. After this date all 25kHz radios can no longer be used, unless specifically exempted for a particular channel, such as the emergency frequency 121.5mHz. This means that all General Aviation aircraft must comply with this change to UK law to maintain safe communications with ground stations. The UK leaving the EU will not affect the implementation of this new legislation.

A couple of years ago the BGA requested that CAA facilitate, through exemption, continued use of a number of 25kHz general air sport frequencies (eg 129.97, 130.1, 130.4) for situational awareness purposes. They agreed in principle to do so for up to 5 years only. The final decision is dependent on the Eurocontrol system that manages 8.33 allocations. The BGA has not been updated on progress through that decision-making process. However, if facilitated, that will only be for a relatively short period, and of limited use because where radio is required, 8.33 kHz frequencies will be used.

In short, if you have a 25kHz radio fitted, you will be unable to use it as of 1<sup>st</sup> January 2018, unless the CAA agrees to a short exemption for air sport frequencies only (that is, you cannot use the radio for talking to any ATC unit - including Wycombe). I hope this answers some of the questions you may have but please do feel free to contact me for further advice.

Safe flying  
Richard

## Annual General Meeting

Booker Gliding Club's AGM will be held at 1800hrs on Saturday 4<sup>th</sup> March at the Army Reserve Centre in Old Horns Lane.

Entry by main gate, and there is a small car park – car sharing would probably be a good plan.



## Members' achievements

Congratulations to:

Travis Ludlow – solo on his 14<sup>th</sup> birthday



## Booker Red Kite Regionals – 15<sup>th</sup> – 23<sup>rd</sup> July

The entry list is open: [www.bookerregionals.co.uk](http://www.bookerregionals.co.uk)

## BGA Competitions Committee seeks new members



As a result of retirements, the BGA Competitions Committee is looking for new members, and would welcome applications from all ages, particularly from people keen to represent the Juniors.

The Committee is responsible for promoting all forms of competition gliding and for policy and management of UK and international competition matters including ratings lists, competition bids, nationals entries and British team selection and funding. Key work areas currently include coaching, creating better and more fun competitions, funding and communications. The committee meets around five times each year during the winter; working groups meet outside those sessions to pursue key development areas.

If you would like to help improve the UK competition scene, please consider joining the committee. Apply to [compscommittee@gliding.co.uk](mailto:compscommittee@gliding.co.uk) giving details of yourself and your gliding history and what you would bring to the committee. Application deadline Sunday 26<sup>th</sup> February.

## Website – help!

Do you have a PC or a Mac? Are you interested in supporting your club from the luxury of your own home? Why not get involved?

We know that many visitors to the club come as a result of interacting with the website. The more informative and representative of our activities it is, the more it helps the club and the sport of gliding. By showing many aspects of gliding we will be seen as a versatile club that provides a great deal for our trainees and members.

So here is the request - it would be great to have volunteer(s) to help out with content for the club website, or to take over some of it.

These days, it is not necessary to have any knowledge of html or programming to create the content. A Google document or a Flickr album can be published and easily integrated into the site. Some examples:

- pages about aerobatics, vintage gliding
- photographing and creating an instructor/committee gallery
- managing a club gliding gallery, videos
- a page about learning to glide
- updating the online club calendar
- an idea of your own!

You would have full control over how this was done, and any help you'd need to get started. Discuss with a member of the committee, the marketing team, or contact me if you are interested.

Bob Smith  
[bob@soarable.com](mailto:bob@soarable.com)



## 8.33 radios

The CAA has now published the guidance document and claim form to be used by glider owners when upgrading radio transceivers to the 8.33Khz standard.

A club [webpage](#) has been created providing additional information about the transition to 8.33Khz radio spacing. It includes links to the key regulatory information, the claim form and information about transceivers that meet the standard. We will be keeping this page up to date as 8.33 implementation progresses over the next two years.

<http://www.bookergliding.co.uk/Radios.html>

## The simulator goes to school

The simulator recently spent two days at Chalfonts Community College, at the invitation of Booker member James Giles who is Head of their Engineering, Technology and ICT Faculty. The main audience for the visit were Year 11 students who are considering their 6<sup>th</sup> form options, but there was also time for students from other year groups to have a go at flying. There was a lot of interest both in aviation and in the engineering aspects of the simulator's internal workings – the servos which provide realistic stick forces. One student was sufficiently enthused to visit the airfield the following Saturday and take a couple of flights in a real glider.



## Moving to the Dark Side

I've always said that if I had the money and time I'd get a power licence. This has happened, so I've been looking into the best way to do this, starting as an experienced glider pilot.

This is what seems to work:

- Get a NPPL on a motor glider. You need to do the 9 PPL ground school exams, a minimum of 10 hours in a motor glider and the skills tests, navigation and general skills.
- Get a radio licence.
- The gliding medical certificate is the same as you need for the NPPL.
- Do differences training to fly normal powered aircraft or microlights.
- Eventually, by April 2018 at present, you will need to convert the NPPL to an EASA LAPL, this should be a paper exercise.

The things that are really different are:

**Navigation** – this is different to following the energy and only keeping roughly on track. You plan much more, working out the heading to fly allowing for wind and compass errors. You then fly the heading and if you aren't following your track you adjust your heading. I had a couple of navigation sessions, one at low level, diverting round hills as if they were showers, then the navigation test. This required diverting to another airfield, drawing a new track on the map and doing an estimate of your heading allowing for the wind.

**Landing at another airfield** - we land out but don't normally have to follow joining instructions, noise abatement, PPR etc.

**Zone transits and using the radio** - glider pilots try to avoid talking to anyone but power flying works better if you talk to ATC and get permission to fly through their zones.

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I've done the NPPL over the last few months, doing the motor glider training at Enstone, and then getting Steve Williams to convert me to the Booker Falke. The flying at Enstone was on a Super Dimona. This is a rather souped up motor glider with a 115hp turbo charged engine, constant speed prop, and a tricycle undercarriage. It can aerotow.



Super Dimona

Training went remarkably rapidly, one session of general handling, one of circuits and I was solo.

There was a session on forced and precautionary landings, one on instrument appreciation, and another on slow flying and stall/spin awareness. We stalled but didn't take the spin further than a wing drop. And then I was ready for the skills test, except that I hadn't done enough flying!

The glider pilot conversion doesn't require any landings away or zone transits but these are things I wanted to do. An attempt to go to Shobdon was cancelled en route because of the weather - snow showers – and we ended up doing a touch and go at Wellesbourne and a retreat to Enstone. Very useful, not least dodging showers for real. Then we did a flight round Wantage and Olney that required a transit of the Brize zone.

Then came the skills test, this is showing that you can do stalls, engine failures, forced landings and so on.

The nine ground papers are fairly easy but you need to read the questions and answers carefully because several answers look almost right. The radio licence test was challenging but really useful.

The things I found most challenging were the engine management, particularly taxiing the Dimona, and the radio, but after some practice they came more naturally. The flying wasn't a problem, but after 50 years gliding it shouldn't be. The other thing is that with the throttle on the right and the brakes on the left you need to get used to flying with either hand.



Chris Rowland

It is really interesting going back to being a pupil, seeing how different things can be from the other seat

Now I'm flying the Falke and plan to do the power differences training so I can get in the tugs.

## Funding for Juniors

### Honourable Company of Air Pilots Scholarships

The Honourable Company is offering gliding course scholarships in 2017. These are designed for those aged over 16 (no upper age specified) with little or no flying experience who might otherwise not have the necessary resources to experience gliding. The scholarship will cover the direct training costs of either a week-long residential course, or training at a Junior Gliding Centre on a lesson-by-lesson basis. Details and an application form can be found at [here](#). **Applications must be received by 29<sup>th</sup> March.**

### Royal Aero Club Trust Bursaries

RAeC bursaries worth between £500 and £1000 are for post-solo pilots aged between 14 and 21 (and up to 24 years old for follow-on bursaries). **Applications (made to the BGA) must be made by 24<sup>th</sup> March.** Full details [here](#).

## Dates for your 2017 diary – a reminder

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

Instructor Training Week – 8<sup>th</sup> – 16<sup>th</sup> April

Klippeneck – 10<sup>th</sup> – 25<sup>th</sup> June

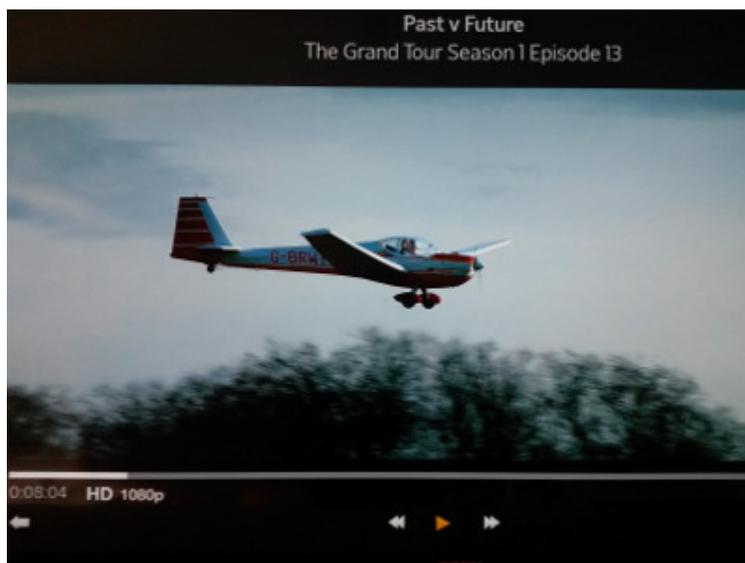
Booker Regionals – 15<sup>th</sup> – 23<sup>rd</sup> July

Aboyne Autumn – 7<sup>th</sup> – 22<sup>nd</sup> October

Sign up now! Lists on the clubhouse noticeboard.

## Whisky Tango's moment of fame

Caught on camera while some blokes were racing drag cars up and down the runway.



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## 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](mailto: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](mailto: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](mailto: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](mailto:bookergc_instructors-subscribe@yahoogroups.com) and *include your name and membership number when applying.*

The **Booker GC website** at [www.bookergliding.co.uk](http://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>

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\*\*\* 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](mailto:jxmoore@gmail.com)

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