

Booker Gliding Club

Newsletter

February
2019

Parachute
packing
12/13 March

A G M – 9th March 1800hrs



Fleet update – page 8

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Spring expedition to Lleweni Parc

Here are a couple of views from last year. This year's trip kicks off on Saturday 16th March and runs for two weeks. It's a great opportunity to shake off the dust and get current for the season, as well as learning about ridge and wave flying. The list is on the noticeboard.



Fleet update

'Fleet update' is a standing item on the committee agenda – usually it's a report from the CFI about what's serviceable, what isn't, future maintenance plans and the like – the day to day matters of fleet management. In addition, there is a regular review of the longer-term planning issues – 'big ticket' items, and these have been much under the spotlight recently.

The last year has seen a considerable amount spent on rebuilding MF, new radios, before that it was new nav kit, and before that, the refurbishing of 316 and WT. The focus of the moment is the tugs.

Tugs

Last season tug availability was not good – despite the sterling efforts of the maintenance team, we were plagued by reliability issues – an inevitable consequence of both GH and UU

nearing the end of their current service lives and running them for longer hours. For obvious reasons we don't want another summer of trouble, so the committee has decided to execute the following strategy:

1. Replace engine in GH - as you may have seen, GH has spent the last month in the workshop having some deep maintenance and now has a new engine, and we expect that it will provide years more of reliable service.

2. Fix UU and keep running - as I write, UU is the current problem child – or indeed 'problem old lady' and is definitely showing her years. The engine is well beyond its best before date and is currently awaiting the fitting of a new cylinder, but it's pretty clear that in the not too distant future she too will need a new engine. And despite the best efforts of Robin and the Sawney boys in the workshop, the airframe is clearly wearing out, so the committee has been giving thought to a replacement aeroplane. Complicating that decision is the planned move to the north side of the airfield, and as soon as we have certainty on the facilities that will be available northside we will have a better understanding of what sort of replacement is needed. In the meantime UU will have to soldier on.

3. Hire a third tug for the season – clearly the situation with UU is unsatisfactory in the short term, so the committee has decided to hire a third tug, for the season – we've had an offer of another Robin, and that should be with us in the early Spring. This should mean that we will always have a least two tugs available on any day, and with LH being a further stand-by option we hope that the problems of last summer will not plague us again.



4. Get MF back on line – the club's real third tug is of course MF, and its rebuilding is proceeding apace under the expert hands of Graham Saw, supported by Robin, Mike, Paul and John, (and no doubt a few more besides). And sometime early next year the club will be the proud owner of the world's most pristine Piper Cub.

5. Private member tug - It would be good to have another private member tug like LH and if anyone is interested in forming a syndicate for that please contact me.

Gliders

The gliding fleet is generally in good fettle, and there is no immediate need for significant work or expenditure.

Utilisation of the single-seat fleet is not good – two of the four aircraft did not fly enough during the last year to earn their keep. Least used were the ASW19 (319) and the LS7 (35), so the committee has decided to sell one or other of these and use the proceeds to pay for the restoration of MF. We hope that a member or members will buy which ever we sell so that it can stay on the airfield.

Motor glider

WT has been out of use recently because of an engine related matter - the engine has reached its service life, and unlike the Lycoming engines in the tugs, there was no provision

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for 'on condition' operation of WT's Limbach engine beyond its 'best before date'. However very recently the CAA/BGA have adopted a revised maintenance strategy that permits on-condition use, subject to a more rigorous maintenance regime. Robin has been exploring the implications of this, and if all is well, we will see WT back in the air. In the medium-term WT will need a new engine, and the committee is looking how this might be funded.

Robert Turner

Don't kill the tug pilot

A report by the US National Transportation Safety Board about a fatal tug upset notes that the pilot of the glider on tow got out of position and lost sight of the tug because he turned to fiddle with a camera. It is a sobering reminder not to get distracted on tow – the tug pilot's life is in your hands. The full report can be read here: [NTSB report](#).

Booker CASC and Gift Aid

We have been a Community Amateur Sports Club (CASC) for a number of years. For those who haven't heard of a CASC it is effectively a quasi-charity under the aegis of HMRC. Currently this helps us provide the facilities for young people to join the club as cadets or junior members. The main advantage for the club currently is rate relief.

One other potential source of help for the club is Gift Aid on donations. Any cash donated to the club can be deemed Gift Aid. We can then reclaim 25% of the initial gift (cash not work or things) value from HMRC. Some gliding clubs have been using this scheme for several years and have a steady return from claims in addition to collections for special projects.

It has been decided to register Booker GC for Gift Aid. You will be invited to complete a Gift Aid declaration. Any cash donated within the four years before the start of the scheme is recoverable and if there is an ongoing gift it can be claimed on a regular basis. You may then ask yourself the question, 'When do/did I make such donations?' The answer is that we are entitled, under club rules, to pay expenses for undertaking club business.



If we each claim expenses and we are UK taxpayers we can donate the reimbursed expenses to the club which can then claim 25p in the pound from HMRC. For example, a return journey of 40 miles would garner £4.50 (25% of 40 miles at 45p per mile) for each business trip such as tugging, instructing, maintenance of club kit, attendance at official business meetings, marketing events and so on. It is essential that all visits are validated and logged so that there is a clear audit trail.

One club I visited gets roughly £9000 p.a. from this scheme. They got about £36,000 in the first year with the four-year count back. With the cost of engines and radios etc such sums are not to be sneezed at.

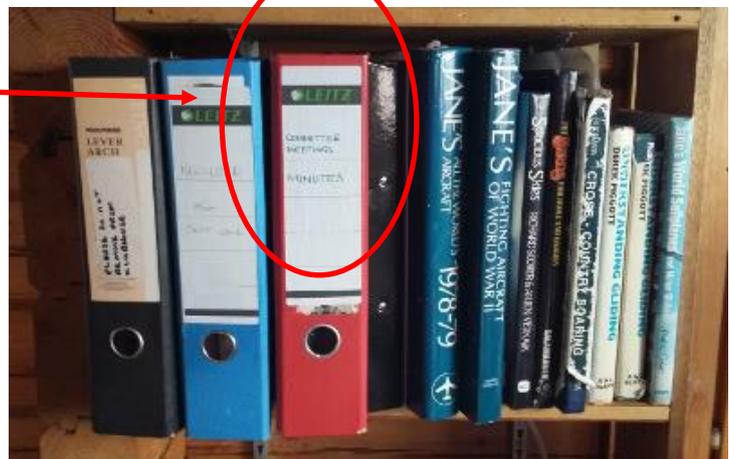
If you want to know anything more about the scheme please don't hesitate to ask. Once the initial steps have been completed, I shall update you and circulate the declaration forms.

John Hubberstey

What does the Committee do?

The way the club works can be a mystery to new and not so new members. The fact is that it is run by volunteer members elected at each AGM. The Committee elects one of their number to the Chair, along with a Treasurer and a Secretary. Other Committee members take on specific responsibilities, for example, the Cadet Scheme and overseeing maintenance of the fleet. There is a notice listing the current committee members and their roles, along with mugshots, on the noticeboard.

The minutes of meetings are available for all to read, in a file on the bookshelf in the clubhouse.



The AGM is on Saturday 9th March (1800hrs at the Army Reserve Centre), when new committee members will be elected. Nomination papers are included in the AGM notice sent to all members. If you would like to contribute to the running of the club, consider standing for election on 9th March.

Pilot profile

This month we interview a recent recruit who enjoys the challenge of pure flight.

Jacek Kwiatkowski

What got you interested in aviation?

I grew up near a military airfield in Poland and most of my parents' friends were pilots and their families. In my childhood I heard hundreds of stories about flying and couldn't imagine any other job than pilot. I joined a Military Cadet school when I was 14 and started gliding as part of my army education at 16. With 14 hours of gliding I gained 3rd class, which is equivalent to Bronze. In the next few years I flew the Zlin 142. Then I began my education in WOSL (Flying Officers Academy) where I started flying the TS11 jet trainer – my favourite exercise was very low flying, we used to wake up the tourists early in the morning. We also practised close formation flying



in cloud, instrument flying under a hood – and we had to climb very high and take off our oxygen mask in order to experience the effects of hypoxia.

After six years in the Army I left and stopped flying

When did you start gliding again?

I came to the UK 15 years ago and tried to find my own path in life. I set up a business (building and developing), once that was established I had the time and money to think about flying. Because in the army I had caught the 'flying bug' there was only one way to cure my disease..... I came to Booker in 2014 for a trial lesson, bought a 5 Day course and went solo after my 10th flight. After a year changes in my business meant I had to stop flying again, but the Booker newsletter kept coming so in 2018, with my wife's encouragement (she knew I missed flying), I came back again, bought another 5 Day course and then extended it to a Get Your Solo.



Jacek in 1989 after a flight in his TS11

I went to Aboyne in October and had my first experience of wave flying, which was more fun than flying jets.

What's the buzz?

Part of my nature is always to try the difficult path. Gliding is a challenge, not relying on engine or instruments, I prefer to rely on myself. I also kite- and wind-surf, it's the same thing, I'd rather do that than sail a boat, it's purer.

What stage are you at?

I'm working on my Bronze, and I got a Gold height at Aboyne – I nearly got a Diamond but I didn't understand the radio calls about how high we were allowed to go.

What are your goals?

This year I want to fly cross country. I'm still a bit nervous about leaving the airfield, but I need to improve my skills and step forward. That's why I'm going on the expedition to Llewenni Parc, to try ridge flying. Next year I'd like to try for a BI rating.

Do you remember any significant moments?

It was one of my first solo flights at Booker – it was nice weather, I could see Heathrow, Oxford, I was nearly at 4000ft in about 2kts. I was busy taking pictures when suddenly I was at cloudbase in 10kts. It was a lesson in how quickly things can change.

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I also remember while at Aboyne having to look for a gap to descend through because the cloud cover was increasing, and I realised that sometimes you have to give up on an ambition and compromise for the sake of safety.

What do you do apart from gliding?

I always like to be doing something. I like kite- and wind-surfing, although I may have to re-consider that because of my age, I've had too many injuries and it's more difficult to do challenging things. I also enjoy downhill and mountain biking, scuba diving, horse-riding, I'm a ski instructor and I have a Day Skipper qualification. Fortunately my wife also enjoys several of these activities!

Do you have any advice for our readers?

Never go the easiest way, it's more fun to try something harder, that way you'll find your limits and learn more. And as I tell my daughter, don't compare yourself with everyone else, just work hard to be the best you can. She has on her wall a sentence which I repeat for her very often: 'Per aspera ad astra'.* I think this is the best advice for her and for our readers.

* *Through hardships to the stars*

Escape to the sun – Steve Williams' trip to Australia

For the last two years I have escaped the bleak UK winter by going to Australia for a few weeks just after Christmas. The main reason for going is of course gliding and I fly from Lake Keepit airfield which is in a state national park just over 400km north of Sydney. It's a nice setting amongst trees next to a large irregular shaped lake with a dam at one end which also happens to trigger frequent thermals. There are numerous exotic birds and a few hundred kangaroos which have to be cleared from the runway at the end of the day.



It can be hot but of course thermals are strong and the cloud base is usually around 10,000 feet. A mountain range about 30km to the north east of the airfield produces good convergence lines. Cross country flying is possible on most days and landout options are good with large flat fields and numerous farm strips. I hire the club's Discus 2b which is a nice unflapped 15 metre glider and has the same large

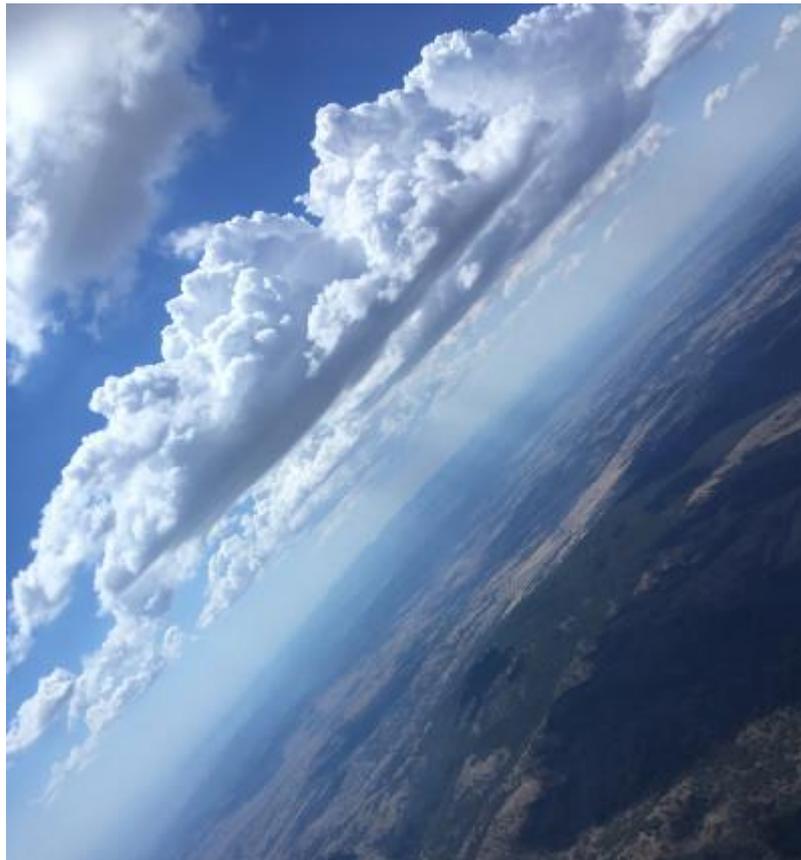


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Schempp Hirth cockpit as my lovely Ventus 2c, so I can easily get all of my 6' 4" into it. There is also an LS7 for hire. The nearest town to the airfield is Gunnedah which is about 45km and this is where you go to get your food as it's all self-catering in the airfield clubhouse. There is a range of accommodation on the airfield and I stay in one of the self-contained air-conditioned units which has en-suite facilities. The club members are a great bunch of people some of

whom are ex-pats. I even entered an informal competition there this year which was a bit like our handicapped distanced tasks. I will definitely be going back next year.



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|---------------------|-----|-----|------------------------|------|------------------------|---|
| 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. NW base 2500ft. |
| Booker W | BO2 | D## | Fleets Crossroads | 490 | 51 36.001 001 50.071W | side of Fleet 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 |

Gliding Waypoints: 2019 update available.

Waypoints are used to define the route to be taken during a cross country flight. They are used to identify the start and finish point, control points and turnpoints. The International

Gliding Commission (IGC) specifies the minimum information (latitude, longitude, etc) needed to define a waypoint, but there is no international standard for naming these points, nor for how programs display them. Technically, any point on the Earth's surface can be selected by a pilot as a turnpoint for use on a cross country flight. Obviously it would be pointless selecting waypoints in airspace that cannot be entered, or that are in hazardous locations.

How are they created?

In countries where gliding takes place a national organisation will usually coordinate or delegate creation of common waypoints. To find out more about how UK BGA waypoints are defined you can read all about them on the [official website](#).

A pilot may choose to use the same waypoints year after year, but it is often convenient to use the same waypoint list as other pilots; most UK pilots will use the waypoint list published by the BGA. This list is updated annually and published in the Spring. In order to ensure that pilots flying a common task go to the same point, or that a badge declaration is accurate, it is essential to use the correct update (or make the required amendments to your own files). Using an old version of waypoint data may also lead the unobservant user towards forbidden territory; for instance some waypoints were removed in 2019 because of restricted airspace.

What has changed for 2019?

The list includes nearly 1300 waypoints, a list of **amendments for 2019 can be viewed by clicking [here](#)**. Note that there is sometimes a second release of the BGA waypoints (Rev A) if issues are reported.

How do I get a file for my device or program?

It is possible to download files for most devices and for most countries from the [Worldwide Soaring Turnpoint Exchange](#) (but do read on for an alternative source). Data on this site is updated a short while after the official BGA list is updated; it is important to ensure you are viewing the latest data, so compare the date with that on the official BGA source. Most navigation devices can easily be updated by transferring an updated file. Here are links to 2019 waypoint files for some of the more commonly used formats. Click the mouse or right click and save to download to your computer. A separate browser window may be opened to download the file (it depends how you are viewing this document).

[SeeYou](#) [ClearNav](#) [TaskNav](#) [Volkslogger](#) [Winpilot](#)

A [new page on the Booker website](#), linked from the Members page, provides additional information about how to update various devices and provides links directly to waypoints for specific devices.

Bob Smith

Booker's first marketing trip for 2019

We were pleased to be invited to attend Virgin Atlantic's Future Flyers and Exceptional Engineers event at their headquarters in Gatwick on Saturday 9th February. The objective of the event is 'to inspire children and young adults and to showcase the amazing opportunities available to them by sharing our wonderful world of aviation'. Doug Hilton and Maddi Roberts took our ASW19 (319) down to Gatwick, along with some of our display materials.



Over 800 people attended the event, with opportunities to fly Virgin Atlantic's Airbus simulators, try out their training escape slides, meet and talk to various aviation related organisations – and crucially to sit in a real glider and find out about gliding. 319 was a popular attraction with a constant stream of 'future flyers' throughout the day.

* The eagle eyed will have spotted the lack of a tailplane – there was no room to put it on.

Winter Lecture Series

Not so much lectures as briefings aimed at helping early solo pilots, Bronze candidates and others to make progress in their gliding, here is the programme for 2019. All are welcome regardless of experience. All the talks start at 10.00 unless otherwise advertised. The final talks in the series are listed below:



The diary on the website includes details of all club activities:

<http://www.bookergliding.co.uk/members/BGC3459.html>

- 2nd March: The latest on Flight Planning, Analysis and Boosting Performance
by Jeremy Gilbey and Nils Wedi
- 9th March: Field Landings *by William Parker*

Dates for your diary 2019

| | |
|--|---|
| 9 th March: | Annual General Meeting |
| 12 th – 13 th March: | Parachute packing |
| 16 th – 31 st March: | Lleweni Parc expedition http://www.denbighgliding.co.uk/ |
| 6 th - 7 th April: | Easter Egg Cup Aerobatics comp |
| 22 nd – 28 th April: | Instructor Training week |
| 17 th – 18 th May: | <i>The Elite, London</i> |
| 8 th – 23 rd June: | Klippeneck expedition |
| 13 th – 15 th June: | <i>Aero Expo</i> |
| 13 th – 21 st July: | Booker Regionals |
| 14 th – 15 th September: | Whispering Wardrobes Vintage weekend |
| 12 th – 27 th October: | Aboyne expedition |



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. We also use WhatsApp. Details are below.

Booker XC WhatsApp group – Targeted towards those pilots who fly cross-country. Provides the opportunity to share task ideas, co-ordinate rigging etc. Ask an instructor to add you.

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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