



Days to  
Booker  
Regionals  
163

Ladder  
Corner 2014  
Final Positions  
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# The Booker Newsletter

**Booker 'Red Kite' Regionals 2015 27 June -5 July  
now open for entries. See page 3 .**



<p><i>From the Chairman</i>  <i>From the CFI</i>  <i>Members' Achievements</i>  <i>Dates for your diary</i>  <i>Booker Regionals entry details</i>  <i>My first comp</i>  <i>Ladder Corner 2014 –final results</i></p>	<p><i>In this month's busy issue Denis brings good news about the motor glider and the club's tug fleet. Richard explains the status quo on EASA Pilot Licensing and in particular the significance of the EASA derogation. There is the opening of the Booker Regionals Entry list, a great article by Nick Jennings on the experience of flying a first comp and there are the final results for the Club Ladder in 2014. Thanks to all contributors</i>  <i>Happy New Year.</i>  <i>William</i></p>
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## From the Chairman

We start the year with the Club in great shape operationally. The wings on our motor glider are in the final stages of being recovered and it will soon be back flying. The tugs are all operational and with work forging ahead on the Super Cub it may be available as a replacement for MM. We await the outcome of discussions between AAA and the Council regarding the lease renewal.

In March I will have completed my year as Chairman following on from five years as Deputy Chairman. I will be standing down as agreed and we are looking for our next Chairman to carry on developing this fantastic Club.

Wishing you safe and exciting flying in 2015  
Denis



## From the CFI

Weather wise it's not been the greatest start to the year but I'm pleased to say that we're still ahead on the launch rate compared to this year. Believe it or not October was the busiest October in the last five years!

As some of you may well be aware our full transition to EASA has been postponed until 2018, this essentially is to allow the CAA and EASA to further simplify the changes to the way we operate and also to allow the countries that haven't yet completed their ATO manuals to catch up.



One thing that I should make clear is that EASA hasn't gone away and it's near on 100% certain that it won't. For many of us the 3 year extension is extremely useful, especially for those of us who examine. It also allows those who haven't yet got an EASA licence to get one.

For those already holding an EASA licence the BGA are very keen that you are not disadvantaged by this delay. Therefore the CAA has now issued a derogation (ORS4 No1075) effective 1st January 2015, which allows pilots holding a Part-FCL licence to continue to fly under UK national legislation if they chose to do so.

The derogation is effective until 8th April 2015 when the next amendment to the Aircrew Regulation comes into force, at which point a further derogation covering the period to 2018 will be issued.

This means that during the period to April 2018, Part-FCL licenced pilots can choose to revert to BGA qualifications and associated BGA medical standards, including gaining and exercising the privileges of a BGA instructor (including Basic instructor). Obviously, any pilot who wishes to exercise the privileges of their Part-FCL licence must continue to meet the requirements associated with that licence including recency and medical requirements.

Pilots who have not yet converted to a Part-FCL licence may now wish to do so knowing that they will not be disadvantaged and that they will have the licence on hand should they wish, for example, to fly elsewhere in Europe during the next few years.

For those of you who haven't got an EASA licence yet and still have a little way to go I would recommend that you attend our excellent series of winter lectures. You can find the dates and subjects of these lectures both in the club house and on the website. I'd also like to say a huge thank you to those who have given up their valuable time to deliver said lectures and I hope to see you all here supporting them. For those of you who are instructors please don't forget that we have our annual instructors meeting on the 7<sup>th</sup> February, starting at 1730. Also on the 7<sup>th</sup> we have a Klippeneck briefing, we still have some space left so if you're interested please come along!

Happy New Year to you all,

Richard

## Members' Achievements

### Matt Porter 1<sup>st</sup> Solo (started 5 October)

Congratulations to Matt and his instructors.

## The Booker Regionals 2015 Entry Now Open

You can now enter the Booker Regionals 2015 "The Red Kite Regionals". If you go to the members page and click on the panel marked 2015 Regionals, it takes you to a web page with more information about the competition and a link to a provisional entry form.

By the end of January we shall have the full competition website up and running. That will show pilot lists, comps team and a full entry form, plus all the details you need to know about the comp. When the competition starts

there will be a blog tracking the competitors and a link to Soaring Spot where the daily and overall results will be published.

We are also starting a campaign to promote the competition at other clubs using a poster and emails.

In the run-up to the competition there are a number of tasks around the club that will need the help of volunteers. Key members of the Organising Group have taken on these assignments and will be asking for help from members to get things done.

Please give them a hand.

The 2015 Regionals are vitally important for the club to: boost our reputation as a racing club, to raise our overall cross country soaring skills, to show our neighbours and WDC the scope and importance of our sport. The best contribution you can make to the success of the Booker Regionals is to ENTER THE COMPETITION!!



Image by Booker members flown from Booker Airfield (aka Daily)

**STOP PRESS**  
**You can now also access the Comp web page from a button on the Booker website homepage**



## My First Comp – Part 1

*Required reading for anyone thinking they 'might, possibly, maybe' enter the Booker Regionals 2015. In this article Nick Jennings perfectly captures the excitement, the challenge, the apprehension, the sense of achievement and the incredibly good fun of flying in Regionals.*

OMG what am I doing – sitting on the grid, full of water, under a darkening grey sky, wind blowing a gale, launch marshals shouting instructions and helpers running around with big hooks to get the field launched in time on Day 1...will I even stay up and not embarrass myself too much!

### The Scene

So it was my first real comp and I thought I would just scroll a few thoughts on what that was like, and the things I learnt from it. If this is rambling that's too bad. I have waited many years to write a 'how I done it' article, having spent many hours absorbed in S&G since I was a whippersnapper. Seasoned comp pilots need read no further as you will know all this and more, but hopefully some of you other folk will be inspired to give it a go.

I had planned to do a full comp this year having had great fun on a few days at the Booker comp week last August. I knew I didn't have much XC experience this year or in total but I felt flying in a comp would provide the stimulus to go for it, that isn't always there on an iffy Sunday afternoon.

A Regionals in August was the plan, as I thought it would be easiest time for field selection with large cut stubble fields. That narrowed the choice and thanks to William Parker's enthusiastic advice, I booked my slot in the Gransden Regionals at Cambridge Gliding Club, after much soul searching and girding of loins. Being a big airfield with great flat countryside and on site facilities (Bar!!) it ticked all the boxes for my first intrepid steps into competitive fluguling.

I had also planned to try and get as much practice as possible in the run up. Benefiting from extra holiday I was able to set aside 2 weeks flying before the comp. How stupid was that – I ended up with only 3 flights in 16 days as the weather refused to behave as usual. But at least I was reasonably current which is vital. I also wanted to get familiar with our LS8's new panel, complete with LX Zeus flight computer, all fitted by Jon Sugden.

With no crew available for the whole 9 days of the comp, Cambridge assured me that would not be a problem and they were right, providing pretty quick retrieves.

## The Result

So how did it go....well suffice to say I finished near the bottom but had an incredible experience and did my first £300k. We flew on all the days although I came back early on last Sunday to let my partner fly in the Booker comp. I had done enough flying in 1 week with 8 straight days and was knackered. The weather was typically 15-25knot winds, good early on then quick spreadout under grey skies, and bloody cold for August. I landed out in a field 3 times and once at an airfield. I gave up on 2 other days, as weather was too poor (as did others) only to find out some had got round or gone long way!!

Tasks set were generally quite long (aka bloody enormous) for the conditions resulting in many landouts on most days. Whilst I failed to make progress on several days beyond 50k, others still made much longer flights of several hundred k before landing out. So how did they manage that, on days where it all looked grey and un-flyable in the task direction?

The key learning for me was staying airborne by diverting way off track, and even backwards. If you manage to stay airborne in the conditions and made good progress in terms of distance, you would finish mid table without necessarily being that fast. I definitely didn't get the diverting part right on several days, but staying up in marginal conditions is really satisfying when you get it right.

On the 2 racing days I completed, when more people got round, and time was more critical, I managed to finish 12<sup>th</sup> at 85 kph over 300 k and 8<sup>th</sup> on an AAT over 2.5 hours. Both of these involved considerable amounts of cloudstreet flying, which can really boost your speed, and there is nothing like still climbing at 90 knots for longish periods to make you whoop loudly in the cockpit. That's rock n roll!

I think the big things I learnt were as follows in no particular order:

- Be current – comps are no place to get back into flying or practice field landings.
- Be very familiar with your instruments and glide nav computer – you don't want distractions, and it should all be working well. Make sure batteries are

charging when you plug into multiple sockets each night –see Day 4 (*next month - Ed*)

- Use water on every flight – really helped into strong wind and on fast days, but make sure you dump it early enough on poor days where survival rather than speed is critical. I was concerned about flying with water but now feel very comfortable with quite a lot on board. It makes the glider more stable on take off and in flight.
- Having a crew would take the stress away if you can get one, but Gransden did retrieve me very well. Otherwise get up early to make sure you have time and are relaxed.
- Camping is OK but you need a very good air bed as rest is important – I flew several hours each day on the trot for 8 days which is tiring. I will consider hiring a small motor home next time, which is probably same price as B&B but you can stay on site.
- Being on site is great for the post flight camaraderie and getting to the glider early next day.
- Flying late August in flat lands like Cambridge provided many fields to choose from which helped my stress levels a lot.
- The starts are not critical at this level of flying (although clearly vital at higher level). Completing the task is more important than speed in certain weather, and each flight is long so plenty of time to concentrate calmly on the flying.
- Know the airspace all around the task area and not just around track in case of big diversions.
- Have covers so you don't have to derig/rig every day. Covers still take time but are much less effort than rigging when you are busy and want to preserve your energy for the flight.
- **Plan to enjoy it – I probably took this all far too seriously to begin with but planning in advance does help, and it's important to be able to enjoy the experience.**

So I hope some of you who haven't flown comps yet are enthused and will join in the fun either at the Booker Red Kite Regionals in June or to take the plunge at another Regionals later in the year. It would be great to have some Bookerites to enjoy the experience with and the post flight beer at another site. Hopefully the editor will publish the second part of this article at some point, describing how each day progressed in more detail, for those struggling to sleep!

Nick Jennings

*In Part 2 next month Nick gives a day-by-day description of what happened*



As we think about preparation for the season ahead we can always use these winter days, when we can't fly to get our equipment up to date and make sure we are current in its use. Do you remember how to use your navigation software? Set up in simulation mode and try running some of your old flights on it to tune your understanding of the facilities available. Or you can download an igc file from last year's ladder on [www.bgaladder.co.uk](http://www.bgaladder.co.uk), either one of your own or a particular interesting one you have noticed done by another pilot.

Does everything work as it should or is it time to update or repair?

For the ladder you will need your logger to be current too. Check the calibration date on it, maybe it is time to send it away for recalibration - it would be a shame to miss that potential badge claim or chance of registering that momentous flight for the sake of an out of date logger.

There were some changes on the ladder last year:

As many of you will know you can now select your task as the classic format or the variable sector format pioneered by Jim white and Tim Scott when you enter your flights

### Task Icons

The Ladder has become considerably more competitive over the past few seasons and concerns have been expressed regarding the validity of a relatively small proportion of flights in respect of pre-flight declarations.

The logger upload program now compares the electronic declaration with the ladder declaration and reports results in the form of icons, as shown below.

	Declaration Valid
	Self-Validated Declaration
	Declaration does not match *
	Club Task - No declaration required
	No declaration found *
	No logger file found *
	Non-IGC logger file
	Undeclared task
	Height Gain only - No declaration required

Where no valid declaration is found for tasks marked \*, it may be possible to self-validate the declaration by using the flight edit function (click the edit icon  near the end of flight details row). See the edit page for more information.

This may be problematic for those whose loggers are not connected directly to their flight planning hardware i.e. where you are using an Oudie and log your flight on a farn which is not connected to it. In such a case you may notice a 'declaration not valid' message in 'see you' when you look at

your statistics under the declared task heading. So you will have to do a self-validated declaration as described above.

Here is a summary of the final ladder positions for 2014

### Open Height ladder

Position	Name	Score
1	William Parker	1000
2	Richard Crockett	979
3	Geoffrey Lyons	464
4	Jeremy Gilbey	336
5	Jane Moore	250

### Open distance Ladder

Pilot	distance flown km	flights	Avg kms
1 Jim White	4369.6	19	230
2 Denis Campbell	3030.5	10	303
3 Geoffrey Lyons	2766.8	13	212.8
4 John Otty	1961.3	9	217.9
5 Robert Smith	1773.8	8	221.7
6 Alan Johnstone	1276.7	4	319.2
7 Stephen Williams	1181.6	8	147.7
8 Jane Moore	1153.6	8	144.2
9 Jake Brattle*	717.7	3	239.2
10 Glen Alison	690.6	3	230.2
11 Doug Hilton	615.9	3	205.3
12 Richard Crockett	528.6	2	264.3
13 Simon Vardigans	353.0	2	176.5
14 Nils Wedi	297.9	2	148.9
15 Jon Sugden	238.6	1	238.6
16 Barry Michael	136.7	1	136.7
17 Jeremy Gilbey	131.9	1	131.9
TOTAL	21224.8	97	218.8

**And the open ladder**

Position/ Pilot	distance flown km	flights	Avg kms	Total points
1 Denis Campbell	4369.6	19	230	13419
2 Jim White	3030.5	10	303	13033
3 Geoffrey Lyons	2766.8	13	212.8	10443
4 John Otty	1961.3	9	217.9	9382
5 Robert Smith	1773.8	8	221.7	8997
6 Alan Johnstone	1276.7	4	319.2	7975
7 Stephen Williams	1181.6	8	147.7	5517
8 Jane Moore	1153.6	8	144.2	4980
9 Jake Brattle*	717.7	3	239.2	4283
10 Glen Alison	690.6	3	230.2	3800
11 Doug Hilton	615.9	3	205.3	2901
12 Richard Crockett	528.6	2	264.3	2135
13 Simon Vardigans	353.0	2	176.5	1808
14 Nils Wedi	297.9	2	148.9	1324
15 Jon Sugden	238.6	1	238.6	612
16 Barry Michael	136.7	1	136.7	551
17 Jeremy Gilbey	131.9	1	131.9	
TOTAL	21224.8	97	218.8	

\* Nobody quite knows how Jake Brattle comes to be in our club ladder. So everyone below Jake can move themselves a place higher up the table

**Last point**

Is everyone happy with the current club tasks? Do they work well for you? They can be programmed into your logger and flown without pre declaration in either direction. You can check them by going to my flights on the BGA ladder page and logging in with booker as your club. Drop me an email if you forget your password.

Let me know if you have any changes you would like to be considered.

Look forward to seeing you at the club

Jeremy Gilbey [jeremy@gilbey.eu](mailto:jeremy@gilbey.eu)

## 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 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 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 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](mailto:BookerGC_Instructors-subscribe@yahoogroups.com) and *include your 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 membership number.*

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**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](mailto:williamparker275@gmail.com)). Please note new email address

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