



The Longest Day. Sat 12th
 Fun, flying and food for all the family.
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The Booker Newsletter

How to make sure your badge claims are accepted by the BGA. See Page 5

<p><i>From the Chairman</i> <i>From the CFI</i> <i>Members' Achievements</i> <i>Dates for your Diary</i> <i>Payments for Damage</i> <i>Financial Update from the treasurer</i> <i>Getting your Silver C</i> <i>Klippeneck Report</i> <i>The Longest Day</i></p>	<p><i>Plenty of tightly packed stuff in this month's edition. There's a wake up call from Richard about reporting damage, a financial summary from Graham M, an article from Doug about making your badge claim stick and a great review of the Klippeneck expedition from Jon Sugden. Plus some outstanding achievements and full details for the Longest Day.</i> <i><u>William</u></i></p>
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From the Chairman

We are off to a flying start in July with our Longest Day celebrations on the 12th July. We have been offered a new lease to the airfield on similar terms to our existing tenure. This will keep our lease negotiation team busy for some time to come sorting out the detail. We will update you as we go along. We had a very successful expedition to Klippeneck with many memorable flights, Simon achieved Gold distance, whilst here at Booker Bob completed a memorable 500km flight, well done, and there are more details on the expedition in Jon's article. We have purchased an ASW 19 to replace the Pegasus which sadly is beyond repair following its landing ground loop there. Congratulations also to Mike Gatfield who won convincingly at Sherington Regionals (perhaps he will give his father a few tips on how to do it!). Graham has drawn up a fantastic crowd funding scheme which will help the Club's future development with more details below. We have been doing a lot of flying in this recent spell of good weather, many thanks for the hard work by all those who have made this possible. We look forward to the weather continuing. Wishing you safe and exciting flying
 Denis



From the CFI

I'd like to start this month with a small grumble. At some point in the last month one of our K13's 'KLA' incurred a significant amount of wing tip damage whilst being moved in or around the hangar. Sadly this damage went unreported and was only discovered by the next person to conduct the daily inspection. Unfortunately the day on which it was discovered was a busy gliding day, leaving us a K13 down and losing the club valuable business.



The major issue here is that whoever caused the damage chose not to inform a staff instructor and this is completely unacceptable. We all accept that damage occurs from time to time and providing that someone is told it's not a problem, no one is perfect.

It surprises and shocks me that someone has been so dishonest and willing to let the glider fly again, potentially putting lives in danger. It's completely inexcusable.

All I ask is that if you damage a glider in any way, please, please come and talk to us.

Moving on to nicer things.....!

As you will read in Jon Sugden's article we all had a ball of a time in Klippeneck, the airfield really is one of the most fantastic that I've ever flown at!

I recall this time last year writing about the importance of expeditions but I cannot emphasise this point enough. The sport of gliding is all about adventure and several of us travel all over the world to follow this incredible voyage of discovery. Booker is one of only a couple of clubs in the UK who run 3 very different expeditions every year which enables members to experience different landscapes and types of lift.

But expeditions aren't just about the gliding; they're a fantastic way to get to know your fellow club members. I could talk all day about just how fantastic expeditions are, all I will say now is that our final expedition of the season to Aboyne is almost full so if you would like to attend contact the office ASAP. I'll also shortly be putting up a list for Klippeneck 2015; places will go almost immediately so be ready to get your name down!

As Denis has reported we have an immaculate ASW19b joining our fleet. The 19 is competition ready and is fully kitted out with a fantastic panel with contains amongst other things an LX7000. We're also getting 'ECZ' ready for a trip away to be refinished and therefore it will be rejoining the fleet in the coming months.

The motor glider is out of action for a while whilst the wings are recovered and repainted and we hope to have it flying again later in the year. If anyone wishes to do any motor glider flying please come and see me and we'll see what we can do.

before I sign off, we've got our Longest Day Event coming up on the 12th June. Flying kicks off from 5am and there's various activities and food throughout the day. For further details please see the posters in the clubhouse or contact the office.

See you there!!!

Richard

Members' achievements

Chris Arnold - Bronze badge completed

Simon Vardigans – Gold Distance and Diamond Goal

Bob Smith - Diamond Distance - 500k

Richard Aldous – 750k

Mike Gatfield - winner of the Sherington Regionals

Congratulations to Chris, Simon, Bob, Richard and Mike.

New Member

Neil Coggins has re-joined as a new member and has brought his glider to the trailer park. Please welcome at the launch point.

Dates for your Diary

- Booker's next HDT Comp 23 -31 August
- Aboyne Expedition 4 -19 October

Payments for damage

The committee have agreed that there should, in certain circumstances, be an excess charged for damage to club gliders. The basic charge will be an excess of **£350** for each instance of damage or the cost of repair for relatively minor damage. This will primarily apply to club members flying club gliders for local and cross country soaring or in competitions.

Exemptions to this charge include all pre-qualification flights whether with an instructor or under the guidance or direction of an instructor. Likewise all instructors flying in their official capacity will be exempt.

Financial update and a proposal

Normally I write about the club's finances in November when we know the year end results, but this year is somewhat special and that is why I am writing now.

Our lease comes to an end on 31st July and with the change of ownership of our landlord (Airways Aero Association) life has been a little uncertain. To say that everything has been resolved would be an exaggeration, but the general picture is definitely looking rosier and we have security of tenure for many years to come. Don't hold your breath, on past experience negotiations will take a long time, but this does not need to hold us back from developing the club.

Capital and Revenue

As treasurer of a club, I would not be popular if I set out to make a profit. Members consider that membership fees and launch costs are quite enough already, so our only major source for increasing revenue is greater volumes of business. Recent years have seen our membership numbers achieve stability, we manage to make up the normal losses in numbers and each year achieve close to break even on the Profit & Loss account. Our accounting policy ensures that minor capital expenditure is covered by revenue income.

Increases in charges have been kept to inflation rates and soaring costs have remained steady for the last three years. We are always dependent on the weather, but this year is looking good and assuming the sun keeps shining I am confident that the year end will show an improvement on last year.

However, because of our results over the last few years it has not been possible to put aside any reserves and we now need to renew our fleet. Over the next two years it is planned to:-

Replace 987 with an equivalent glider
Refurbish ECZ (The K21)
Refurbish WT and replace engine (The motor glider).

We need to refurbish WT so that members can be trained and have check flights for cross-country, field landing and navigation training. Without WT our ability to support cross-country flying will be lost and one of the essential facets of Booker as a club will be lost.

The K21 needs to be refurbished to ensure that we have two K21's operational and enable us to take one on expeditions whilst maintaining the "home" one for trial lessons, training and aerobatics.

The estimated costs for these refurbishments are:-

Replacement for 987 – Will be covered by the insurance on 987
ECZ - £21,000
WT - £20,000 to 40,000 depending on the extent of refurbishment and timing of engine replacement

I estimate that we need to establish a fund of £50,000 to cover capital expenditure over the next two years.

I am proposing that this funding be provided by members and have outlined the mechanism below. I will be writing to all members with details of the scheme.

Funding mechanism

The Club would issue 25 bonds each of £2,000
Members could purchase bonds as a syndicate
No interest would be payable, but each holder of a bond would be entitled to three free launches (2,000 ft.) per annum
The cash raised would be held in a separate bank account and only used for major capital expenditure approved by the committee.
The bonds would be secured on the value of the gliders purchased or refurbished.

Bonds would be repaid over ten years and a redemption fund would be set up to achieve this. In the event of the death of a member, bonds would be repayable within six months.

Normal repayment of bonds would be decided by drawing lots for the choice of the 10% of bonds repayable in any one year.

Graham Morfey

Getting your Silver C (avoiding some of the pitfalls)

Over the last 2 or 3 seasons I have been approached by many hopeful pilots wanting to claim their height, distance or duration (or all 3 elements) of their Silver C badge. It's clearly an exciting moment in these pilots flying progress and sometimes awkward to leave the pilot crestfallen when the claim cannot be processed as they have not taken the necessary steps to record their achievement.



There is no doubt that the pilots in question have undertaken the flight in question but without the supporting evidence the badge(s) cannot be awarded and would in any case be rejected by the BGA.

The purpose of this article is to give a few pointers that should make gaining the badge more straightforward and leave you to concentrate on the actual flying on the day.

The FAI Sporting Code states *“When processing the evidence supplied, Official Observers should ensure that these rules are applied in the spirit of fair play and competition.”* Official Observers have a goal to make awards, not turn them down for minor errors and can often help if it is just a case of capturing incomplete data or pointing out that the flight meets requirements for other badges but underlying all this they are checking that the claimed task conforms to the rules.

At the risk of introducing some nostalgia (not all good), going back 15 or more years, up and coming pilots would observe the antics of the ‘experienced’ pilots preparing for badge flights coming out of their trailers coughing and chocking from where they had smoked mechanical barographs, rushing round to find an Official Observer (OO) to sign and seal the barograph and then get them to have their photograph taken holding the flight declaration with the camera that was then used to photograph the turn points in order and then take a final photograph upon landing.



With all this going on it was a case of ‘monkey see, monkey do’ and we learnt how to prepare for badge flights by osmosis rather than formal instruction. Roll forward to today and the age of electronic flight recorders, GPS, moving maps etc. it is far less obvious what the ‘experienced’ pilots are doing prior to flight where they just seem to get in, fly and then claim their achievement be it a badge claim, ladder or record flight.

They are still making a declaration and recording the task conforming to the FAI Sporting Code, they are just doing it with equipment in the glider and none of the rushing around that used to go on and asking them what they are doing when they are planning to set off on their own task isn't the best time to get a quality response.

So what do you need to do?

- Prepare beforehand – this might seem obvious but the more you do beforehand, the less stressful the actual flying is. This includes met, NOTAMs, route planned, map prepared, glider fully prepared for flight, drink, hat, sun cream (all things covered in gaining your Bronze C and cross country endorsement) and most importantly flight plans discussed and approved with the instructor running the launch point on the day before setting off.
- Have a working flight recorder/logger – the club has a mix of EW B and D recorders (these only record height) and they need to be plugged into the GPS in the clubs gliders to record position data. Find out how they work, check the battery condition; check they have sufficient free memory to record the flight. The club gliders are being fitted with Flarm devices which record height and position data – learn how to use and download the data recorded.
- Make out a flight declaration and get it signed by an Official Observer (OO).
- Fly the flight and on landing ensure an OO supervises the removal of the logger and downloading of the flight data (it's no good presenting it to them a week later as they have no way of knowing what flight it relates to).
- Complete a [BGA Claim form](#) filling in all the relevant sections – your OO should help you through this but try to do as much as you can yourself (it's worth giving the Claim Form a quick read as it highlights the requirements for a successful claim). One section requires a 'Launch Certificate' for which you need to track down the tug pilot who launched you (if it's our full time tuggy a beer may help!).
- Send off your completed claim to the BGA.

The points above are a simple summary of practicalities of what to do, there is lots of good information on the requirements available in the [BGA Laws and Rules \(part 3\)](#) and [Annex C of the FAI Sporting Code for Gliding](#) has an excellent Pilot Guide designed to assist pilots make successful flight claims. Finally – get out and practice, hone your soaring skills and enjoy the flight.



Doug Hilton

Klippeneck Expedition

This year saw Booker visit Klippeneck Gliding Club in Germany for the first time. Situated on the edge of the Black Forest, on top of a 3000' plateau, just flying from the airfield was an experience in itself, with some spectacular scenery.



View from the airfield with the Black Forest in the distance.



Airfield from the air

July 2014

The set up at the airfield was fantastic, and the Germans were excellent hosts. There was onsite accommodation for everyone, including camping, and morning briefs were conducted in the dining room after a very civilized buffet breakfast.



Ready for the morning brief

The soaring conditions in this part of Germany can be fantastic and we were treated to two weeks of great weather, which allowed flying every day. There were often stories of 6-8knt average climbs to over 8000' with cloud bases getting up to 10,000'! Members made the most of the conditions, completing numerous XC flights, many at well over 100Kph, Richard Aldous completing a 750km flight and Simon Vardigans completing his Gold Distance and Diamond Goal.



Booker members, gridded and ready for action!



A taste of the local scenery

On days that weren't soarable, members got the opportunity to try their hand at winching in the Duo.



'May the force be with you!'

The fun continued in to the evenings with a great selection of restaurants and we even tried our hand at authentic German Bowls. Nick Jennings provided some musical entertainment and Simon Vardigans had most of us scratching our heads with his card tricks.

Booker expeditions are designed for pilots at all levels to expand their gliding horizons and Klippeneck was no exception. They are also a fantastic opportunity to socialize with fellow members. A great time was had by all and our thanks go to Richard for all his work to make it such a success.

Jon Sugden

Longest Day programme –Saturday 12 July

OK so it's not really the longest day, but we aim to pack in a whole lot of fun (weather permitting).

Launching will commence from 5am with a morning of bungee launching. Come and have a go, you only need three to get the endorsement on your EASA licence.

As the day progresses there will be a number of flying activities. Providing the conditions are suitable we'll be dual aero towing, we'll have an aerobatics competition (with prizes) and fingers crossed, we'll have a cross country competition task, again with prizes.

As to food, breakfast will be served from 0700 and lunch from 1200.

The day will finish with an evening BBQ. This year we've decided to have a theme, which will be Hawaiian, so dig out your best shorts and loudest shirts!

Costs will be: Bungee launches - £10

- Breakfast - £5
- Lunch – £10
- Dinner - £15 (Includes drinks both soft and alcoholic)
- 'All 3 Discount' - £25
- Kids under 12 - £5 per meal

The day is open to friends and family so please bring all along. Trial Lessons will be charged at member's rates for one day only, first come first served.

Please inform the office of your BBQ numbers and also if you wish to attend the bungee launching session – we need a minimum number of 10 to make it work.

See you there!

Richard C

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

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