

A retrieve
adventure
page 8

Booker Regionals – page 2



Inter-Club League round 2 – page 6

CONTENTS

<i>page 2</i>	<i>The 2019 Booker Red Kite Regionals</i>
<i>page 4</i>	<i>Chairman's view</i>
<i>page 6</i>	<i>Members' achievements</i>
<i>page 6</i>	<i>Inter-Club League round 2</i>
<i>page 8</i>	<i>The piece of cake – a retrieve tale</i>
<i>page 9</i>	<i>Cross country kit</i>
<i>page 10</i>	<i>Wave flying kit</i>
<i>page 10</i>	<i>Pilot Profile – Mark Dyos, future airline pilot</i>
<i>page 11</i>	<i>What about Klippeneck?</i>
<i>page 12</i>	<i>Housekeeping</i>
<i>page 12</i>	<i>New arrival at Booker – stealth tug</i>
<i>page 13</i>	<i>British Juniors head for Hungary</i>
<i>page 13</i>	<i>Dates for your 2019 diary</i>

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The 2019 Booker Red Kite Regionals

The nine days of the Regionals saw cross country pilots lining up to vie for the trophy – but more importantly to have fun. Nils the Met Man did his usual excellent job of ensuring that we extracted the most from the weather



available, and in the event there were 4 contest days, 4 scrubs and one mass landback after the gate opened. Tuesday's weather offered some of the best weather for years and some pilots recorded very fast speeds - a particular mention here for Howard Joseph who achieved 96kph in the club ASW19. There was one day with several landouts, mostly the retrieves were without incident, but see 'A Piece of Cake' later in this issue for one that was slightly more complicated.

The podium places went to:



1st place – Denis Campbell



2nd place – Jim White



3rd place – Jan McCoshim and Dave Byass
(Jan collecting the booze from Richard)

The comp could not have taken place without the efforts of the officials and helpers:

Director – Richard Crockett

Task setting – Richard, Jim White and Nils Wedi

Met – Nils Wedi

Scorer – Pete Wyld

Control – Bob Smith, Jane Moore and Nick Jennings

Grid marshal – Bob Sinden

Tug pilots – James Roland, Rob Turner, Bob Davey, Phil Marks from Shenington GC (who brought a tug with him too), Andy Monk, James Gibson

And not forgetting John Hubberstey for breakfast bacon rolls and evening barbeques.

Here's a selection of pictures from the week.....

161 good finish



Phil and the Supermunk



Andy representing Booker tuggies

Speedy Howard



Grid Marshal Bob, Treasurer John and Met Man Nils

Members' achievements

Mark Dyos – conversion to Junior

Mark has been busy recently, not only has he converted to the Junior, he has also gained a place at CAE at Kidlington to train as an airline pilot. He is our [Pilot Profile](#) later in this issue.



Jetsada Machom – conversion to Junior

Jetsada has also converted to the Junior – and wins the prize for obscure T shirt slogan.



David Lowe – conversion to Discus turbo

David has taken his first flights in his newly acquired Discus

Inter-Club League – round 2

The weekend of 27th/28th July saw Booker hosting Lasham for the second round of the InterClub League. The weather was less



than ideal and Saturday was scrubbed as the cooling rain fell on ground scorched by the week's heatwave. However, the visitors were well entertained with bacon rolls for breakfast, an evening barbeque, and in between a thorough brief on the intricacies of flying at Booker.

Sunday dawned overcast but Nils the Met Man was optimistic for a clearance and Jim set a series of tasks for the 3 classes. The grid launched at 2pm into a gusty sky and set off. In view of the wind the Novices fell back to a local task but the Intermediates had 115k and the Pundits 155k. In the end the Lasham team of European and National champions beat the Booker team, the winners in each class were as follows:

- Pundits – Mike Gatfield (showing the benefits of starting as a Booker cadet)
- Intermediates – Toby Freeman
- Novices – declared a draw

The event would not have been possible without:
Bob Smith – Team Captain
Nils Wedi – Met
Jim White – Task Setter
Pete Wyld – Scorer
Bob Sinden – Grid Marshal and joint Team captain
James Roland and Mike Richardson – Tug Pilots
David Hamilton – grid launching
Cadet Varun – log keeping
John Hubberstey – Chef
...and not forgetting Mike Sinclair for tidying up the trailer park



Jim finishing



Booker's novices, Luke and Stuart



Lasham invasion



Steve Jones in his Arcus

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The piece of cake

It was going to be a piece of cake. George had flown 293k of a 305k task on a difficult day 5 of the Booker Regionals with just two finishers. Rained out on his final glide, he landed in a field at the foot of the ridge near Lewknor. It was about 5.30pm when his retrieve call came in so with Curry Night starting at 7pm it seemed a dead cert to hitch up, drive 10 miles down the motorway, de-rig and get back in time for the poppadums.



George was at the roadside, on his phone, looking a bit anxious when John Hubb and I caught up with him. We could see the glider way out across a cut rape field. It looked like bish-bash-bosh and away. But ... 'the gate is locked', said George ominously, so we looked for ways to lift the gate off its hinges but that was never going to work.

Then George gets through to the owner of the field who wants £100 to turn out to unlock the gate. Stuff that! There must be another way into the field. It's a huge field with at least four gates. An hour later we have found all the gates and they are all padlocked, in some cases with three or four locks. (Note: a pair of bolt cutters and a spare padlock in the trailer can be useful when retrieving in traveller country.) There's a long conversation about how many people it takes to carry a glider out over a five barred gate - answer, at least 6 or 8. George suggests we head for the nearby Leathern Bottle pub, the idea being to buy a huge round of drinks, maybe several, until the locals are so pissed they can be persuaded to turn out and carry the glider over the gate. Drawbacks: it will take forever, cost a fortune and they would probably drop it. The icing was coming off that piece of cake.



The owner of the field had agreed to give George the key, in Maidenhead, the following morning. Facing defeat, we prepared to take covers and a trestle over to the glider, tuck it up for the night and head for the curry house. This was music to John Hubb's ears because he was seriously concerned about the longevity of a piece of fish waiting in his fridge for supper. (In the end he got back for his haddock okay. It was just five hours later!) As we walk out to the glider - in case you don't know, walking across a cut rape field in shorts with no socks is like wading through a carpet of clawing kittens - when low and behold a figure is racing towards us on a quad bike. *How did he get that quad bike in here?* It turns out this chap, a really helpful guy named Paul, has a small gate from his back garden into the field and he's willing to give it go! We drop the covers and trestle and climb onto the back of the quad bike to investigate. Now we hare along the side of the field being flayed by overhanging nettles and briars. When we get to the gate it looks do-able. Only thing is, we'll have to de-rig in the field and carry the wings, and then wheel the fuselage, through his back garden - passing a low privet hedge, avoiding a trampoline, turning left onto a gravel path, through the orchard and around the house to where it is hoped we can position John's car and the trailer.

This list is not exhaustive but it will set you up for going on retrieves and looking after the gliders you fly.

.....and wave flying kit



It's worth checking your oxygen cylinder etc at this time of year so that you are ready for the autumn wave (the list for the Aboyne expedition is on the noticeboard in the clubhouse). Cylinders should be tested every 5 years – and you can get a refill at the same time.

Pilot profile

Mark Dyos – airline pilot in the making

What got you interested in gliding?

I've been interested since I was young, my dad used to take me plane-spotting at Heathrow, and my uncle was a Virgin captain and I used to talk to him about flying. I also spent a lot of time on flight sims. I had my first flight when I was 15, in a Booker K21 on a BA work experience trip. Then I started power flying at Biggin Hill and accumulated 8 hours in a PA28, but I had to take a break because it became too expensive to keep up. I went back to BA and took on the role of ambassador, which involved going to schools and corporate events. I found out about the Air League scholarship programme, applied and was lucky enough to be awarded a 2 week course at Booker. I took this up in August 2018 and I went solo in the second week. I had to study for my A levels after that, but now my exams are over I'm back gliding, and I have a job as a ramp agent at Gatwick so I can afford gliding.



What's the buzz?

I like the sensation, and the responsibility and control along with the views – plus it's interesting flying close to other aircraft.

What stage are you at?

I've gone solo, but I'm getting back into it after my study break. I recently converted to the Junior.

What are your goals?

My main ambition is to be an airline pilot – I have recently been accepted into CAE Oxford Aviation Academy to do the integrated ATPL course. I think gliding is a good basis for other sorts of flying. As for gliding, I want to get my Bronze this year, and eventually become an instructor – it would be nice to give something back. I'm definitely interested in going on an expedition



A typical Klippeneck sunset....



...followed by a typical Klippeneck dinner

Housekeeping reminder

We have a tea bar in the clubhouse for the benefit of members, with a sink for washing up any items used for food and drink. If you use these facilities, please clean up after yourself, and don't expect others to wash up, empty the bins etc. The same applies to the toilet – please empty the bin, refill the towel dispenser etc if you notice that it needs doing.



How to wash a cup

New arrival at Booker

To help out with our current shortage of tugs the club has rented a Pawnee which was surplus to requirements at Halton. It currently has a rather sinister paint job which maybe matches its G-reg. It requires a bit of work before you see it out on the field.

The Booker pilots were waved off by Camilla who came along specially-happened to be at Halton for an event that day.



British Juniors head for Hungary

The six members of the British Junior Team are in Szeged, Hungary for the 11th FAI Junior World Gliding Championships, which runs from 28th July to 10th August. They are mostly funding the trip themselves but have set up a GoFundMe page for anyone who would like to support them, here's the link: <https://bit.ly/jwgc2019-fundraising>.



You can follow the action here:

https://www.soaringspot.com/en_gb/11th-fai-junior-world-gliding-championships-szeged-2019/

Dates for your 2019 diary

- 14th – 15th September: Whispering Wardrobes Vintage weekend
- 12th – 27th 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 ID 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 ***

July 2019

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

**Published by Booker Gliding Club
WYCOMBE AIR PARK, MARLOW, BUCKS SL7 3DP
Office Tel: 01494 442501**

Booker Gliding Club Ltd 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

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