

Booker Gliding Club

Newsletter

June 2020

Regionals
update

-
Page 3

Two-seater flying – back soon!



The club is temporarily based at Chiltern Park

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The return of two-seater flying

Following the recent Government announcement that the distancing requirement is to be reduced to 1m, two-seater flying will re-commence from 4th July, initially in the Duo Discus at Chiltern Park. A guidance note on Phase 2 of our return to normal operations has been sent to all members setting out the details of Booker's policy for a safe return to two-seater flying. The initial focus will be on tug pilots and instructors, plus solo pilots who need check flights before flying solo again. The following summarises the main points, but for full details please refer to the [guidance note](#).

Who may fly?

All who have [flown solo since 1st July 2019](#) in either gliders or tugs.

Medical requirements

Members must be in good health and should strictly follow the UK Government guidance on identifying the symptoms of COVID-19. Any member with virus symptoms must stay at home and follow medical guidance.

Members with an EASA licence must have a [valid medical](#) - a minimum of EASA Class 2 for an SPL, or a LAPL medical for those using an LAPL(S).

Members operating under the BGA system must meet (and provide evidence for) the [medical requirements detailed in Laws and Rules](#).

Membership

Pilots must either hold current [full membership](#) or have a current [course membership](#). For those with a course membership which expired in the period 23rd March 2020 to 31st July 2020 will receive an email extending their course until 31st December.

Towing

Tug pilots will be invited to refresher training with a member of the senior towing team. This will feature a Zoom ground school session, followed by some off-tow flying and then aerotows as required in order to return you to solo operations.

Instructors – Full and Assistant Category

If possible, instructors should have flown enough to be current since recreational flying resumed in mid-May.

An instructor Zoom session to discuss flying training will be announced shortly. Before that session and a return to flying, instructors are expected to refresh their theoretical knowledge via the BGA's online instructor resources.

Instructors will do some mutual flying to refresh their skills with each other. The CFI and senior instructing team will always be on hand to aid any instructor that requires it.

Instructors – Basic

Basic instructors will sadly not be required during the initial stages of Phase 2, however, they are expected to join the instructor Zoom session and refresh their theoretical knowledge via

the online resources. Once most Full and Assistant Category instructors have returned to full capability, Basic Instructors will be invited to conduct refresher training with selected instructors. Please do not conduct mutual flying with each other without specific authorisation from the CFI.

Flight safety

As always flight safety takes precedence over all other aspects of operations. Many pilots returning during Phase 2 will not have flown for several months and it may take some time to return members to solo flight.

On each flying day a briefing is conducted over Zoom – while we are at Chiltern Park this is usually at 0830 - and announced on the club WhatsApp group (if you are not in the group, as the CFI to add you). Any member wishing to fly must attend the briefing.

Any member wishing to fly solo must first obtain permission from the CFI or nominated deputy. Permission will be given case by case taking into account an individual’s ability and the conditions of the day. Any decision made will be based purely on safety, and in all cases the highest levels of caution and risk analysis will be employed, regardless of experience or ability.

Booked flying and Office

The office remains closed and no pre-booked flying is available. Training is first come first served with priority given to those who need it most.

WhatsApp group

Most communications to club members, including Zoom session details, are currently delivered through the club WhatsApp group. Any member is welcome to join the group, just ask the CFI (contact details below).

Phase 3

Phase 3 will see a return to training for those members working towards solo but have not yet flown solo. It should also see a return to trial lesson and short course flying; however, it is unclear at this stage when we will be able to accept members of the public flying.

Further Information

Ask the CFI at cfi@bookergliding.co.uk, or 07970 465918.

Information on COVID-19 symptoms, distancing guidelines and PPE can be found at <https://www.gov.uk/coronavirus>



Booker Regionals 2020 – revised date

The Regionals will be run at Chiltern Park. It will be a 7-day comp running from **Saturday 11th July to Friday 17th July**. We cannot continue to the second weekend because parachute jumping is resuming at Chiltern Park and they will be operating on Saturday 18th July.

There’s still time to enter!



The Chiltern Park Challenge

We are still based at Chiltern Park, courtesy of Dennis Pearson of Chiltern Airports, and getting more people into the air, both tug pilots and glider pilots. We are also planning on-line sessions for instructors to prepare them for the imminent return to two-seater flying. Duo Discus 315 has been retrieved from Lleweni Parc where it was on loan to Denbigh Gliding, and GH is back from a spell with the GSA at Cosford. We have also welcomed some new members with their gliders, one of which features this month as our cover photo.

Jim White directed a mini-comp over the weekend of 14/15 June, with weather forecasting by our very own Met Man Nils Wedi. Day 1 was a bit breezy but a cloudbase of 6,000ft enabled some fun on Day. The winner was Denis Campbell in his starship, with Nils Wedi in 2nd place and Bob Smith 3rd. <https://www.soaringspot.com/.../mi.../task-1-on-2020-06-13/daily>

The day ended with a bbq in the trailer park and some stormy skies both at CP and back at WAP.

Denis about to launch



On Day 2 the weather did not co-operate so the day was scrubbed. Howard Joseph launched and got round the task (in his turbo Ventus) and Zeljko Livancic did it from the comfort of his own home on Condor. However, the weekend was a good test of Covid comp rules as well as an opportunity for some racing. Fast launching too. All we need is the weather.



the barograph, the pilot headed for a small and very smelly little hut out near the blister hangar. Inside, the floor was littered with half burned spills of masking tape. It looked like a junkie's den which I suppose in a way it was. The trick here was to carefully remove the drum from the barograph (without bending the very flimsy needle), clip on a new sheet of paper and with a twist of burning masking tape in one hand and the drum of the barograph in the other, direct any stinking acrylate smoke as did not go up your nose onto the drum, coating it with soot. The drum then had to be VERY CAREFULLY reinserted into the barograph, which was sealed with brown paper tape, signed by an Official Observer (OO). The whole thing went onto the shelf in your glider and - provided you had remembered to wind it up ('Duh, forgot to wind it up' was the agonising end to many an XC achievement) it would tick away behind you as you set out on task. (It was also vital to remember to carry a small stack of change in your pocket because a landout often meant a long hike to a public phone box to call in to the club for a retrieve. A road atlas helped too.)

Approaching the first turnpoint brought quite a test of flying skill. On the edge of the canopy beside the pilot's shoulder were mounted one, sometimes two, small black and white film cameras. Before taking off the pilot had to align these such that the wingtip appeared in the centre of the viewfinder and then, for XC novices, the arrival at the turnpoint involved slipping and skidding around until the wingtip was pointing at the turnpoint feature. Assuming the pilot made it around the task there now followed the most delicate operation of all with the Winter barograph. Under the supervision of an OO the signed brown paper seal was broken and the instrument opened, and with luck there would be a record of the flight scratched into the soot on the drum. The record was now in a very delicate state. If the paper strip containing the trace was touched or dropped onto the grass it was likely that the trace would be obliterated. This is where the hairspray came in. Holding the paper strip up the pilot would direct a jet of spray onto the trace to preserve it, but this required care - aim it too close and the spray could blast the trace off the backing paper altogether.



Bloggs was beginning to think there had to be a better way

But validating this flight was far from over. The sealed camera containing the turnpoint photographs had to be opened in the presence of an OO or an instructor and the film removed. There would be an anxious day or two waiting for the developed film to come back – having instructed the chemist on no account to cut the negative strip into separate frames. If it showed your wingtip pointing at the turnpoint feature from the correct angle all was fine. But on many occasions the lights burned late into the evening while senior instructors debated whether a particular shot demonstrated the presence of the glider in the sector. The two-dimensional image was expected to reveal a three-dimensional reality! Now (for badge and record claims) the evidence from the flight - the declaration, the barograph trace, the OO confirmations and the turnpoint photographs - were

all packed up and posted to the BGA. If all was approved, a week or so later your endorsed certificate and badge would pop through your letter box.

So next time you're waiting to launch and feeling miffed that your LX9000 or your Oudie isn't showing the airspace in quite the right colour, just think - you could be sitting there with the stench of burned tape in your nose, your fingers coated in soot, your cockpit full of smudgy photocopies of turnpoints and facing inadvertent aerobatics at all the turnpoints.

William Parker



More tales from the past

Not since Spanish 'Flu has a global pandemic had such a devastating and unexpected impact on our everyday lives. Our gliding has been not been spared, and many of us have so far not even flown once in 2020 – although this may be about to change.

Some of us will undoubtedly still be experiencing withdrawal symptoms for quite a while yet. Bob Smith, with others, has started up a multiplayer Condor 2 Simulator group which sounds a lot of fun (see last month's newsletter). Another idea that has occurred to me is to provide access to some thought provoking articles about gliding to maintain 'gliding-mindedness' until such time as we are all able to experience once more for ourselves the excitement of flying in real gliders.

I approached Susan Newby, Editor of the Sailplane & Gliding magazine, and she kindly gave her permission for us to use some of the historic items from past issues of the magazine. She was particularly interested that this might increase awareness of the rich archive of written material on gliding which has recently been donated to the BGA and is available for all to read at the click (or two!) of a button. Briefly, a glider pilot from Lakes Gliding Club, Peter Redshaw, started a project to photocopy every issue of the principal UK gliding magazines, since Sailplane and Glider started in 1930 (- 2009), as well as the VGC News since 1973 (- 2003). His dogged determination to complete the work attracted the enthusiasm of Wally Kahn from Lasham GC, who donated his entire collection of more than 150 gliding books to the BGA, and then set about fundraising to have those that were no longer under copyright *also* photocopied! Sadly both real gliding enthusiasts have since died, but their combined legacy is now available for all to peruse, on the BGA website:

<https://www.sailplaneandgliding.co.uk/archive>

I thought that short extracts ('Thought for the day...') could be placed on the Booker WhatsApp group without major disruption to the more important discussions, whereas more meaty items suitable for reading on a wet weekend could be attached to the newsletter, in the form of a link to the BGA Archive website. Let us know what you think.

Meanwhile we start this month with an interesting (!) story of a cloud climb during a world height record attempt in an open cockpit glider in 1937 (The current world record at that time was 14,190 feet). The link is: <https://www.sailplaneandgliding.co.uk/archive-item/volume-8-no-1-jan-1937> (go to page 10. 'The Lost Barograph'). A slightly edited version of this story appears below - we hope that you will enjoy it!

Nick Newton



An unofficial height record

Reproduced with permission from The Sailplane and Glider, January 1937

Hermann Seele started his flight from Hirzenhain, south of Siegen, on 23rd June during the eliminating trial for the Rhön competition. There had been fog until 10am, when cumulus appeared. At 2.40pm Seele was towed up to 1,000ft, cast off in an up-current, and rose towards a cumulus cloud. He twice tried to leave it for another cloud, but there was such a down-current the moment he left it that he had to return. "The cloud," he says, "had a milk-grey colour, its edges were smooth and did not hang downwards," and he therefore considered it was not a dangerous cloud. The base was at 4,600ft, and from that height it did not look very big. Moreover, he had had some experience of cloud-flying in aeroplanes. So up he went into it in his Rhön-Bussard and commenced circling.

His forward speed was 37 mph, and the variometer showed 4 metres per second rise. The altimeter needle moved steadily from the 2,000 figure to 2,500 (8,200ft). At this point the air became rough, and the rate of rise more than the variometer could register; the altimeter moved up to 3,200, beyond which it would not work, but luckily the barograph was visible. Soon this was seen to be showing just 5,000 metres (16,400ft), by which time the pilot was feeling thoroughly frozen, not having dressed suitably for the occasion – in fact he could hardly hold the stick at all.

Now things began to happen. A nasty jar threw his face against the cockpit front. He pushed up the speed to 56 mph to get out of the cloud, but didn't. Hail began to fall. His air speed got erratic, and during a steep dive the wind screen bent out of shape and then flew off. Immediately he was bombarded with hail, and in a few moments his face, chest and hands became iced up. He found himself talking to the Bussard in his distress but it took no notice; one moment he was being forced down in the seat, the next he was hanging in his straps. He tried to make it spin, but it wouldn't. He tried again, without success. The hailstones hurt his eyes so much that he could hardly see. Then in the middle of another dive, there was a loud noise; he was thrown against the right side of the cockpit, and saw the left wing break off and vanish upwards into the mist.



Rhön **ADLER** and **BUSSARD**
High Performance Gliders and Soarers
also for Aerobatic Flying

Miss Meakin soared on Bussard 50 miles Bristol-Shrewsbury.
 Hoffman on Bussard 112 miles Mannheim-Belfort.
 Hoffman on Adler during the Rhön competition soared 750 miles.

Delivery immediately

TROMMER - MICHAEL - FLUGZEUGBAU
MARKKRANSTÄDT b/LEIPZIG
AGENTS REQUIRED

It was time to get out, but Seele found his hands were too frozen to undo the straps. Fortunately these were rather loose, and he managed to extricate his legs and left arm and climb out. Then there was a violent bump, and he found himself hanging outside the fuselage, all except his right arm, which was held inside by the straps. Part of the right wing then broke off. The new holder of the unofficial world's height record tried to make it official

by rescuing his barograph, but he could not get hold of it in his awkward predicament, and soon his right arm came away (from the cockpit, not himself).

He was now free, and hanging from the parachute, which, however, was invisible – the parachute cords vanished into the mist above. His wristwatch, keys and knife dropped into the mist below. Then something appeared from below, sailed up past him and disappeared above, it was a wing from the Rhön-Bussard. Snow was falling, his arm was hurting, and his eyelids were so swollen that there was only a slit to see through. The snow changed to rain, and before long he was out below the cloud but too blind to recognise details of the ground below. A dark shape appeared; he raised his legs and covered his face; his back hit something, and then he found himself in a sitting posture. He put out his hand to discover what sort of ground he was on, but there wasn't any ground – only an empty void. He felt around a little more and found he was sitting on a branch of a tree.

Peasants came to look for him, but he was too hoarse to make himself heard. At last they found him and he gave them the number of the Hirzenhain Gliding School. His comrades arrived after an hour and a half, but it was another hour before they got Seele down to ground level and set off for hospital to get his arm seen to.

The barograph was never found.



© Rhönflug Oldtimer Segelclub Wasserkuppe eV

This is what a Rhön-bussard looks like.

“Mainly preserved in its original condition, the Rhön-bussard from 1937 is a rarity. Because it stands for German technical history and the gliding tradition on the Wasserkuppe, the Hessian State Office declared it a mobile technical monument in 2011.”

<https://tinyurl.com/yczw93mx>



Blowing the cobwebs away.....

.....wing walking at Chiltern Park

There's always something going on at Chiltern Park – gyrocopters, microlights.....and wing walking. We happily co-existed with the displays, switching to a circuit to the west while the Stearman and customers performed their displays to the east. Below are a few pics from the trailer park. If you have £449 to spare and meet the age and weight restrictions, this is the place to go: <https://wingwalk.buzz/>



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And finally.....a win for wildlife



U2077/20: Miscellaneous : miscellaneous plain language
Q) EGGT/QXXXX/IV/NBO/AE/000/020/5153N00113W002

WESTON ON THE GREEN 515246N 0011320W
RUNWAY 10/28 CLOSED DUE TO BADGER SETS ON BOTH THE EAST SIDE AND
WEST SIDE OF THE RUNWAY.

FROM: 07 May 2020 14:30 GMT (15:30 BST) TO: 01 Jan 2021 00:59 GMT

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**The flying operation is temporarily based at Chiltern Park
while Wycombe Air Park is closed**

The office remains closed

We will resume normal operations as soon as possible.

If you have any questions about flying or would like to join the Booker GC Whatsapp Group, please contact CFI Richard Crockett cfi@bookergliding.co.uk.

If you have any comments or questions about the club's current situation, you can contact Chairman Symeon Economou chairman@bookergliding.co.uk

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Dates for your diary (subject to change)

2020



- 11th – 17th July: Booker Regionals – **new date**
 - 25th / 26th July: Inter Club Leagues – Booker leg
 - 29th / 30th August: Whispering Wardrobes vintage weekend
 - 2nd / 3rd October:* *Elite London – new date*
 - 10th – 25th October: Aboyne expedition
 - 21st November: Awards Evening
 - 19th December: Members' Christmas party
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Club Communications

We use a Yahoo email group, 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.

The Yahoo groups have been superseded by Whatsapp groups. The current ones in use are:

Booker Gliding Club – general club information and notifications including details of online daily briefings

Booker Instructors – information and swap requests for instructors

Booker Expeditions – set up in the run up to each expedition.

If you wish to be included in any of these groups, contact the CFI.

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 ***

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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