



# The Booker Newsletter

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*This month we have a letter from Chiltern Park explaining where we can land with effect from August this year, a note from Dave Caunt about how to sign up to fly with him in the Duo and details of a vacancy for a course instructor for the summer season. There is further explanation of the Club Ladder from the new ladder steward Jeremy Gilbey, articles on the Booker Rules Comp and on the structure of new courses for 2011 by Jane Moore. Last but not least we have a brilliant article by Will Hilton about the recent Air League visit to fly a BA 777 simulator. As ever, thanks all round to the many contributors that make this, yet again, an edition packed with useful and interesting info.*

*William*

## Fellow Booker members,

Not long now folks and we should see some sun! The beauty of this time of year is that as soon as the sun comes through, with still relatively cool air, we get a good lapse rate. That combined with the sun's low angle, penetrating further under any cumulus that form, can produce surprisingly good conditions. Provided you are there of course. I see some folk emerging from their hibernation, rubbing their eyes and shivering, have faith it's coming soon! Be ready!

I listened this evening to two of our esteemed members talking about a day's flying at Talgarth last weekend and their sense of enjoyment was infectious. Knowing I had promised William I would write a piece for this newsletter, I drove home thinking about flying the ridges of the Black Mountains. If you haven't done so it's a real treat and it's not too late to sign up for the club expedition that Mike is leading from 2<sup>nd</sup> April. It is a beautiful area to visit, great flying with ridge and wave and lots to do if the weather isn't quite right.

Well another AGM has come and gone. My thanks to those who turned out on a chilly Saturday evening to lend their support.



The gist of my message was that we are financially liquid, we have the kit ready for a great season and that the Stadium fiasco seems to be faltering. But the most important message was one of thanks to all of you who have gone the extra mile to make our gliding club a continued success against some stiff challenges:

## Your Committee:

- **Adrian Hegner** – BAS (Tug maintenance)
- **Anne Roberts** - Company secretary
- **Denis Campbell** - Deputy Chairman
- **Emily Todd** – Young people
- **Geoff Tabbner** - Chairman
- **Graham Morfey** – Insurance
- **John Hubberstey** - Treasurer
- **John Herman** – Buildings
- **Steve Williams**

## Plus:

- **Mike Collett** – CFI and Glider Fleet
- **Chris Collett**– S&M
- **Rob Kehr** – Health and Safety
- **Andrew Betteley** – Chief Tug Pilot

## With help from:

- **Jim White, Alan Green, Gary Nuttall, Glyn Read, Denis Campbell, Jane Moore, Chris Collett, Mike Collett, Roger Neal, Martin Breen, Jon Gatfield, Adrian Hegner, Richard Martyn, Graham Morfey, Linden Porter, Nils Wedi** – The Stadium Opposition Team
- **Adrian Hegner** and the BAS team, **John Nicholls, John Sawney and Paul Sawney** – Tug Maintenance, and workshop certification to part M
- **Denis Campbell** – Deputy Chairman, Airfield management interface, political lobbyist and office team leader
- **Glyn Read** – Liaison with Wycombe District Council and rent review Negotiator
- **Hillary and Shelagh** – the ‘Office’, Administration above and beyond
- **Mike Collett** - CFI, Fleet Maintenance Supervision, Shobdon, Aboyne, Serres and Talgarth Expeditions Leader
- **Dave Byass and Robin Willgoss**– Glider maintenance
- **Rob Kehr** – Health and Safety
- **Anne Roberts** – keeping the committee on track and Company Secretary
- **William Parker** – Newsletter Editor and Cartoonist
- **Richard Martyn** – JCC Liason
- **Bob Smith, Denis Campbell, Gary Nuttall, John Portwin, Chris Collett et al**– Website redesign
- **Bob Smith, Emily Todd, Richard Crockett** – Youth Programme and Cadets
- **Jane Moore, Symeon Economou and Chris Collett** – The S&M Team
- **Doug Hilton** – Deputy CFI and Thame weekend
- **Bob Davy** and sometimes **Andrew Betteley** – Chief Tug Pilots
- **John Hubberstey, Graham Morfey and David Fogden**– the finance team
- **Bob Smith** (again) – MAX software support
- **John Herman** – property maintenance and a nice warm clubhouse.
- **Roger Neal** – S&G Correspondent
- **Tim Scott** – Mentorship scheme + **Jon Gatfield, Jim White and Dave Caunt**
- **Jim White** – Booker Rules Competition
- **Peter Wylde** – General fixing and scoring stuff
- **Nils Wedi** – Met man extraordinaire!
- **Will Ellis** – Perimeter Track work and Bus Cleaning
- **Steve Williams, Bob Smith, Jane Moore, William Parker, Symeon Economou, Alun Jenkins** - FOG and Bronze lectures
- **Graham Saw, Emily Todd, Alun Jenkins** – Aerobatics Courses
- **Julian Saakwa-Mante and Richard Crockett**- Staff Instructors
- **Alan Green** – Assistance with legal, AAA negotiations and WDC negotiations
- **Gary Nuttall** – info type stuff and GASP Chairman
- **Dave Caunt** – Trailer maintenance
- **Steve Brown, Jeremy Gilbey** – Club Ladder
- **All Instructors, tug pilots, cadets, volunteers at promotional events and on glider maintenance and anyone else I may have missed out!**

It's often said that you get out of something what you put into it and I for one have enjoyed working with all of you. I do believe we can achieve whatever we put our minds to. Thanks to all of you for your efforts, let's have a great season

See you at the launch point.

Geoff

## From the CFI

February has been and gone and spring is supposedly now upon us. Despite the deluge of rain this month we've been doing plenty of flying when the weather allowed, however there was a disappointing number of X/C opportunities; a brave few did have a go and tales of climbing away from the train yard at Calvert railway junction and having to wade their way through the mud to their trailer have been circulating the clubhouse.



The club's trip to Talgarth and Serres are nearly at capacity so if you're thinking of coming please let me know ASAP so I can ascertain numbers. You may have also noticed if you look at the club's calendar we've got a busy season ahead with a number of courses aimed at all levels. If you're interested in taking part in any of these let the office know. Also please don't forget Jim's new Booker Rules competition from 30<sup>th</sup> April to 8<sup>th</sup> May. This competition has been designed to be inclusive to a wider number of pilots and also to be a bit more relaxed than the normal BGA run competitions. Jim has set up a website [www.booker-rules.co.uk](http://www.booker-rules.co.uk) for more information.

It is also worth noting that we are now charging into the season so it's worth making the point about currency again. It really does make the difference to making the most out of the year. The first thermal 500k and 5000ft cloudbase was in March last year when most people were still in hibernation. Our essentially rebuilt motorglider will be out soon, so why not make the most of it and get some field landing practice under your belt so that first field landing of the year isn't such a daunting prospect.

Finally, for the Instructors, I've tentatively pencilled into the diary an Instructors' meeting on 23 April, which I appreciate is a little while away but I'd appreciate it if instructors could attend and to also come up with any thoughts or concerns from the previous year so we can go into the season in better shape than ever.

Happy Landings,

Mike

## Barrier key renewal



A reminder that all barrier keys need to be renewed before the end of March. To do this please either take your key to the AFC office in the base of the tower and they will update it, or if you are not at the airfield phone them on 01494 529261 and give them the number on the card. It can take a few days to register so it is best to do it before it expires.

## Flying the Duo

Solo, local soaring, flying your first cross countries, or just looking for some in flight answers? Then the Duo is the ideal machine to choose.

For little more than the cost of using a club single seater you can be flying the best machine the club owns with the advantage of an experienced pilot to mentor you.

With the above in mind I would like to offer to sit in the back seat during the coming year on days that I'm available with any member that fancies using the Duo in this manner.

If you would like to do this then please contact me at: [caunts@btinternet.com](mailto:caunts@btinternet.com)

*Dave Caunt*

## Important letter from the CFI at Chiltern Park (CPA)

Dear Booker Gliding Club,

### **RESTRICTIONS AS OF 2<sup>nd</sup> AUGUST 2011**

As some may be aware we lost our planning appeal to retain the extended & crosswind runways at CPA on 6th Jan. As a result, from 2<sup>nd</sup> August 2011 there will only be one runway available at CPA, 04/22 and will only be 420M long. If however a glider wishes to land in an emergency and within the runway length of 420M you are all still welcome to use CPA as a landing site, just remember you will only be allowed to tug out if the pilot is satisfied that the runway is of a safe enough length to do so.

Also pilots should take into account that there are 25ft high trees at the northern end of the runway so the available landing/takeoff area may be reduced further, especially when landing on runway 22 or recovering from 04. Another thing to bear in mind, the aerodrome from the air will look exactly as before, except that all the grass areas outside the runway will be left to grow, far too long to land on.

We will be putting white 'L' corner markers at each end of the runways to aid pilots when landing.

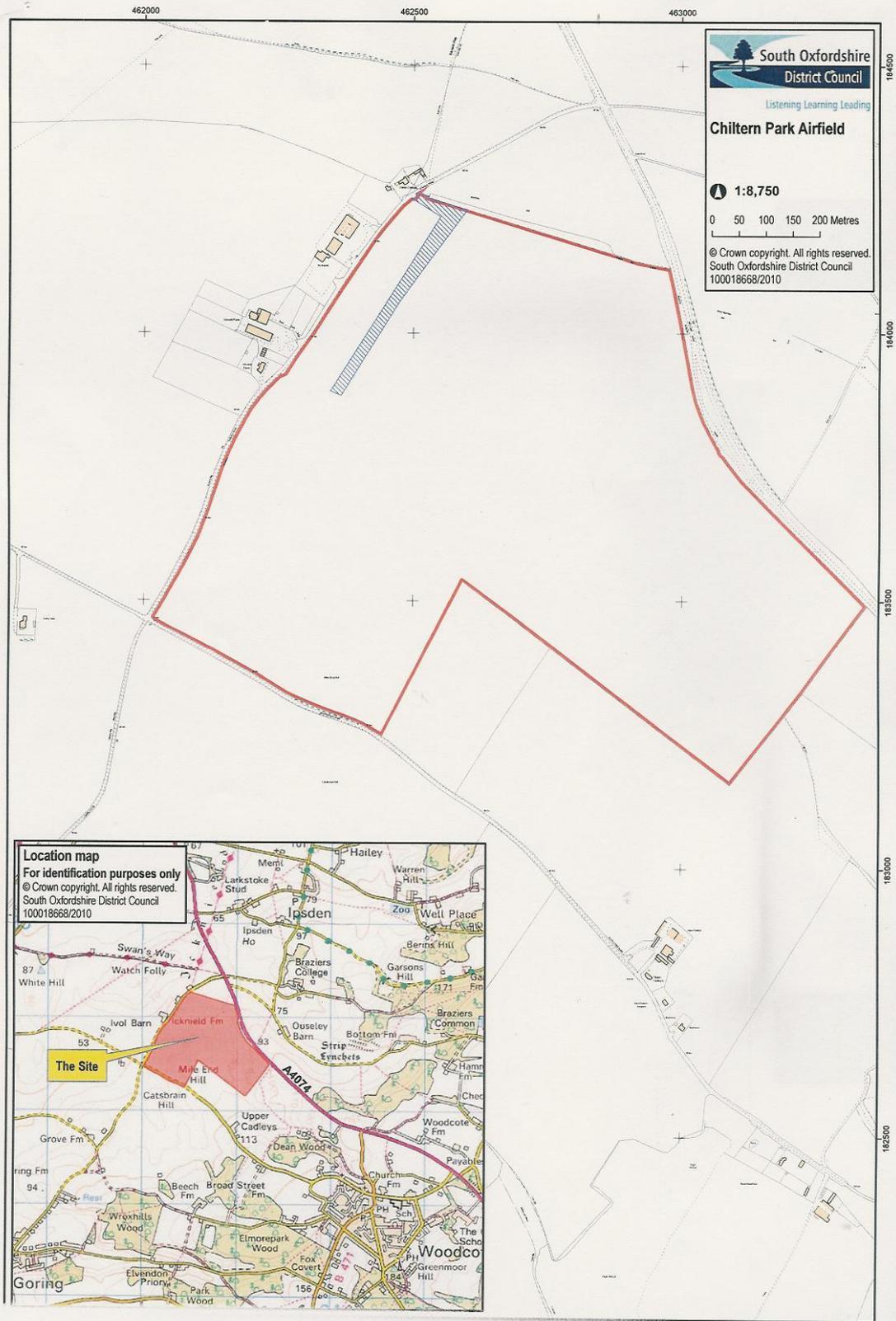
**As draconian as it may sound, I will be subject to a possible £20,000 fine if aircraft continue to land on the enforced land so you can only imagine how I may react if anyone lands outside the marked area after 2<sup>nd</sup> August, emergency or not!**

I have attached a location plan and a plan of the lawful runway, marked blue, the enforced area is edged red, as you can see, for based aircraft, it landlocks the lawful runway and forces us to break the law to use it lawfully.

So much for the European human rights charter.

If you require any further clarification, please do not hesitate to contact me,

Kind regards,  
Dennis Pearson



We can only land and take off on runways 04/22 even if the surrounding grass areas, marked by the red boundary line on the large map, look landable. Takes effect 2<sup>nd</sup> August 2011.

## Course instructor vacancy for 2011 at Booker

We will shortly be recruiting a course instructor for the 2011 season at Booker. The requirements for the post reflect the cost saving measures which the Club has introduced. We will be employing fewer professional staff this season and will be relying more on Club instructors to help with the workload. We introduced a 5 day operation for the winter as a trial and this has been very effective in controlling costs without any adverse effect on the operation. We do however intend to operate 7 days a week through the summer hence the requirement for the course instructor to have a Full cat instructors rating, as we do not want to impose on the Full cat Club instructors to provide cover on Mike's days off. Last season one of the problems we identified was the shortage of serviceable single seaters. On a number of occasions several early solo pilots went home having turned up on soarable days to find there were no serviceable gliders available to fly. This is unacceptable hence the requirement that the Course instructor should be able to help Robin in the workshop should we be faced with a backlog of repairs.

### The details are:

This position is for the summer season only and the applicant should be adaptable and prepared to undertake a variety of tasks required to enable the smooth running of the Gliding Club. Key requirements for this position are a Full Category Instructor rating, PPL and some experience in glider maintenance and repair. The successful candidate will be responsible for running courses, including our new 5 day course, and will also be involved in day to day operations. They may also be required to undertake some glider maintenance and repair duties from time to time.

For terms and conditions and to apply please contact the CFI in writing including your CV through the Booker Gliding Club office.

Interviews will be conducted on 12<sup>th</sup> March 2011. Closing date for applications is Wednesday 9<sup>th</sup> March 2011

## Ladder Corner March 2011

I hope you have had a chance to explore the possibilities of the ladder and the contribution it can make to your flying experiences.

If not, pop to [www.bgaladder.co.uk](http://www.bgaladder.co.uk). Look around the site ( the info button, the calculator page, and the FAQs and some of our club entries for last season) and then if you want to be able to enter your flights this season click on 'my flights' to register as a Booker pilot.



At the time of writing there are already 34 flights on the ladder including one from the legendary Tango 6 on 14<sup>th</sup> February. It looked like amazing if windy conditions for Feb from my North London office, but it was clearly challenging if you were up there between Booker and Bicester. Well done Jon. Hopefully by the time this goes to print he won't be alone on the Booker ladder. Have a look at Jon's trace on Google earth (kml file) or Seeyou.

You can print off a task briefing sheet if you go to the calculator page. Try it by entering BOB BIC DID BOO. This will describe the visual features of the turning points and give you a shape factor etc.

To enter your flights on the ladder you will need to log on. Don't forget to enter your glider type. The rest is fairly self-explanatory with turning points using the BGA codes, tick if you have passed them; and if you have had to abandon a leg or landed out the info buttons explain the situation well. The

other important things to enter are time taken, and ticking the box if your height difference between start and finish heights is less than 1000 ft which it usually will be for us. Once you have done all that, you can calculate your points and submit your flight for inclusion on the ladder.

You may enter **any task** you do on the ladder, whether undeclared or declared. A declared task is much more of a challenge and so earns many more points. Declarations must be made before launching, either electronically into a logger, or in writing and given to an authorised person (I would suggest a senior instructor on duty ½ cat or full).

You can also put your trace on the ladder. This option comes up after you have submitted your task. Make sure that you put up the right trace; last year I did a very fast (for me) out and return to Buckingham as my 1<sup>st</sup> flight of the year and put up a potter around the Oxford plain by mistake! BUT air space infringements will invalidate a task and putting up a trace makes it very public!

The exception to the pre-launch declared tasks are the designated Club Tasks. I am setting these up on the ladder web site ready for the season.

These tasks may be flown in either direction and will always be scored as if pre-declared. They may be flown in addition to, or instead of, a pilot's main task. These tasks are useful for use as fall-back tasks, or following early abandonment, or early completion of another declared task. They can also be used as a primary task if airborne without a pre-launch declaration.

After due consideration by pundits the declared tasks for Booker this year are:

BOB-BIC-DID-BOO 100k FAI triangle (The Milk Run)

BOB-MEM-BOO 100k o/r

SOS-FMA-AVE-BOO 200k FAI triangle

(FMA is Four Marks station on the watercress line - south of Basingstoke)

BOB-ANE-BUC-BOO 200k triangle

BOB-FRO-EVE-BOO 300k FAI triangle

BOB-BUL-COB-BOO 300k triangle

Have a look at them on Seeyou, Google or the task briefing on BGA ladder site via the calculator page, and load them on your PDA or GPS

Let me have your feedback as the season goes on to see if these meet our needs.

There are a variety of ladders on the BGA ladder to which your flights will be assigned: Open, weekend, junior and wooden, but if we wish we can set up our own local ladders and link to the BGA ones; any thoughts or ideas about this would be appreciated

I look forward to seeing you on the airfield as we work together to develop our flying skills in a great Booker soaring season!

*Jeremy Gilbey* [jeremygilbey@mail.com](mailto:jeremygilbey@mail.com)

## **Booker Rules Competition 30<sup>th</sup> April – 8<sup>th</sup> May 2011**

The new simplified competition known as 'Booker Rules' kicks off on 30<sup>th</sup> April. The key developments in Booker Rules are designed to:

- Keep it simple for everyone
- Permit tasks which stretch both the shorter wings/ inexperienced pilots and the long wings/pundits
- Give a variety of prizes at all levels
- Encourage team entries
- Make it worthwhile flying on some days rather than every day

If you have every fancied giving comp flying a go check out the Booker Rules Comp website at [www.booker-rules.co.uk](http://www.booker-rules.co.uk). The entry fee is just £20. Also, will all the experienced comp pilots who support the Booker Rules innovation please get their entries in NOW! 8 weeks to go!

## New courses for the new season

Spring is in the air and we are all gearing up for the new season. With it comes a range of new courses to encourage people to take up gliding.

- The **5 Day Course** on fixed dates throughout the year, offering 14 flights (28,000ft of aerotow) plus an hour in the Falke and 3 months membership, additional flights at £55. This should appeal to those looking for a holiday as well as those wanting to make fast progress.
- The **Get Your Solo Course** is for those who are serious about gliding. It includes 12 months membership and all the flying required to reach solo standard, including use of the Falke. Students have to do a 5 Day Course as part of their training, outside that they can book at times to suit
- The **Basic Course** offers bookable training, 3 months membership, 14 flights (28,000ft) plus an hour in the Falke
- The **PPL Conversion Course** does what it says, it includes 12 flights (24,000ft), an hour in the Falke and 3 months membership

We are retaining the **Intro+ Course** with 4 flights (8,000ft) and 3 months membership. The flying doesn't all have to be done on the same day, it is worth suggesting that the customer comes back in a week or two for the balance. The **Trial Lesson** now has 3 months membership. Both courses have additional flights at £55. We are also still offering **upgrades** from any course.

Leaflets and price lists will be available to give more details of these courses. You can help to promote the club by familiarising yourself with the course structure and being ready to explain to our visitors, as well as to your friends and acquaintances. And remember that visitors will go away and tell their friends about their day out, so we need to make sure that they report what a good time they had, including the people left on the ground while the trial lesson customer has their flight. So make them feel welcome, chat to them, and the word will spread that Booker is a good place to be.

*Jane Moore*

## An evening at British Airways Flight Training – Air League Sim Visit

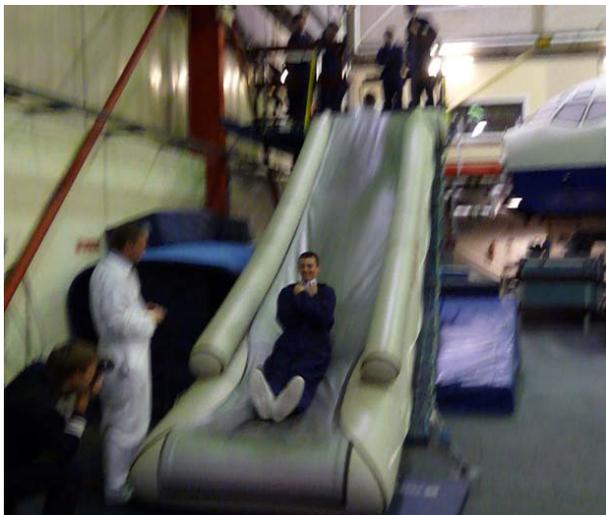
At the end of February 2011, I was lucky enough to spend an evening with several Leading Edge Air League members at BAFT Heathrow to go over Flight Safety training and got the chance to fly a Boeing 777 full motion simulator. It was also a chance to meet up with some of the Air League members whom I had met at Bicester last year at the Air League Flying Day.



The event was organised by the Air League's Andy Perkins (BA Pilot and ex CFI to Booker) who did the background work, getting support from the training staff at BAFT, getting a number of pilots to give up their time for event and also getting IAG's CEO Willie Walsh\* and BA's CEO Keith Williams\* to support and approve the event.

*\*The titles sound odd but we have checked and are assured they are correct –Ed.*

The training centre has a number of fuselage mock ups and escape slides for training as well as 15 full motion simulators covering the various types in the BA fleet. BA has around 3,300 pilots who each attend the flight safety training centre once a year and the Sim every 6 months for annual tests and training. Each Sim costs about £10 million and pilots can convert to new types totally on the Sim with their first real flight being with a training captain with a plane full of passengers.



The evening started with a tour to the mock up fuselages and escape slides where we had a chance to “evacuate” down an escape slide. Andy Clubb (who manages BAFT) then took us in to into a 737 fuselage and we were seated before an emergency was simulated. Smoke started rising from the front seat of the cabin and filled the cabin very quickly. Andy was briefing us through what was happening and steps to take. We were shown how to adopt the ‘brace’ position correctly and how to improve your chances of surviving in a real accident. The cabin’s reality is enhanced as it is on a motion system and after the announcement of “Brace, Brace, Brace” the



cabin was shaking and banging with lights going on and off and the sound of the crash. Once the aircraft had ‘stopped crashing’ we were instructed to evacuate through the smoke. All aircraft have to be able to be evacuated through half of the emergency exits in 90 seconds. Apparently the new Airbus A380 which can hold as many as 882 passengers and crew has completed tests where everyone evacuated in 77 seconds.

After this we went back in to the training rooms to meet our pilots for the evening and be briefed on flying the 777 in the Sim. Senior First Officer Chris

Ransome covered the information which we would need to know on the Primary Flight Display (PFD) and what we should expect. We also received a safety briefing in case we had to evacuate the Sim.

We were split into two groups of 3 Air League Pilots for our 2 hour session in two separate Sims and were each given two 20 minute slots flying the 777. The first session consisted of a takeoff from Heathrow’s runway 27 left, some general handling and an approach and landing.

Once I was sat in the right hand seat and looking out it was hard to believe that I wasn’t in a real aircraft. Chris sat in the left hand seat and I lined us up at the start of the runway and advanced the thrust levers about an inch until the engines were both settled and then pressed the TOGA (Take Off Go Around) buttons on the front of the thrust levers at which point they advanced automatically. I kept the aircraft straight with the rudders and Chris called “V1.....Rotate”





Keeping my hand on the throttles I eased back on the elevator to pitch the nose up 15deg and held it there as the aircraft continued to accelerate and climb away. Once a positive rate of climb was achieved, Chris retracted the undercarriage and raised the flaps in stages at the appropriate times. I continued to climb to 4000' at which point I lowered the nose and reduced power until the cruise was achieved. Chris then had me change headings and set the trim to get used to the feel of the aircraft and information presented on the PFD.

Next he pressed a few buttons on the touch screen of the Sim's control computer and set the aircraft 8 miles out on approach to Heathrow's 27L runway. When Chris restarted the Sim I had to fly lining up on the ILS. Initially, I flew level making slight adjustments to stay lined up with the runway and once I intercepted the glide slope I reduced power and Chris deployed the undercarriage and set the flaps for landing. It was quite hard maintaining the ILS but small adjustments seemed the best way to centre it.

There are various calls from the cockpit's voice system on the later parts of the approach with one being "50 Above" (Decision Height), then a call of "Decide".

At the "50 feet" call, I prepared to close the thrust levers fully and at the "30 feet" call, I pulled back on the yoke to flare as the radio altimeter continued to call "20 feet....10 feet" after which there was the gentle 'thud' of the main wheels touching down followed by me lowering the nose gently to the ground, reverse thrusters kicked in and during the fairly rapid deceleration I kept the aircraft on the centre line of the runway with firm rudder inputs.

In the second 20 minute session we were set up to do approaches and landings at Heathrow again with Chris adding more crosswind or turbulence each time depending on how we got on. My last approach was with a 35kt crosswind at 90deg to the runway with severe turbulence. It was quite odd tacking sideways looking out to my right at the runway whilst tracking in on the ILS. It needed a positive rudder input at the point of flaring to line up with the runway and significant into wind aileron input even after landing to stay lined up on the centre line. I'm pleased to say I gave BA back a serviceable aircraft. Chris was really good and at the end of my last landing said "Brilliant, we could make a BA pilot out of you". It was a really great experience and when you are in the Sim you wouldn't know it wasn't a real airplane – who knows in a few years time I could be doing it for real.



I cannot thank British Airways, The Air League, Andy Perkins, Andy Clubb and my Pilot, 747 SFO Chris Ransome enough for enabling it to happen! The Air League is a great organisation and any of the Booker Cadets thinking of a career in aviation should join!

*Will Hilton*

## **FOG Lectures (Fundamentals Of Gliding)**

The last of this year's FOG lectures takes place on 12<sup>th</sup> March. These lectures, or extended briefings, are aimed at all club members, but with the initial emphasis on those who are learning to glide. Experience can be anything from just five or six flights up to Bronze C level. Post Bronze C pilots are also welcome to come along, and their input to any discussion would be most welcome.

### **Saturday 12 March 2011, 09:30. Field Landings.**

How to plan and execute the perfect field landing, and how to reduce the risk of an imperfect one. William's entertaining illustrated lecture is essential viewing for anyone planning their first cross country this season. William Parker.

Keep an eye on the notice board and BookerGC forum for further additions.

*Bob Smith*

## **Crew Wanted For Gransden Regionals 20<sup>th</sup> - 28<sup>th</sup> August**

I am looking for a crew for the Gransden Lodge Regionals. Apart from the usual crewing duties it will be 9 days, all expenses paid, in a very interesting part of the country (e.g Duxford, Shuttleworth and Cambridge). If you're interested please contact me at

[William.Parker5@btinternet.com](mailto:William.Parker5@btinternet.com)

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## 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/>.**

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\*\*\* 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 ([william.parker5@btinternet.com](mailto:william.parker5@btinternet.com)).

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