



# The Booker Newsletter

<p><b>Contents</b></p> <p>From the Chairman</p> <p>From the CFI</p> <p>About Olympic Airspace 2012</p> <p>New Booker website goes live</p> <p>Talgarth, Serres and Aboyne</p> <p>Reports from the Easter Egg comp</p> <p>Caption competition</p> <p>Members' Achievements</p> <p>Booker Rules Competition</p> <p>A cadet's work experience with BA</p>	<p><i>As befits a season getting under way with some great soaring weather we have a packed issue this month. We have reports from the Aerobatics Comp and the Booker Rules Competition; members' achievements that include Nick Newton completing all three Diamonds; reminders of forthcoming expeditions to Serres and Aboyne and a great article by Sam Gervais about his work experience stint with BA Engineering. Denis Campbell also reports on the Olympic Airspace situation. Thanks to all the contributors who submitted articles despite the pressures of a particularly busy month.</i></p> <p><i>William</i></p>
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## Fellow Booker members,

As I write these notes we are nearing the end of our first Booker Rules Competition. It's been fun taking part and flying in a mix of conditions. Most of all the fun has been to see such a good natured group of club members coming together to make some really good flights in weather that we might otherwise have avoided. It just goes to show what is possible.



I want to compliment Jim White and his team for the concept and implementation. A particularly good feature was to pair more experienced pilots with less experienced. It was good to see the coaching and very heartening to see the progress our up and coming pilots are making. Once more we had excellent met from Nils Wedi who made the point on several occasions by showing how the task could be flown. Our thanks to all concerned; Jim, Doug Hilton, Mike Collett, Nils Wedi, Shelagh, Hilary in the office, Bob Davey and the tuggies and Adrian Hegner and the workshop team for the tugs. Thanks to Marnie and Simon McCracken for keeping everyone so well fed.

Today we heard of the changes in Wycombe District Council following the local elections. They are just what we had hoped for and would seem to reflect the public opposition to the Stadium proposal. We have ongoing meeting scheduled with WDC to begin negotiating the nature of the airfield beyond 2014 and Denis Campbell has secured a meeting for us with the Minister of Transport to discuss the Olympics airspace issue.

We have a great season ahead of us. We are off to a good start. Let's keep the momentum going. See you at the launch point  
Geoff

## From the CFI

The month of April has seen lots going on at the club. Firstly, Booker's first trip to Talgarth for a number years was a success with club members doing around 70 hours within the week including flying in thermals, wave and of course ridge flying. We also managed to take the Pawnee, which did plenty of flying during its stay. Our thanks have to go to the Black Mountain Gliding Club for being such good hosts for the week and more importantly putting up with us! The Easter Egg cup and subsequent BBQ was great fun and it was great to see so many people at club getting involved. Well done to Siena for pipping Hilton Junior and winning the new trophy! My thanks go to Emily Todd and Graham Saw for making this such a great success.



As I write this the Bronze course is coming to a close with all involved seemingly having a superb time and flying their socks off. During this and throughout the month there has been lots of achievements and I'm sorry I can't list them all but particular congratulations go to Sam Gervais for his first Solo and to Chris Matthews who went solo for the first time in a pure glider and has completed most of his Bronze within a week.

On a rather downbeat note given I've just had to fill in three accident forms in three days for field landing accidents for people with thousands of hours to people who've just got their Silver C. So, please make use of the Motorglider at your disposal, to ensure you are as current as you can be for that potential field landing. Believe me when I say that the cost of an hour in the Motorglider is tiny in comparison to the damage that could be done to our gliders!

## Instructors Meeting Summary

For the instructors at the club that weren't at the annual instructors meeting I will summarise the key points that I addressed at the meeting, as usual if there're any issues or suggestions let me know.

-Airspace I believe this is a big factor in our future, with the Olympic airspace issue looming we need to be squeaky clean and if we see anyone in airspace we need to let them know and take whatever action is needed to educate them properly. It is also worth noting that there has now been a change in the transition altitude which is now 6000ft as opposed to 3000ft so any FL below 6 is now an altitude. These have not been updated on the current south of England chart. So, for example, the airspace over Bicester marked FL55 should read 5500ft.

-A new instructors manual has been published by the BGA and it is worth getting yourselves a copy from the BGA.

There are a number of areas that I believe are fundamental which we could do to improve the standard of our pupils these are:

- Lookout
- The use of a reference point while landing
- Circuit planning

I will not dwell here on the reasons I have chosen the above for particular attention, but an improvement on them will make all of us better and safer pilots.

Safe Flying,  
Mike

## Olympic airspace restrictions

The government are introducing airspace restrictions from 13<sup>th</sup> July to 12<sup>th</sup> September 2012 as part of their security measures to ensure a safe Olympics. These can be viewed here <http://olympics.airspacesafety.com/how-will-the-restrictions-work> The planning has involved the Home Office, the Ministry of Defence, the Department for Transport and the CAA. The scale of restrictions are unlikely to be reduced because of their origin.

These restrictions as they stand will prevent us from operating at Booker.

Earl Attlee the spokesman at the Home office has stated that "there are no plans to provide compensation to those affected by the temporary airspace restrictions"

[http://www.publications.parliament.uk/pa/ld201011/ldhansrd/ldallfiles/peers/lord\\_hansard\\_4854\\_ws.html](http://www.publications.parliament.uk/pa/ld201011/ldhansrd/ldallfiles/peers/lord_hansard_4854_ws.html)

However he has said that they will see if certain adaptations to the planned restrictions might be feasible and whether local arrangements might be possible, before these regulations are finalised in a Statutory Instrument to be made later this year.

The CAA is tasked with drawing up plans for these arrangements which they will then submit to the Home Office and Ministry of Defence for approval.

I have been in touch with the CAA and have made it clear that we will be put out of business unless we are given some concessions. They have agreed to meet with us to discuss what can be done. The BGA airspace committee have been in discussions and tell me that "we should get something". I have written to Steve Baker, Conservative MP for Wycombe asking him to lobby the Minister on our behalf. I will post these letters on the Booker Club Forum.

We are considering all options including relocation for the period, but this will be expensive. We need to make the case that if we do not get adequate concessions then we will be put out of business unless we are compensated.

Having written this I received a reply from Steve Baker inviting me to a meeting with the Minister to discuss the restrictions. I will post the outcome of this on the Forums. Depending on what is said we may need you to lobby the Minister or your MP on our behalf. I will post a specimen letter on the Forum should this be necessary.

There are also proposed amendments to create flow airspace, but this is less of a problem for us, and the BGA are working on these. Plans submitted by Oxford for an extensive zone are not being looked on favourably and are likely to be greatly reduced.

I will keep you posted on updates via the Forum.

*Denis Campbell*

## From the office

The next parachute packing day is **Thursday May 12<sup>th</sup>**

*Shelagh & Hilary*

## New Booker Website goes Live

Thanks to all these members involved so far:

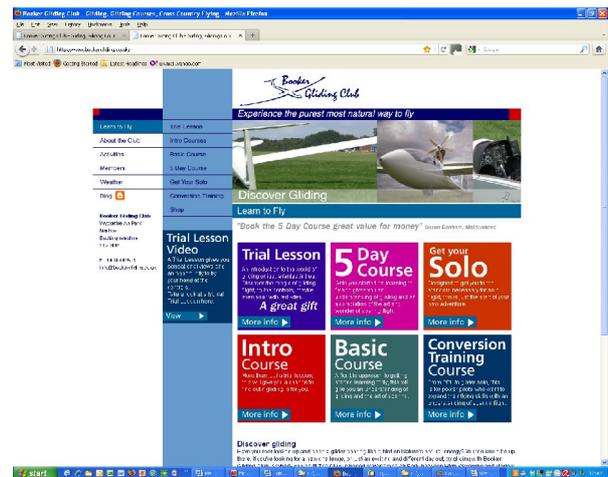
Chris Collett (overall graphic design and shop pages)  
 John Portwin (technical support and updates)  
 William Parker (editing)  
 Bob Smith (coordination and HTML hacking)  
 Steve Williams (menu layout)  
 Jane Moore (editorial)  
 Denis Campbell (leadership and cunning)  
 Kristof (search optimisation)  
 Gary Nuttall (search optimisation, tech advice and lots of the old copied content)  
 Robin Willgoss (technical advice)  
 Ben Crook (editorial content)  
 Nils Wedi (editorial content)  
 Jeremy Gilbey (editorial content)

And thanks to the following who have had bits of

their photographs used on the site either with or without agreement;

Doug Hilton, Will Hilton, Will Ellis, Mike Richardson, Julian Saakwa-Mante, Oli Llewellyn plus all the other unidentified photographers.

If you haven't already done so, logon at: [www.bookergliding.co.uk](http://www.bookergliding.co.uk)



*Bob Smith*

## Booker goes on holiday

### Talgarth

For the first week in April a group of members set off on expedition to the Black Mountains Gliding Club in Talgarth where we were made very welcome, particularly since we had brought a working tug with us, theirs being somewhat out of sorts. We also took a K21 and a Junior. Talgarth is a site which sharpens the mind for flatlanders, as the airfield is far from flat and quite small, you have to remember all your training about focusing on your selected landing area and monitoring your speed, but a check flight or two soon sorted that out. The club is named for the large range of hills right next door which offers fantastic opportunities for ridge soaring in most wind directions with some west in it, and will also kick off wave in an easterly, although we didn't get to try this. We had a mixed bag of weather including wave, ridge and thermal, enabling us to explore the local area and get used to rock polishing. The end of the week turned warm and thermic, so one of the locals got out his T21 and gave us rides along the ridge, greeting the hikers as we drifted past. A wonderfully peaceful way to finish a really good holiday.

Some of our loyal blog readers remarked on the lack of restaurant reviews in postings about the trip. Be assured that we ate very well, at the Riverside Cafe in Glasbury where we had a very convivial first night helped by a surprising number of bottles of wine, at the Three Cocks in the village of the same name which had an extensive menu of meat dishes, and a selection of other local hosteleries. All in all an excellent week, Talgarth looks set to become a regular destination.

### Serres

Plans are well in hand for the June expedition to Serres in the French Alps. We will be taking the Duo and a K21 to enable those with little experience of mountain flying to extend their skills. This trip is already fully subscribed, but look out for news of exploits on the blog.

## Aboyne

In October is the well established expedition to Deeside Gliding Club for those who want to learn about wave flying in the Scottish Highlands. If you are looking for height badges, want to learn about cross country without going round in circles all the time or would just like to see what the world looks like from 10,000ft, save some leave for this trip. All levels welcome, including pre-solo as we will be taking a 2 seater. The list is open now, ask at the office.

*Jane Moore*

## The Easter Egg Cup

How lucky (yet again) we were with the weather for this year's Easter Egg competition. The standard all the competitors achieved was impressive. The three runners up were just pipped to the trophy by Siena who writes below about her own background in aerobatics. The other top 4 competitors were:

**1st Siena Whiteside**

**Joint 2nd Will Hilton and Alun Jenkins**

**3rd Guy Trees**



*Runner up Will Hilton receives his choice of Easter Egg  
(Siena and Alun couldn't attend the prizegiving)*

It says a lot for the training we can provide at Booker and for the enthusiasm of the winners that 3 of them are cadets. My thanks go to all the competitors on being patient with the flying order, Graham Saw and Alun Jenkins for being our safety pilots, the various scribes and judging helpers and Richard Crockett and helpers for the BBQ.

*Emily Todd*

## Getting into Aerobatics

Last year, I was awarded the John Marriott (Aerobatics 2010) Gliding Scholarship through the Air League. I was delighted to have been awarded an aerobatics scholarship – I'd been up a few times with the Air Cadets in Tutors and once in a glider, as Mike 'needed some extra weight' to practice some aerobatics. I absolutely loved it, but had never flown any aerobatics myself. The closest I'd been to doing aerobatics was before I soloed, when Mike challenged me to come out of spins onto certain headings.

I flew my first loop just over 10 months ago, on 15<sup>th</sup> June 2010. I absolutely loved it, and I was already hooked! The scholarship I was awarded was flyable from June through September, and so Graham and I decided, rather than working to perfect any particular manoeuvres, I would just learn a manoeuvre per flight, and had loads of fun doing so!

And so all of my (and Graham's) free Tuesday evenings were spent at Booker. Beginning with loops, we moved onto chandelles, push and pull humpty's, quarter clovers, and stall turns. Time flies when

you're having fun, and September came round way too quickly. But Graham did treat me to a very exciting circuit for my final flight.

On completion of my scholarship, I was determined to keep up aerobatics, but it was winter, and 4000' tows get expensive when you're not on a scholarship. So when it came to April, and I still hadn't flown any more aerobatics, Graham informed me that I was going to fly in the Easter Egg Cup. Now when he told me this, I felt a mixture of excitement and nervousness. A year ago in April, I had watched the Easter Egg Cup, but had only ever dreamed of flying in it – I didn't even know what aerobatic manoeuvres people were flying – so I'd never really contemplated flying in it this year. I had still only flown 9 aerobatics flights, so I was pretty nervous, but at the same time I was very excited that I had the chance to compete.

So I thought, I'll do this for a bit of fun and for the experience, never imagining I'd even make it to a known position in the competition. Well I did a few practice flights, and ended up (somehow...!) winning the competition.

Having experienced how much fun you really can have doing aerobatics, I can certainly say that this scholarship has given me the opportunity to start something which I will not stop – even if that means working a little extra to afford it. Without the aerobatics scholarship and Graham's wonderful training, I couldn't have come this far, or to this conclusion. So I must say thank you to them, and all others at Booker who have supported me along the way.

Unfortunately, I had to leave the competition early, so wasn't there to collect the trophy – but Graham sent me a photo of it the following day – it's beautiful! Thanks to Chris Collett who created it.

*Siena Whiteside*

## Caption Competition Winner



Thanks for the entries – Jon Binks was the runner up with a 37 word caption which somehow seemed to stretch the meaning of caption a tad too far, and the winner was our distinguished alumnus Bryan Hughes who submitted the above. So Bryan gets to win the chocolate biscuit and we hope he will come and collect it in person in the club house (and maybe be persuaded to come flying with us....?)

## Members Achievements

- Congratulations to Nick Newton who achieved Diamond Height at Minden, Texas, on the 15th April. (reaching 27,000'). Nick joins the illustrious band of glider pilots with all three Diamonds.
- Cadet Sam Gervais flew his first solo on 15<sup>th</sup> April.
- Christian Matthews, a new Junior member, flew his 1<sup>st</sup> solo on 19<sup>th</sup> April.

## Booker Rules Competition Results

**1<sup>st</sup> Denis Campbell**

**2<sup>nd</sup> Alan Johnstone**

**3<sup>rd</sup> Jim Pengelly**

The new simplified competition format proved very successful with a field of 16 gliders enjoying 5 days of challenging flying in strong Easterly winds that, surprisingly, delivered some of the strongest thermals we have flown in for a long time. Congratulations to Denis, the winner, and a big hand for Jim White whose initiative drove the whole idea of Booker Rules, for Nils who provided spot-on weather forecasting (well okay there was that little matter of strong cu to the south on Day 4), to Mike Collett, Doug Hilton and Richard Crockett for keeping the show on the road, and of course to Marnie Pascoe and Simon McCracken for the brilliant breakfasts and barbecues and especially for the photographs on the next page.



***Denis Campbell receives the winner's prize from Director Jim White with runner up Alan Johnstone looking on.***



**Top: The grid under an easterly streeting sky. Below: Jim White finishes in J1M**



**Top: Ben Crook in 580 Below: Geoff Lyons lands with wingman in formation**



**Top: James in the tug. Below: Oli Llewellyn in C30**



Top: Nils Wedi finishing in EN. Below: Jim Pengelly in 208

*Photography by Marnie Pascoe*

## A Cadet's Work Experience

At the beginning of this year I was lucky enough to gain three weeks work experience at British Airways Engineering Heathrow. I applied directly to British Airways and was eventually given three separate weeks in different departments within the engineering base.

As an aspiring commercial pilot, I couldn't wait to start and began my first week at the end of January. Given a full British Airways Engineering uniform and security pass, I turned up at 07:30 Monday morning and was assigned to TB-J (Technical Block J), a hangar that houses BA's long haul fleet of Boeing 777-200 and 747-400 aircraft,



the hangar has also just been extended to allow room for the longer 777-300, that BA have started to accept delivery. During the course of the week I worked on both types of aircraft, working with both B1 (Mechanical) and B2 (Avionic) licensed engineers, the types of jobs I helped out with ranged from replenishing the oxygen systems to replacing the wing navigation lights.

My favourite part of the week has to be the various engine ground runs that were performed.

Usually needed after an engine system fault has been fixed, the engines runs last around a half hour and require permission from the tower. After a top up of 30 tons of fuel (the minimum needed to safely perform a ground run) and a 10 minute idle warm up, sitting in the right hand seat of a 777-200, I gently eased the throttle forward to full throttle, keeping it there for 2 minutes, at the same time the engineer next to me was keeping an eye on the data on the primary engine display.

Although having 30+ tons of fuel and the parking brake on, the aircraft was surprisingly unstable and shook considerably. Over the course of the week, I helped perform on average an engine ground run every day. Definitely the best part of my work experience.

Over the course of the week I also got to taxi the 777-200 across the apron and into the hangar, help complete various tasks like replacing IFE screens, testing the autopilot system, installing new components and testing the aircrafts flight control system. At times where work was completed and the engineers were busy completing paperwork, I often familiarised myself with the flight deck systems and controls.

During my second week in February I returned to TB-J and also spent a few days in the component engineering workshop, BACE (British Airways Component Engineering) helping to re-build components that have been de-assembled and tested for corrosion. During the few days I was in the workshop, I helped rebuild rotary actuators used on the flap of a 747-400. There are 32 actuators on each wing of the 747-400 and the workshop receives groups of 64 every couple of weeks, in the workshop they refurbish all different kinds of mechanical parts



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used on the aircraft. It was very interesting working in the workshop and understanding how the mechanical components of the aircraft actually work.

My final week at British Airways was spent in the fleet support unit; a large hangar located near RWY 27L, otherwise known as the casualty bay. Although just a few hundred metres from TB-J and the rest of the maintenance facility, FSU is similar to a pit stop with aircraft in and out very fast. Most of the aircraft in this hangar are due to fly out within a few hours. The hangar caters for the majority of the airlines fleet. Aircraft I worked on included the A320 series, 767, and 747. Most of the work carried out here is minor work that can't be carried out by line maintenance and does not require heavy maintenance. When working in the fleet support unit I soon realised that work is very diverse with every aircraft coming in with a completely different problem from the aircraft previous, ranging from an engine change to repairing the aircraft's fuselage after a lightning strike. The FSU is a 24 hour operation and the working environment is very high-paced. The turnaround time is very fast compared the TB-J.

I would have to say the most enjoyable and impressive part of working in FSU was jacking up a 747-400 that had come in after a heavy landing. Using 3 hydraulic jacks on the wings and rear fuselage, we had to change the landing gear and testing the new gear after installation. The aircraft is not jacked up that high, but once stable and secure; the ground around the gear is lowered giving enough room to perform the task of removing the old gear, checking the pins joints for any damage, installing the new gear and running various tests. Pretty impressive considering it was done in less than two hours.

I had a brilliant time at Heathrow and would like to thank British Airways for this experience. I've learnt a lot during my three week internship and would recommend it to anyone thinking about a career in Aviation.

*Samuel Gervais*

## Finally ...from the BGA –Be Aware...

**GPS Jamming Trials.** The MoD will be conducting a GPS jamming exercise, centred on Sennybridge, between 23 May and 10 June. This exercise may affect GPS coverage up to 180nm away meaning that coverage may be compromised over all of Wales, the southwest of England and much of the Midlands. Full details are in AIC Pink 027/2011 which has been published at [http://www.nats-uk.ead-it.com/aip/current/aic/EG\\_Circ\\_2011\\_P\\_027\\_en.pdf](http://www.nats-uk.ead-it.com/aip/current/aic/EG_Circ_2011_P_027_en.pdf)

Time to brush up on the map, compass and Mark I eyeball navigation system!

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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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