



Days to Booker Regionals 38

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We have an edition full of hints and tips for safer flying and smarter use of equipment, plus an update on our CASC status and the need to amend our rules, details of the Longest Day events and an offer of flight training in the Falke. Comp pilots please note the action points on p3.

Jane

From the CFI

As I write the last minute preparations for Klippeneck are being put in place and everyone is getting very excited! The current weather forecast looks excellent for high cloud bases and long distance flights, for those that are going, you're in for a treat!

The 2015 Klippeneck expedition is the biggest expedition Booker Gliding Club has run in a long time with 31 pilots and 23 gliders attending and this seems to be a growing trend across all our expeditions.



Closer to home the launch point has been a hive of activity with April launches almost reaching 500. Overall the launch rate is at its highest since 2010, the membership has grown significantly and we have more gliders on site.

The lease sub-committee has also made significant steps towards securing a long term future for the club here at Wycombe Air Park and although I can only report a limited amount I'm pleased to say that progress is excellent and frankly the future looks extremely exciting.

May 2015

On our return from Klippeneck we have our popular **Longest Day Event on Saturday 13th June** to look forward to. This year will be bigger and better than ever and below you will see just a small number of the events scheduled for the day:

- Winch launching (morning only)
- MDM-Fox flights with Guy Westgate
- Vintage glider flights
- Breakfast, lunch and supper BBQ
- Graham Saw Lunak display
- Pre-booked excellent weather.....

The day is set to be an extremely busy day and it would be excellent if you could register your interest with the office so that we can effectively manage the numbers.

On **27th June** we also have the start of the Booker Regionals. I cannot begin to explain the mammoth task this has been for the organising group and I sincerely hope that you will all come along to support the competition. There's still a few spaces left so if you haven't yet registered please do so!

On **4th July** there is the end of competition party which will include a BBQ and music. Tickets will go on sale in the office shortly.

I must now get back to Klippeneck business and for those who are coming, I'll see you under a 750km sky on day one!

Richard

Members' Achievements

Rob Munro	1st 300k
George Hunter	Bronze cross country endorsement, Silver distance and 100k
Charles Flint	Bronze Theory Exams
Matt Porter	Bronze badge
David Lowe	Bronze badge

Well done these members and their instructors.

The 12th Booker **Aerobatics** Competition

The Easter Egg Cup competition, which took place on 18th April, attracted a small but enthusiastic entry list of members who spent the day twirling around the sky, attempting the 'Standard' and 'Tricky' sequences.

Honours go to cadet George Hunter who flew solo to get his Aerobatics badge and also won the trophy. In joint 2nd



May 2015

were Chris C and Jane M, with CFI Richard (who opted for 'Tricky') in 4th place.

Thanks are due to Doug and Richard for acting as safety pilots (they plainly have strong stomachs) and of course to Graham Saw for organising the day and for judging.

The Booker Regionals 2015 Update 27 June – 5 July

With six weeks to go before our regionals here are a few reminders for competitors:

1. Please send an ICG file from each of the loggers you intend to use in the competition to booker.scorer@gmail.com. Put your glider comp number in the subject line of your email.
2. Obtain or renew your FAI Sporting Licence which can be obtained from the BGA here: <https://old.glidering.co.uk/bgashop/applications/faillicence/faillicence.php>.
3. Get familiar with the BGA Rated Competition Rules – also available from the BGA here: <http://old.glidering.co.uk/bgainfo/competitions/other/competitionrules2015.pdf>. Local Rules will be up on the Regionals 2015 page of our website in the next 10 days.
4. Make sure you have the new control point B05 (Rockwell End) west of Booker and turning point HNT (Huntercombe) in your nav computer. They are included in the 2015 files available at <http://soaringweb.org/TP/BGA>.

5. Clear Up and Trial day is Saturday 20th June with a fallback to Sunday 21st if the weather is grim. Please try to come if you can for at least an hour or so to help with the clean up.



Thanks to all who have volunteered to take on various tasks in preparation for the comp.

William

Wycombe Community Festival – Saturday 25th July

We have been to this Festival on the Rye for the past three years, it's a lot of fun and we usually get plenty of interest in gliding from the local community. For a successful event we need a bit of help, to set up our stand and to talk to visitors throughout the day. If you can lend a hand, let me know. Offers for half or full days welcome.

Jane Moore

Our Club and CASC Status

If you don't know already, Booker GC is registered as a **Community Amateur Sports Club** (CASC). Because of this in some ways we can operate like a charity. However, instead of reporting to the Charity Commissioners we are accountable to HMRC.

Our status entitles the club to certain tax exemptions and allowances and an automatic 80% off our annual Community Charge (rates in real English!). Many of the tax allowances on earnings from non-sporting activities – wedding receptions, profits from bar facilities, restaurant income etc. do not apply to us. However, we are entitled to receive Gift Income and to recover the 25% tax on it from HMRC under the provisions of Gift Aid. Donations can be simple things like donating back to the club any expenses incurred on club business, relief on the fees parents pay on behalf of any under 18s who become members and the value of any gifts in kind e.g. computer gear, electronic equipment, paint, fabric, lawnmowers etc. We have had whole gliders donated to the club!

As I write this I can see us moving into new territory for the treasurer and his team and I'm not yet finished. We have always been allowed to accept bequests. An older member reminded me that, under CASC rules, such bequests also draw the 25% relief. I don't want to chivy members along but it is a thought that springs willingly to mind - in (potential) memoriam!

Needless to say HMRC doesn't let us get money for nothing. There are conditions attached to continued membership of the CASC scheme. Unfortunately, some sports clubs took advantage of the earlier less defined rules. HMRC have, therefore, developed a new set of more prescriptive conditions for CASC membership. These came into effect on 1st April 2015. We have twelve months to ensure that our rules – and adherence to them - fulfil the HMRC rubric. In many ways I see this potentially as a way of enlivening the club and encouraging us to reach out more into the community. Outreach like this has worked for us in the past and to have it built in can only be to everyone's advantage.

Last thing – the purpose of this article - a plea. We need to amend our current rules to meet the HMRC's requirements. Are there any legal eagles/draft persons about who could assist me with the project? - **and don't all rush at once!**

John Hubberstey

Motor Glider Instruction

I now have a CAA FI(SLMG) rating which means I can teach you how to fly our motor glider, add a motor glider rating to your existing licence or carry out a bi-annual depending on your licence type. This is of course in addition to the BGA field landing and navigation instruction. If there is enough demand we may start a weekend rota offering motor glider instruction. Let Richard or myself know if you are interested.

Steve Williams



Air-Britain Photographic Images Collection

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Q: How many idiots does it take to damage a glider?

A: None at all! - or at least I wouldn't normally class myself as an idiot. In fact, those who know me would probably put me in the 'cautious' or 'careful' category. So what happened? It was a fairly windy Saturday and I was on BI duty. Following landing in the K21 with a pupil after what seemed a pretty reasonable lesson, I was hooking on the buggy rope with one hand and had the other in the cockpit ready to pull on the release ... when a gust of wind caught the canopy causing it to slam down with my hand as a 'handy' fulcrum, putting enough stress on the canopy to fracture the Perspex right across the front. Ouch, you might say. Double-ouch, knowing the glider was soon to be dispatched with the Klippeneck expedition. At the time I didn't think the wind was *that* strong, not so much that you'd be needing extra bodies to handle a glider on the ground.

So, what to learn from this? Expect the unexpected? Be more careful? Accidents do happen, and often they are caused by a combination of factors, human or otherwise. Most are preventable if the appropriate action is taken in time. I guess this boils down to consciously managing risk, thinking about what could happen, what is likely to happen, and what in all probability won't. (Threat and Error Management, in current aviation speak). I'm sure there are many grand theories on managing risk out there, especially in the context of gliding, perhaps a suitable topic for someone to deliver as a winter lecture! In future, if it is a windy day I'm likely to let someone else do the hooking on if I'm operating the release. Risk reduced, lesson learnt?

Henry Ross

Don't get distracted!

The season has arrived and rigging is once again a feature of our lives. The following advice from the BGA about the importance of concentrating on the matter in hand, particularly during the DI, is therefore very timely:

Accidents resulting from gliders that had been incorrectly prepared for flight continued in 2014. These events were a direct consequence of shortcomings in rigging, DI, or pre-flight checks. The most serious were *three gliders being flown with unconnected elevators, one with an unconnected airbrake, and one without the main pin when the wings stayed on during flight but fell off during landing*. The key safety messages are:

- Rigging should be directed by a person experienced on the type, in accordance with the flight manual, without interruption or distraction
- Always DI a newly rigged glider
- The DI is conducted by a person experienced on type, without interruption or distraction
- The pilot carries out proper pre-flight checks, again without interruption or distraction

Fly safe!

Smarter phone

Do you have a smartphone? Wonder whether there are any apps that could be added to help with gliding. I expect everyone is ahead of me on this but here goes.

Try a Location app to take the strain out of field landings. Not only will this tell you exactly where you have landed, but, unlike the GPS in the glider, it can also enable you immediately to text a meet up (or farm track) location to your crew. It's almost worth setting that mega task just to find out how well it works.

There are stacks of apps for reading out and sending GPS position, but quite a few of the ones I tried were not correctly deciphered by Google Maps - there often seems to be a problem recognising a negative longitude. Here are a couple that I have tested and that correctly displayed the exact location (in Google Maps) when the location in the email or text message was clicked on by the recipient. If you are concerned about Google tracking your every move, I've used these on an Android phone with Google Location Services OFF and they all worked OK.

These apps also all have iPhone versions, though I didn't try them out.

OS LOCATE by Ordnance Survey.



This one is very simple to use and good if you use OS maps because it can provide OS grid references, though you can also set it to display lat/long. Tap the 'share' icon and you get the option to send your location via text or email. If used in conjunction with OS MAPFINDER, which you can install separately, it will also show you roughly where you are. Although high quality OS maps can be purchased this is not needed to get a general idea of location, and once the very basic (but large) map is downloaded, unlike Google Maps, the MapFinder will work even if you have no phone signal.

OS LOCATE also has a retro compass that has a fancy use for the phone camera.

My Location

Again, simple to use and text or emails sent will automatically open the correct location on Google Maps on either phone or PC.

There are many more.

Bob Smith

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@yahogroups.com and include your membership number when applying.

Booker GC Expeditions – Open to all members to participate. Send an email to:

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bookergc-Expeditions-subscribe@yahogroups.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@yahogroups.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@yahogroups.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/> and <https://www.facebook.com/bookerglidingclub>

*** 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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