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The days may be drawing in but there's still plenty going on at the Club, and with the Treasurer's generous offer of a Season Ticket there's no excuse for not keeping current. In this edition we also have details of how to get your new EASA licence without a nervous breakdown, a call for volunteers to help improve our facilities, an offer of free tickets to The Flying Show, an early appearance of Santa Claus, and finally, the truth is revealed about that weird thing upstairs in the Tug hangar.
Jane

From the CFI

The weather in the Seychelles is much nice than here.....

I must start this month's newsletter by thanking you all for the extremely kind words and generous gifts that Sarah and I received for our wedding back in September.

We've both been completely overwhelmed by the thoughtfulness and generosity of Booker Gliding Club members.



5th October saw a large group of us travelling north for our annual Aboyne expedition. I have to say I felt rather disappointed when on 6th October the Duo Discus was sat on the ground with no-one to fly it whilst those who were flying were achieving climbs of up to 27,000ft (the world's easiest diamond height day!).

Despite this we had some excellent flying and when not flying there were several trips frequenting the 'The Sign of the Black Faced Sheep' café. The cheesecake really is rather good and makes the long drive certainly worth it.

I would really encourage more of you to try out the club's expeditions. We design our trips to accommodate all levels of glider pilot so whether you're pre-solo or a triple diamond there's something for you. We take a variety of different gliders with us, ranging from the Duo to the Junior so there are no excuses!

Closer to home the weather over the past few weeks has been varied. We've had some fantastic flying days which many of you have been taking advantage of.

A gentle reminder to those of you flying during the winter months to spend those extra few moments considering glider ground handling (so as not to dig holes in soft ground) and also to make sure the kit is returned to the hangar in a clean and dry condition at the end of the flying day.

See you at the Launch Point!

Richard

Winter Opening Hours

The club has now returned to its Wednesday to Sunday operation. This year, however, we have elected to open on Mondays and Tuesdays should there be fine weather forecast and a demand for flying.

The decision to open will be made on the Saturday or Sunday beforehand so contact the club to find out.

The office will remain closed on Mondays and Tuesdays throughout the winter months.

Those wishing to fly outside these periods of operation may only do so with the express permission of the CFI.

Instructors' meeting

There will be an instructors' meeting in the clubhouse on **Saturday 23rd November** starting at 1730.

All instructors are asked to attend. Those unable to attend are asked to contact the CFI either by phone or email.

Any non-instructor tug pilots wishing to attend are welcome.

From The Treasurer

The accounts for the year are currently being finalised, but I thought you would like to see a few figures comparing this year with last:

Overall launches up 7.5%
Private owner launches up 25%
Course Sales up 10%

For the forthcoming season the committee has held increases to fees to the minimum. Increases are in line with inflation (approximately 3%). Once again, you can save money by paying your subscription at the current rate before Christmas and by doing this you help the club avoid expensive overdraft costs during the winter period.

The fees for 2014/15 are as follows:

Full Flying Member

Paid before 31 st December 2013	£665
Paid before 10 th April 2014	£685
Paid after 10 th April 2014	£695
Paid by Direct Debit (12 monthly payments from 10 th April 2014)	£59.75 /month
Four quarterly payments from 10 th April (existing members of scheme only)	£180.25 /quarter

Other Flying Members

Country	£375
Cadet	£79
Student	£112
Junior	£112

In addition to the above all flying members must pay the BGA fee.

Other

Associate	£74
Temporary	£12 /day + VAT £60 /week + VAT

Facilities Fees

Glider in trailer park	£335
SLMG	£1090
Second (empty) trailer	£175
Glider in trailer park from 1 st August	£190
Glider from 1 st January to 31 st March	£13 /week
Visiting gliders	£7 /day + VAT
Hangar Space	£2810
Trailer in hangar during winter (min. 3 months)	£75 /month

All annual facility fees are payable by 10th January 2014

Graham Morfey

Stay current – buy a Season Ticket

The STAY CURRENT Season Ticket offers members a package of discounted launches as an aid to keeping current over the winter. The scheme applies to all club gliders except the Duo Discus 315. The ticket entitles you to:

- 10 launches to 2000ft
- free soaring
- tows above 2000ft charged at £1.10 per 100ft

For two seater flying, the ticket may only be used by P1 or for check flights, not for regular instruction.

Tickets are valid from 1 October 2013 to 28 February 2014. Launches not taken by 28 February will be forfeited and the balance outstanding will be a contribution to club funds. The ticket is non-transferable.

All this for the **bargain price** of **£295**, payable in cash or by debit card only.

Pilot licensing made easy

To continue flying after 7th April 2015 all pilots (both gliding and power) **must** hold an EASA Part-Flight Crew Licence, known as Part-FCL.

The period for licence applications and conversions has begun and we are pleased to say that Booker Gliding Club is now processing applications.

The BGA and CAA have been very impressed with the quality of applications already sent in by Booker Gliding Club members and this is something we wish to uphold. With this in mind, and considering the complexity of the application process we are offering a licence application service.

This service allows you to have the application filled in on your behalf and will contain all the necessary ratings that you are entitled to.

The cost of the service is £45 (inclusive of VAT) and forms are available from the office.

- Pilots wishing to complete their own applications may do so but are still required to have them certified and endorsed by the Chief Flying Instructor.
- The cost of the service (£45) does not include the initial licence issue cost of £82.

Members' Achievements

- Ruth Jackson – 2nd Bronze Leg
- David Lowe – converted to K18

Volunteers needed

The club has a number of jobs that desperately need doing by some willing club members. These include:

- Completing the bus project
- Rolling the airfield
- Glider care and maintenance
- Golf buggy care and maintenance
- Clubhouse care and maintenance

If you are interested in assisting with any of these tasks please let the office know. We will be eternally grateful for your assistance.

Free tickets to the Show

The Marketing Team will be going to The Flying Show 2013 at the NEC in Birmingham, which takes place on Saturday 30 November and Sunday 1 December. We will be exhibiting alongside the BGA (with their simulator) and three other gliding clubs (Windrushers, Buckminster and Cotswold). The show is aimed at aviation enthusiasts of all kinds and gives us a great opportunity to raise the profile of gliding. If you would like to get in for free, in exchange for lending a hand at our stand, let us know.

Information about the Show here: <http://www.theflyingshow.co.uk/>

Jane Moore

Wheelpower

Rotary District 1090, of which High Wycombe Rotary Club forms part, accepted a challenge to participate in a fund-raising event for the charity WheelPower. A baton was passed from club to club as part of the Around Thames Valley in 80 Ways project. The challenge required each club to come up with an innovative way of transporting the baton which involved wheels at some stage. The last leg was to be from High Wycombe to Haddenham and the



Santa Claus welcoming President Humphrey Creed and pilot Doug Hilton on their arrival at Haddenham.

writer, who is a member of HW Rotary Club, had the bright idea of involving Booker Gliding Club. On Monday 30th September, High Wycombe Rotary Club President Humphrey Creed arrived at the club, accompanied by his wife Sue. After having been briefed by DCFI Doug Hilton, and with Bob Davey in MM, he was flown to Haddenham, complete with baton, and a cheque for £500, payable to the charity. I had preceded the tug and glider to Haddenham and marshalled a reception committee, comprising members of the HW and Haddenham Rotary clubs, including Santa's Sleigh, which would convey Humphrey Creed from the airfield to the garden centre in Haddenham, which was the final destination. The scheduled arrival time was 4.30pm and having given Humphrey an aerial tour of Haddenham, the glider touched down at exactly 4.30pm and taxied to a halt in front of the assembled company, who were all duly impressed. Thanks are due to Richard Crockett, Doug Hilton, Bob Davey and the other members of the Club who made Humphrey and Sue very welcome and helped to round off a very successful fund raising event in an entirely original manner. The appeal itself is aiming to raise £6,000,000 countrywide to provide over

2,000 disabled people with a new sports wheelchair, plus training and coaching that will enable them to participate in and enjoy competitive and recreational sport. All this has considerable resonance in the context of the high profile now being given to paralympic sport following last year's Games.

The Club's participation in, and support for, this event was much appreciated and we are hoping to host a group from the High Wycombe Rotary Club one evening next year. Thanks are also due to the Upward Bound Trust for allowing us to use their airfield.

Richard Martyn

That weird thing in the attic

The problems all started when I was sipping tea at Old Warden, waiting for my display slot in the afternoon. (For problems, read 'life for the next 6 months will contain a lot of solvent abuse, damaged knuckles, head scratching and.....where does that bit go???) One of the Shuttleworth display pilots came up and asked if I had seen their new vintage glider acquisition? I said 'No' and went over to the hangar with him. On seeing the Fauvel flying wing I said without thinking it through, 'Ah yes, I restored one of these gliders, they are quirky to fly!' After a bit more idle chat, he asked when I could take it away to rebuild it! I believe now, with hindsight, that he had carefully set up this trap for me to take it away, as no one else had a large enough workshop to take it. (Never get involved with a glider that does not de-rig.)

Knowing that it would be a drama bringing it back on an unroadworthy open trailer with one wing over the car and the other dragging on the road, with the light board taped to the tip, I took Robin Willgoss, Mike Sinclair and my AA card with me. (Again - never get involved with a glider that does not derig.)



Robin wondering what he's let himself in for.

Somehow we arrived back at Booker unscathed (after a thousand strange looks on the A1 and M25) and realising it was too big to go in the 'vintage workshop' or Robin's workshop, we were kindly allowed to dump it in the Tug workshop, before it rained. So, the only place available to work on it was on the mezzanine floor, above the office in the Tug workshop. Great! How do we get it up there? Lots of sketches showing blocks and tackle, ropes and pulleys etc. and a quick phone call to my Shuttleworth contact to confirm it WAS insured and then, well.....Barry Parkhouse turned up and said he could use his fork-lift to chuck it up on the roof. So – what could go wrong? Actually, nothing! With a lot of help from club members who turned out to see the impending disaster it was lifted and chucked onto the

roof without a scratch and Barry kept a dead-pan face as if it always goes that well. (Someone commented that it still must be got down, somehow!)



'Up a bit, over a bit.....'

Now the task begins. With the help from Sincers and anyone else stupid enough to come too close we rip apart anything that wants to come off, glue / paint / hammer / oil everything and assemble it just like the photos we forgot to take, then fabric it.

Typically, when restoring a vintage glider, it is difficult to know when you have 'turned the corner'. It is normally when the fabric is on and it looks like a whole glider again.

With the Fauvel, I think I will never know when the corner has been turned. I imagine that when there are no bits left on the floor, we will take it down, connect the 2 off tow ropes to it and fly it, still thinking – 'Is it complete?'

Graham Saw



'Isn't there a bit missing?'

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 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 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 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 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 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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