

Booker Gliding Club

Newsletter

November
2019

Winter and
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The expedition didn't only include seasoned pilots, two pre-solo members - Dan and Andy - joined the party and spent two weeks packing in a huge amount of flying experience. They share their thoughts below:

Dan McDaid says:

Since coming to Booker on a week's course in 2018, Richard had suggested on a couple of occasions that I should join the club expedition to Aboyne. As I found out, this was with good reason.

Still pre-solo with 67 launches under my belt, it was time to switch Lane End and Marlow Bottom for Braemar and Ballater. It was a fantastic week, full of firsts. First long duration flight and first long distance rolled into one when Dave [Byass] and I flew out to Nairn topping about 200k in 2h 41m having half expected to be back on the ground within 20 minutes. First time flying a glider away from Booker with completely different terrain offering new perspective.

First ever flight handling the Duo Discus, first time landing on a narrow tarmac strip, and of course first high altitude in wave achieving 18,625ft QNH with Richard in the K21.

It was a great opportunity to consolidate my learning to date with lots of stick time to practice general

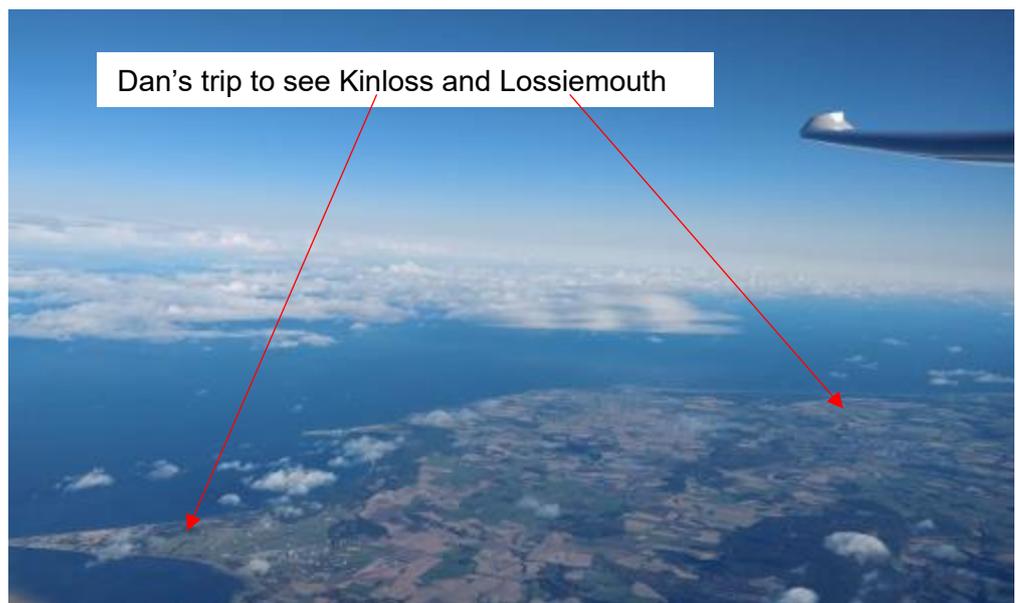
handling, more challenging conditions on aerotow to deal with - or not as the case was when Richard released from the Eurofox at about 1500ft demonstrating great skill in recovering from a sticky situation and managing to climb in rotor. Putting to practice the theory of wave was a great educational experience and really gave colour to the classroom learnings.

Great weather presenting excellent flying opportunities, beautiful scenery, building relationships with other club members and chatting with a wider gliding community rounded it all off. There were so many takeaways.

Thanks to all the club members who offered their guidance during the week with special thanks to Richard and Dave for their brilliant instruction.

Andy Duncan says:

I expressed an interest in Aboyne early at the start of my flying training because as a Scot I was intrigued that an airfield in the NE of Scotland was a draw for UK gliding clubs. I knew



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the Cairngorm mountains and therefore had experience of the weather conditions that prevail there and how quickly it can change.

Despite being inexperienced my motivation was boosted when an instructor encouraged me to join the expedition, saying that student pilots were always very welcome.

I have come to gliding late and my objective this year was to pack as much flying in as possible. I flew solo in powered aircraft in 1986 so I am not new to flying. I find flying at Booker interesting partly because of the height of the airfield and the drop off around the perimeter which can make for challenging aerotows and landing approaches. I spent a week at Bicester to gain experience at another airfield and at winch launching. I also wanted to fly at a variety of circuits in order to broaden my experience during training.



Aboyne represented a big opportunity to reset my perspective on what I had achieved so far, I had logged 72 flights and 19 hrs before the Aboyne trip.

Aboyne as a flying playground is unique, particularly because it is in the vicinity of the Cairngorm massif which plateaus at 3500 - 4000+ ft giving rise to the incredible wave conditions for soaring that attract pilots from all over Europe.

Training perspective at Aboyne:

1. Opportunity to fly with our CFI Richard Crockett and über experienced Dave Byass.
2. Narrow tarmac runways require much more accurate approach and landing, with the need to roll to end of the runway.
3. Variable wind speed and direction demanding adjustment to planning approach and landing. Guaranteed lift/sink and turbulence effects from the ridge to the south and small hills to the north of the airfield. In effect hard work for a trainee.
4. Flying in wave lift to 17,400 ft (outside temp. -19 deg C).
5. Every day flying conditions were different
6. Longer duration flights giving the opportunity to observe how experienced instructors approach the task of finding the lift
7. 10 flights and just under 14 hours of flying in 8 days this time of year would be hard to achieve elsewhere in the UK.

- 8. As a student pilot the more seat you get with longer duration flights greatly enhances motivation confidence.
- 9. Spent most of my time in the Duo Discus, a great two seat glider.



Andy's favourite photo of the trip



Members' achievements

Michael Crisell – First Solo



Michael is a long-time power pilot and he came along to try something new. The smile on his face shows that he enjoyed it and can't wait to do more.

Mark Dyos – First solo at Aboyne, and conversion to Pegasus

Mark went solo a while back at Booker, so when he joined the Aboyne expedition he had the opportunity to go solo at a very different airfield, and then to convert to the Pegasus and do it again.



CFI's update

The thermal soaring season has now drawn to a close but there is still a lot happening here at the airfield. Many of you will have noticed quite a bit of development and I thought I'd explain a little of what's going on. The major project is the airfield access road which is being widened and re-surfaced. The mains drainage to the airfield is also being replaced along with the electrical supply. For a while we'll have a new access into the trailer park via the bin lorry yard as the road next to HeliAir is also being dug up.



The area opposite the club house where we sometimes park cars is being redeveloped for a new business which will be moving onto the airfield shortly, as is the land adjacent to the Blister Hangar. Please be patient whilst these developments are going on as ultimately they will lead to a much improved airfield, particularly with regard to the new access road. There have been a couple of occasions where access to the Blister Hangar has been restricted because of vehicles but the builders are never far away and are more than happy to move things for us.

On the lease front there have been significant developments. Excellent progress is being made and we will soon be conducting trials of our 'Northern' circuit. These trials will be done during the week and will involve us flying off the hard runway to investigate a number of factors. Booker Aviation will also be conducting their own trials investigating the 'Southern' circuit which they will use once we have moved to the North.

Members' Forum – 1100hrs, Saturday 7th December
This is an opportunity to find out about recent developments in airfield operations and the plans to move to the Northside. John Otty and Robert Turner, key members of the Lease sub-group of the committee, and CFI Richard Crockett, will be on hand to give details about the progress that is being made and to answer any questions that you have.

I and members of the committee have been holding frequent meetings with Booker Aviation and BEA, as it is vital that we work on this project together. Wycombe District Council have of course employed a team of consultants to look at the re-design of the Air Park, however, we all agree that by working as a combined group we can ensure that we get the airfield which we all want. Only last week in a meeting with BEA they told us

how much they supported our Northside move and how exciting they felt about the future of the airfield. All previous queries such as the trailer park have been resolved and the airfield is going to be rolled in the New Year.

All in all some really positive news and something we should all be very excited about.

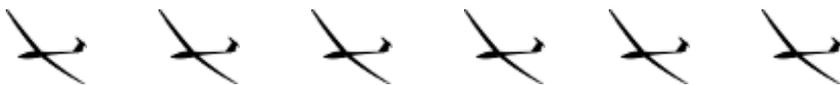
Richard Crockett

You can enter the competition and find out more about it here:

<http://www.bookergliding.co.uk/activities/bookerregionals.html>.

Let's make the 2020 Booker Regionals a celebration of our competitive flying skills and week of flying and fun for *all* our members.

William Parker



BGA Inter Club Leagues 2020

Booker will be taking part in the British Gliding Association Inter Club Leagues (ICL) again in 2020. The ICL events provide some fun and encouragement for people that are new to cross country gliding. Although there is a competitive element, the intention is to allow participants to discover the best way to get enjoyment from a well organised weekend of cross-country gliding. Tasks are set for differing levels of pilot to give everyone the



experience of final gliding back to base at the end of the task. This year, as well as pilots from Lasham, we hope that



some pilots from Shalbourne Gliding (Rivar Hill) will join us. Provisional dates have been agreed (see Dates for your Diary below). This year we also plan to have a practice weekend at Booker in early May, when there

will be additional briefings, demonstrations and support for pilots new to competitions. More details to follow in the New Year, but if you have any questions, or would like to take part, please contact Bob Smith, Bob Sinden or the CFI.

Bob Smith

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Coming soon..... Winter Briefings

All are welcome, but these briefings are designed with aspiring Bronze pilots in mind, covering topics in the Bronze exam as well as other useful areas. They will be held on Saturday mornings in the briefing room.

Look out for the programme on the clubhouse noticeboard and in the newsletter.

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Winter hours – from Monday 28th October 2019

Office

Monday	closed
Tuesday	1100 – 1300
Wednesday to Friday	0800 – 1430
Saturday / Sunday	0900 – 1530

Flying

Throughout the winter, if you wish to fly on Mondays you will need to recruit a tug pilot and **contact Richard for approval**. There will be no instructor in charge. From Tuesday to Sunday flying ops will be as normal.

Festive opening times

Tuesday 24 th December:	half day (0800-1300)
<i>Christmas Day:</i>	<i>no booked flying or instruction but open to authorised members</i>
<i>Boxing Day:</i>	<i>no booked flying or instruction but open to authorised members</i>
Friday 27 th December:	normal opening
Saturday 28 th December:	normal opening
Sunday 29 th December:	normal opening
<i>Monday 30th December:</i>	<i>no booked flying or instruction but open to authorised members</i>
Tuesday 31 st December:	normal opening
<i>New Year's Day:</i>	<i>no booked flying, or instruction by open to authorised members</i>

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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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