



Prices for  
2013  
Page 7

# The Booker Newsletter

Read Mike C's detailed summary of what EASA changes will mean for us –see page 3

## Contents

From the Chairman  
From CFI  
From the DCFI  
Sales and Marketing  
Members' Achievements  
Season Ticket Reminder  
Feedback from Aboyne  
Prices for 2013

Welcome to this unusually newsy (for November) edition of the BGC newsletter. Thoughts are turning to Christmas and what a great present a glider flight can make, Mike and Doug have some tips and pleas for good practice in the winter, there's a reminder about the winter season ticket scheme and, of great interest, will be Graham Morfey's table of charges for 2013 (no need to panic). Simon Vardigans has given us a very positive account of his time at Aboyne despite the weather. As ever many thanks to all the contributors.

William

## From the Chairman

Dear Fellow Booker Members,

As the gliding season of 2012 draws to a close it has, on reflection, been a roller coaster ride. In terms of the club's affairs we have once more faced seemingly insurmountable obstacles and prevailed. The imposition placed upon us by more popular sports was once more a feature when the CAA made a valiant effort to shut us down for a two month period whilst the Olympics took place.

Once more the indomitable spirit of our members came to the fore and what was a major challenge was transformed into a series of opportunities. A superb turn out at Thame and all the associated preparation showed that Booker members are made of stern stuff and we will fight to preserve our right to enjoy our sport too.

The disappointing weather in the first half of the season had our hon treasurer forecasting gloom and despondency but, partly inspired by the Thame trip and activity levels on our other expeditions to Talgarth and Serres, the second half saw activity levels improve and we live to fight another day.



It is wonderful to see the growth in course participation and our ability to teach and inspire the next generation of glider pilots. Whilst trial lessons do something to introduce people to gliding it is courses that give them a chance to develop the thrill of flying themselves and the joy of soaring that is freely available.

It was heartening to see the camaraderie and good spirits of those who made the trek to Aboyne. Despite the flying being somewhat less than expected a good time was had by all. Although winter has arrived we will continue to fly five days per week and the committee continues to work with the council and the incumbent landlord on the plans for the future of the club. There is uncertainty, it would be wrong to say otherwise but, given our determination to survive, there is hope of a brighter future. We are working on it.

See you at the launch point.

Geoff

## From the CFI

October saw the clocks go back and the Aboyne expedition. Unfortunately it also saw the end of what had been a bit of an Indian Summer with some very autumnal weather, which has led to many of you deciding to go into hibernation. This needn't be the case as there's still some enjoyable flying to be had through the winter months. An example of this is Graham Saw's aerobatic courses, which are extremely popular. Why not make use of the abundance of instructors and the quieter launchpoint to help you accelerate your training and achieve your goal whether that be going solo, becoming an instructor or planning for your 500km next season.

Now that the winter season is upon there are a number of issues to be aware of to help us operate safely and to look after our kit. The airfield is now starting to get soft so please avoid turning the gliders on the spot, which digs holes in the airfield. The gliders and tugs will obviously pick up the mud so please make sure they get washed at the end of the day, especially the wheel box as the mud will compact and eventually cause the wheel to seize. I know this is a chore but it is necessary and needn't be a time consuming task. When operating the tugs, and you shouldn't be relying on the brakes while turning anyway, be aware that your braking action will be significantly reduced and there is a risk of skidding and sliding whilst taxiing; this is obviously not desirable when operating near a busy launchpoint with lots of people and kit. Essentially please apply a bit of common sense and airmanship.

Over the last couple of years we've had a couple of incidents with the gear lever and airbrakes being confused on final approach with some of the earlier designed gliders, where the brakes and undercarriage lever are on the same side. These gliders include, although it's not an exhaustive list, the ASW 15, ASW19, ASW20 and Pegase. You may think this will never happen to you, however, many experienced pilots have fallen foul of this trap. There are many ways to avoid this situation and I will suggest a few but it's up to you to be aware of the issue and come up with a solution tailored for you:

1. Include in your normal routine on diagonal leg a glance down at the lever and identify and take hold of the brake lever. Generally this is a less stressful phase of the flight.
2. Some form of downwind checks, such as U.S.T.A.L.L - Undercarriage, Speed, Trim, Airbrakes, Lookout, Land, if you're that way inclined.

3. Some form of tactile reminder to help you identify the correct lever. For example, most of the aforementioned gliders have a brake lever that can be rotated nearly 180 degrees from hanging to upright. So, if you're holding a lever that can be rotated you will be holding the airbrakes.

4. A glance down the wing once you're on final to confirm brake deployment. The above are just a few examples of solutions to help with this issue, however, most importantly one should be aware of the issue.

As you may or may not be aware there are some major changes that will be taking place in the next few years to bring us inline with Europe by April 2015. The BGA is slowly changing procedures and rules in an attempt to allow a smooth transition. Below are some of the changes, however please ensure you are familiar with BGA Laws and Rules edition 18. It is available via <http://www.gliding.co.uk/bgainfo/lawsandrules.htm> or through the office.

#### General

- Minimum age for solo is now 14
- BGA B badge endorsement has now ceased
- The Bronze endorsements requirements have been reduced this will eventually be the flight test and theoretical standard for the new Sailplane Pilots License (SPL)
- Cross-Country endorsement has changed to reflect the parts moved from the bronze endorsement.

#### Cloud Flying

- Cloud Flying Endorsement has been added however this is an optional rating at this point

#### Instructing

- The flying requirement wording has now changed to 'pilot in command' from solo
- To renew your rating you will have to complete a minimum of two out of the three of the following:
  - o Minimum annual instructing experience
  - o Refresher/Seminar
  - o Check flight with a BGA Regional Examiner
- The BGA MGIR no longer needs to be revalidated providing the instructor retains the appropriate valid BGA instructor rating and a valid SLMG or TMG is held.
- The Year 3 checks can be completed by the CFI however the Year 5 must be carried out by a Regional Examiner or an approved CFI

As mentioned these are just a few of the changes, please be vigilant and keep an eye open for any further changes that take place as we move forward.

Safe Flying,

Mike

## From the DCFI

Looking back over October, the club had its annual expedition to Aboyne and whilst the weather wasn't the kindest we have had for many years (mostly calm or wet), the members who were there made the most of the conditions and the chance to fly over some stunning and picturesque countryside. As always the trip was full of good food, good socialising, some model flying and the fantastic hospitality given by the Deeside Gliding club and its members plus I must not forget to mention and thank Dave Byass for his help and input to the flying and organisation both on and off the airfield.

We were also joined on the expedition by 3 members from Thame who have already expressed their intentions to join us again in the future. Back at Booker the weather was much better and Richard had his hands full keeping up with flying going on here.

Now that the clocks have gone back, the club has reverted to its winter operating schedule normally only being open 5 days a week (with no operations on Monday or Tuesday) but don't forget that if the weather is good and you have a Silver C you can fly under self certifying privileges. Full details are on the notice board and if you are in any doubt just ask. The BGA have issued a revised edition of *Laws and Rules – Edition 18*, which contains significant changes from the previous edition reflecting the 2012 changes to the Air Navigation Order, as well as developments relating to future EASA requirements and a number of associated BGA changes to instructor revalidation requirements and glider pilot certification. Mike Collett has done a detailed analysis of some of these changes and has written them up in his report for this newsletter.

One small practical comment: please check the buggies for fuel and oil before use each day (if the buggies need oil, please note that the engines are quite small with small sump capacities – it only takes about 150ml (one cups worth) of oil to raise the level from empty to full).

Looking forward, Graham Saw has already started his winter programme of Aerobatic courses on the first Saturday of the month. Other events and activities will be announced on the notice board – 2013 expeditions to Talgarth, France and winter lectures – plenty to keep you busy.

Lastly, don't forget the Winter Season Ticket offer – a great way to stay current at an advantageous price.

See you at the launch point.  
Doug

## October achievement

The October weather has reduced the many achievements we recorded last month to one, but hey it's November! In six weeks the days start getting longer. In the meantime well done to **Oli Polden** who has **re-soloed**.

## Sales and Marketing

### Relax, your present-buying problems are over

Worrying about the ideal present for Aunt Agnes or little Darren? Look no further, buy them a Trial Lesson. Or for your favourite niece or nephew why not an Intro course? It would save you hours of internet searches or hacking through the crowds of desperate shoppers, just call at the office next time you are at the airfield. Introducing your friends and family to your sport has a number of benefits, not least that they will have some idea what you are talking about when you relate your latest achievements. And you would of course be helping your club with a bit of extra income. You can also help both the club and your favourite charity if asked to provide a raffle prize by offering a Trial Lesson.

*Jane Moore*

## Season Ticket Reminder

The STAY CURRENT Season Ticket scheme offers members a package of discounted launches as an aid to keeping current over the winter. 10 launches to 2000ft and free soaring for £295. Valid from now until 28 February. **Check in the clubhouse for terms and conditions**

*Graham Morfey*

## Feedback from Aboyne 2012

I have been a member of Booker for a couple of years now and my progress can probably be described as steady! (mainly due to work commitments): I started with the gift of a trial lesson from my wife in 2010; took the Bronze course with Richard Crockett in 2011; and then took my Bronze exams with Jane Moore and trained for my XC rating with Steve Williams in the Falke earlier this year.

While I got to know many of the regular weekend instructors (plus Hilary & Shelagh or course) by just being around the club and the bus every 2-4 weeks or so, it wasn't until I went on my first expedition to Aboyne this year that I was able to really get to know both new and long serving members – a few of whom seemed to appear out of nowhere (had never seen or heard of them before) – but all of whom had fantastic stories and experiences to tell.



*Birkelunn is a great place to get to know fellow members*

I travelled up by car with my wife Tessa (who thinks flying is nuts) and was going to enjoy the adventure of towing the Pegasus (318) until a last minute change of plan. We stayed in Birkelunn, a stunning 10 person Norwegian log cabin out in the sticks but only 15 minutes from the airfield (open log fire / great catering facilities etc), and were allocated the biggest / best room which everyone else called the honeymoon suite (so there are advantages!).

I went during the first of two weeks that the club had booked and there must have been a total of about 18 of us up from Booker. While a majority seemed to come with their own gliders, there were 5 or 6 of us looking to train up in a totally new lift, geographic and airfield

environment and were brilliantly looked after in the Duo (315) and K21 (KCZ) by Doug Hilton and Dave Byass (one of the blokes I had never met before – ex Concorde pilot, so what does he know anyway!)

The weather early in the week was glorious and some decent heights were attained although the wind strength died down a bit when I arrived a couple of days later and we weren't quite able to get into "oxygen" territory; however, under Doug and Dave's wave-seeking stewardship we got amongst and above the clouds and the views were stunning. It was also exciting flying up and down the wave in traffic with the importance of good lookout (and tracking / following the other guy if he is doing better than you) being paramount to safe flying.



*Getting amongst and above the clouds*

The layout of the Aboyne airfield makes it abundantly clear how spoilt we are at Booker. They have two parallel tarmac runways each only about 15' across with "break your glider" territory in-between runways and at the eastern end (one of my eventualities checks when taking-off in an easterly direction was to say "you have control!"). So lateral accuracy and cross-wind component management was essential; the other key factor was to judge / manage ground-roll to ensure one reached the end of the runway so that the very limited landing space could be utilised by a series of gliders landing one after the other. Also, not only was it necessary to fly finals that bit more accurately, but the presence of hilly terrain below the down-wind legs and the possibility of wind curl when approaching from the east made the circuit a whole new challenge for someone like me who had only previously flown from Booker. It was a brilliant learning curve, and even when I was given the nod I demanded to go up again for a quick circuit just to make sure.

Each evening after flying and the obligatory model aerobatics display (another grunt from Tessa!) there was the obligatory pint and gossip in the clubhouse before retiring to Birkelunn for open fire, aperitifs, blog updating, great company and dinner (wonderfully cooked on a rotation basis) before winding-down before bed.

Roll on next year's expeditions.

*Simon Vardigans*

## **Charges and Subscription rates for 2013**

Increases in charges have been kept to a minimum and are in line with inflation. Most importantly for Full Flying members who pay their subscription before 31<sup>st</sup> December the rate is unchanged from the current year.

The detailed figures are as follows:-

### **Subscriptions for the Year from 1<sup>st</sup> April 2013**

#### Full Flying Member

Paid before 31 <sup>st</sup> December 2012	£645
Paid before 10 <sup>th</sup> April 2013	£665
Paid after 10 <sup>th</sup> April 2013	£675
Paid by Direct Debit- 12 monthly payments from 10 <sup>th</sup> April	£58 pm
- 4 quarterly payments from 10 <sup>th</sup> April	£175pq **

\*\* Existing members of scheme only

#### Other Members

(Payable before 10<sup>th</sup> April)

Country	£360
Cadet	£77
Student	£108
Junior	£108
Associate	£71

### **Facilities Fees for the Year from 1<sup>st</sup> January 2013**

(Annual charges payable before 10<sup>th</sup> January)

Glider in trailer park	£322
Second (empty) trailer	£170
Glider in trailer park from 1 <sup>st</sup> August	£182
Glider in trailer park from 1 <sup>st</sup> January to 31 <sup>st</sup> March	£12.50 pw
SLMG	£1060
Hangar Space	£2730
Trailer in hangar during winter	£71 pm

*Graham Morfey*

## 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.*

---

**For the latest news about what's happening check out <http://bookergc.blogspot.com/>.**

\*\*\* 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](mailto:williamparker275@gmail.com)). Please note new email address

---

**Published by Booker Gliding Club**  
**WYCOMBE AIR PARK, MARLOW, BUCKS SL7 3DP**  
**Office Tel: 01494 442501/529263**  
Booker Gliding Club Ltd, t/a Booker Gliding Centre  
is a company registered in England with company number 1492733  
Registered office address: Wycombe Air Park, Booker, Marlow, Bucks, SL7 3DP  
VAT number: 350 4182 83

©Booker Gliding Club 2012