

Booker Gliding Club

# Newsletter

October  
2019

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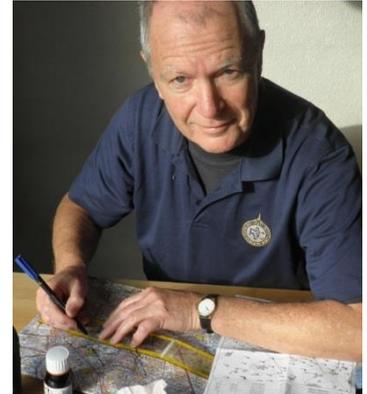
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## A last look at the view from the Chair

As you may know I am standing down as Chairman of the gliding club with effect from 30th September. I'd like to offer heartfelt thanks to all the members of the club for your support over the past four years. There are too many people to thank everyone in person but I would like to mention a few.



These have been very challenging years for the club involving complicated and time-consuming negotiations with several parties who have not necessarily given the gliding club's interests any sense of priority. Nonetheless I believe we are now on the verge of succeeding with our long-term aim of securing a 25-year lease and moving gliding operations to the northside.

I would like particularly to thank Robert Turner, Richard Martyn, CFI Richard Crockett and the late Glyn Read for bringing the club to this promising position. They have worked tirelessly as members of the Lease Sub-Committee chaired by our Treasurer John Otty, whose contribution has been indispensable.

Richard and the DCFIs have done an outstanding job with our flying training and supervision. Thanks too to all our tug pilots especially Jim Roland, Bob Davey and Steve Williams. And also to our large corps of instructors - Full Cats, Ass Cats and Bls.

Without tugs we have no club, and through difficult times our Booker Engineering team has kept us in the air - thanks to John Sawney, Paul Sawney and Robin Willgoss.

In the office, Shelagh Clowry and Chris Mason work wonders to keep our bookings, rotas and accounts in order and David Fogden puts in many hours on the books. Bob Smith provides constant support for our IT system.

And a word of appreciation for those who keep our reputation in the limelight with their inspiring performances in the air and on the ladder: Tim Scott, Graham Saw, Jim White, Denis Campbell, Nils Wedi and Geoff Lyons among many others. Also for Nils for his wonderful weather forecasting. And for Jane Moore who does a brilliant job of editing our newsletter.

The two Bobs - Sinden and Smith, and Pete Wyld who do so much to keep our competitions going. And finally, those unsung heroes who tackle so many vital tasks around the club, Club Secretary John Hubberstey and Mike Sinclair.

Chairing the club has been a rewarding experience and I am very proud of such achievements as we have managed to make in improving the amenities, professionalism and esprit of the club.

Thank you all again for your contributions and support. I wish my successor all the best and good fortune for the gliding club.

See you up there.

William



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## Flying a piece of history

On Saturday 14<sup>th</sup> September the Shuttleworth Tiger Moth and Miles Magister came to Booker for the day. Shuttleworth and Booker GC pilots Andy Monk (Tiger Moth) and Richard Crockett (Magister) were joined by RAF test pilot Willy Hackett (Magister) and they gave a number of members a great demonstration of formation flying and of the handling characteristic of these fine old aircraft.



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## Winter hours – from Monday 28<sup>th</sup> 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.

## Pilot profiles – meeting our Committee

This month we feature two of the hard-working members of our Committee who do so much to keep the club on track. Firstly, William Parker who has spent six years on the committee, the last four as Chairman. He is now relinquishing that role but will stay on to concentrate in particular on developing our participation in competitions. Secondly, we meet Treasurer John Otty who has served for five years – and shows no signs of tiring, fortunately for us.

### William Parker - Chairman

#### What got you interested in aviation?

There were a couple of RAF pilots in the family, but I first became interested in aeroplanes as a boy. I went to school in Guernsey where the air links to the mainland were BEA Dakotas (DC3s) and De Haviland Rapides - a very exciting way to go to school.



#### How did you start gliding?

When I was 16, my school sent a number of RAF cadets on a gliding course at No. 622 Gliding School at Christchurch near Bournemouth where we learned to fly in T31 Slingsby Tutors launching on a winch. Most of us went solo and got our A and B certificates. I didn't take it further at that point but after 20 or so years of work, family and travel, in 1987, I returned to gliding with a 5-day course at Booker – and I was hooked.

#### What's the buzz?

I enjoy the freedom to explore the atmosphere, the challenge of sustaining flight by using natural energy, adapting to changing conditions in the course of the flight from a brush with a land out to the exhilaration of climbing to cloudbase. The aspects of gliding which have kept me interested have been mountain flying, wave, instructing and cross-country tasks especially competitions.

**What stage are you at?**

I have 2000 hours, Gold badge, a Diamond height and a LAPL(S) FI.

**Do any moments stick in your mind?**

Soaring the length of the Sierra del Cadi at Cerdanya from the Andorra valley to Alp, it's a 22km long knife-edge snow-capped ridge between 7,000 and 8,000 feet high. Flying my first 300k along the Loire valley from Le Blanc. Achieving Diamond height on a gin clear blue day at Aboyne. Winning a day or two at the Dunstable Regionals.

**What do you do when you're not flying?**

I'm basically retired but I still take on some work projects. I also write local history – and I play guitar.

**Do you have any advice for our readers?**

If you want to get the best from gliding you have to make time for it, especially in the early years. Once you've acquired a degree of competence and experience it opens up a huge number of opportunities not available in any other sport.

**What do you feel you have contributed to the club?**

I took over the newsletter in 2008, redesigned it and edited it for 7 years. I've been on the committee for six years and Chairman for the last four years. I'm standing down from that role now but I will stay on the committee for a while.

It's been an interesting period. On my watch we have reinstated the Booker Red Kite Regionals, returned the club to participation in the Inter Club League, re-organised BAS (Booker's engineering 'arm') and, thanks to Rob Turner, restored 'Mavis' the Ransome Motor Triple mower so that we can mow the trailer park. We also refurbished the peri-track, refreshed the club's cadet programme and did some necessary refurbishment of the clubhouse.

Of course, the dominant issue facing the club has been the seemingly unending and complicated lease negotiations, culminating (at last) in the proposed move to the northside of the airfield. If the legacy of my time in the chair proves to be responding effectively to the threat of the Wycombe Local Plan and making some small contribution to the outstanding work of the Lease Sub-Committee so that the move to the northside secures the future for the club, I will feel it was all time well spent.

**Is there anything you wish you could have done?**

I would like to have met more of our members, and I would like to bring back the awards parties which were so enjoyable in previous years.

**What would you say to members wondering about joining the committee?**

I would encourage members to participate more in the management of the club by joining the committee. It's very rewarding, and it's an opportunity to give back for a great deal of flying fun.





## John Otty - Treasurer

### What got you interested in aviation?



My dad was a BOAC pilot, and I've always been interested, but the nearest airfield was too far away. I did a 5-day course at Lasham when I was 18 and then went to university. I did a year of rowing and in my second year started gliding with CUGC at Duxford, where they did practice displays with Spitfires while we were gliding.

After graduation I paid my own way through a PPL in a Cessna 150 at RAF Woodvale, near Formby. I then got a job in London and briefly joined Dunstable, but I was scared off by winch launching in an easterly. I didn't have enough money for both power and gliding but I just about kept the PPL current for five or six years.

I got an IMC rating in 1991 with training in Sisteron, flying there and back with the instructor, and that inspired me to buy a share in a Robin 160 at Sywell. That was really cool because I did some touring in France, and I also hired a 172 in Fort Lauderdale and flew round the Bahamas. Then I worked abroad for four years from 1997 but I kept my share in the Robin. A couple of years after returning to the UK I was living in Wargrave and Sywell was too far away so I sold up and bought into a Robin Regent 180 at White Waltham.

### How did you get back to gliding?

In 2004 I came to Booker and did a 5-day course. I got my Bronze quite quickly, and then after a few years' break driven by family duties did my Silver in 2011 as on a course run by Mike Collett (then CFI). When my son was old enough to become a cadet, I did Jim White's cross-country course, and a BI course with Doug Hilton. While we were flying at Thame during the Olympics I did my first 300k in the club Pegase 318 and the following year I bought an ASG29E and started doing more cross country. Two years ago I began flying faster and did my first 500k in 2018.

### What's the buzz?

Cross country flying – setting the task and completing it at a good speed gives a great sense of achievement. I've now got a handful of 300km flights at over 100kph which feels great. And there's the emotional roller coaster of being at 1500ft scrabbling for a climb and then shortly afterwards being at 5000ft doing 90kts. It's much more challenging than power flying which I only really like if we are going somewhere. And flying the tug is fun.

### What stage are you at?

I have the Gold distances, Diamond goal and Diamond distance but no Gold or Diamond height as I can't get leave for the Aboyne expedition. I got my tug rating in April 2019 during the Instructor Training week.

**What are your goals?**

I'd like to get the height badges. Apart from that – to keep getting faster, I'm still learning. For the first few years I was flying too slowly, then I worked out that I need stronger thermals, so I need to get better at searching the clouds for the good bit and finding that bit faster and centring faster.

**Do any moments stick in your mind?**

The end of my first 300. The sky was dying. There was one cloud near the final turnpoint of Uffington White Horse. I climbed in that at 1kt to about 5000ft and headed for home which was 48 km away at Thame. With a couple of pull ups over Abingdon I made it with enough height for a circuit. A fantastic feeling.

**What do you do when you're not flying?**

Running. Eating nice food

**Do you have any advice for our readers?**

If you're early in your gliding career, stick at it, push through – there are a lot of perceived barriers which aren't really there. Get your Bronze, get a BI rating then you're free, you'll be flying all year round. If you can afford it, get your own glider and fly cross country.

**What do you feel you have contributed to the club?**

I've been on the Committee for five years as Treasurer. I put in place a turnround plan, looked at expenditure, renegotiated contracts, moved engineering to the BGA regime and improved the Club's financial position.

I took over the lease committee which is currently in the middle of some tricky negotiations about moving the operation to the northside. We also arranged to allocate money for the refurbishment of the Cub.

**What would you say to members wondering about joining the committee?**

Any member can come to Committee meetings and find out about how the Club is run. I started on the committee slowly but gradually became more involved because I'm passionate about the club and its future and putting controls in place and avoiding waste.



## Early birds.....

*Need a check flight, or just to stay current over the winter?*

*Come early - no need to book between 0930 and 1100.*

Don't wait for the office to open before checking the weather, take a look at [https://www.metcheck.com/HOBBIES/aviation\\_forecast.asp?LocationID=3409](https://www.metcheck.com/HOBBIES/aviation_forecast.asp?LocationID=3409) which will give you the forecast cloudbase, plus wind strength and direction at ground level and 2500ft. This should tell you if it is going to be flyable, so your next step is to come early and help unpack the hangar – and choose your single seater, or instructor. Then the daily briefing and you are good to go.

Don't wait for the perfect forecast, at this time of year the best way to get a flight is to be on the airfield, glider ready, briefed for your flight, waiting for the mist to clear to get the best weather of the day. You'll get some socialising, great views, maybe a bit of wave in the early morning air. You will find out how much fun a flight can be at this time of year, and of course with an instructional flight there is always something new to learn.

## CFI's forum

Two weeks ago I ran a CFI forum to which all members were invited. The aim of the forum was to detail a number of club developments and activities and to allow members to ask questions and voice concerns, on issues such as ATC closures and the proposed moved to the North Side. The forum was well attended and a number of members raised questions both at the time and subsequently via email. Below I have summarised what was discussed.

### Training

Booker is now one of the most capable gliding clubs in the UK, able to train its members for the following qualifications and ratings:

- EASA LAPL(S) and SPL
- All BGA ratings (Bronze badge, cross-country endorsement etc)
- Aerotow launching
- EASA aerobatic ratings
- EASA Sailplane Cloud Flying rating
- EASA Touring Motor Glider rating
- EASA and BGA Instructor and Instructor Coach ratings
- EASA Sailplane Towing rating
- UK CAA Display Authorisation
- EASA FI(S) refresher seminars



Early next year we also expect to gain additional ratings such as examining for biennial flight reviews, TMG ratings and FI(S) renewals.

### New Diary

October 2019

The daily flying diary has been redesigned and the new format will come into force from 1st November. *The main change is that the periods 0930-1100 and 1600-1730 each day are for members who would like a check flight or some kind of refresher flying. These slots are non-bookable and will be first come first served.*

There are two slots from 1100-1300 and 1400-1600 for members and course members who require more formalised training. They should be booked via the office in the usual way - there is a limit of two students per instructor.

Trial lesson and short course slots remain the same and allow for up to 6 trial lessons per day, per instructor. These slots are an hour long and should be more than enough for a trial lesson. Intro and Intro+ courses will be allocated a 2-hour slot.

Although I recently told you how we go about flying during closure periods there are still some times when we may be unable to fly and all diary slots take these into account.

### **Expeditions**

Expeditions are important to a club as they allow members to experience different types of soaring in varied locations. Booker expeditions are designed so that most members can fly solo after a period of training. They are also all-inclusive and do not require a minimum experience standard, unlike many other clubs - we take pre-solo members. I asked if members were happy with the current expeditions and where else they might like to visit. As a result, I am investigating the potential for a different summer expedition, possibly to a more mountainous location. I would however be keen to hear further views on this subject.



### **Winter soaring at Lleweni Parc**

315 will be based at Lleweni Parc for the winter months, available 7 days a week to any member who wishes to fly it. A number of instructors are able to instruct and a list of them will go up shortly. I will also set up a WhatsApp group which will give a 'heads up' of promising weather etc. If you wish to be added to this group, please either text me on 07970 465918 or email me at [cfi@bookergliding.co.uk](mailto:cfi@bookergliding.co.uk)



### **Cross-country and competitions**



As well as the competitions Booker now runs, including the re-introduced Inter-Club League, we intend to bid for a Nationals once the Northside move is completed. I would also like to develop a two-seat training class, similar to that in the Junior Nationals, for those who want to develop their cross-country and competition skills.

### **ATC closures and airfield operations**

Much hard work is being done by a number of members with regard to flying during ATC closure periods, this work has been received very well by ATC, the CAA, BEA and Booker Aviation. The club has written risk assessments and operational procedures to enable flying both out of hours and during closure periods.

### **Aircraft accident investigations**

I gave a general overview of my role as a Senior Aircraft Accident Investigator and the types of investigation both I and other club members are asked to do. The reports we write are

used to develop safety recommendations and modifications to the way we train pilots in the wider gliding community. Many of the investigations we conduct are multi-agency and we continue to work with the BGA, CAA and AAIB.

### Outreach projects

During the year the club has worked with a number of organisations through outreach projects:

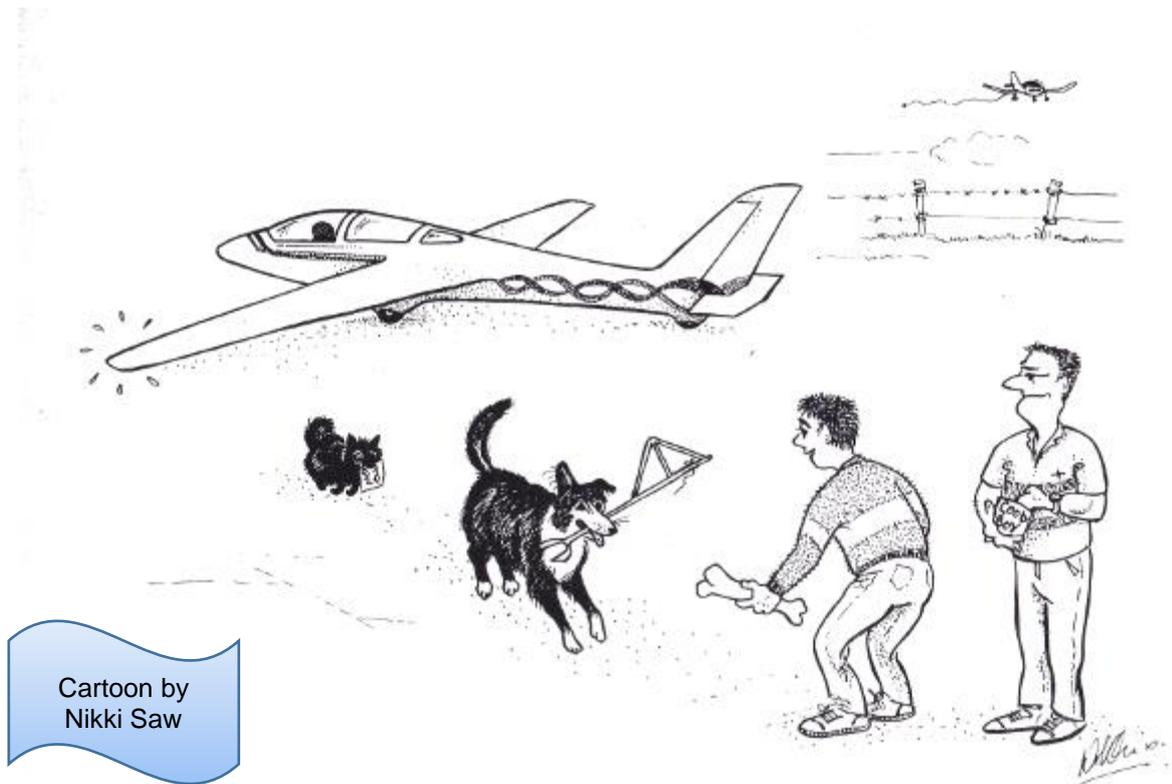
- The Civil Aviation Authority
- The Royal Air Force
- The Air League
- The Honourable Company of Air Pilots
- British Airways
- BAE Systems
- The Royal Aeronautical Society
- The Shuttleworth Collection
- UK Junior Gliding
- Rotary International
- The All-Party Parliamentary Group for General Aviation
- 

The session finished with a number of questions but of course I would love to hear your views. If you have further comments or questions please do not hesitate to contact me:

[cfi@bookergliding.co.uk](mailto:cfi@bookergliding.co.uk)

Safe flying

Richard



Cartoon by  
Nikki Saw





## An easy new way to find a location



/// **what3words** has divided the world into 3m squares and given each one a unique 3-word address. For example, ///ready.squeaks.upwardly is the 3-word address for the clubhouse. When locations are hard to describe, a 3-word address could be the easiest way to communicate exactly where help is needed. This could be the field you have just landed in, so that your crew can find you, it could also be the site of an accident where medical help is needed urgently and an accurate location will save valuable time.

Download the free **what3words** app, it's easy to use and could save lives – as well as helping your retrieve crew.



\*\*\* All views expressed within the newsletter are those of the contributors and do not necessarily represent the views of the Club or committee \*\*\*

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](mailto:jxmoore@gmail.com)

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