



**Le Blanc
For 2013?**

The Booker Newsletter

**J1M and LC at the
Dunstable Regionals**

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Geoff makes an announcement about the organization of flying staff in the coming months. Mike and Doug have some reminders about airspace and ground handling gliders on wet ground. Denis outlines a proposed expedition to Le Blanc next summer and looks back over some of the positive outcomes from Haddenham. Your editor writes about the Dunstable Regionals. And our 2012 list of first solos gets longer! As ever thanks to all the contributors.
William

From the Chairman

Dear Fellow Booker Members,

Your committee continues to work on securing the long term future of the club. We have excellent dialogue with Wycombe District Council, the Wycombe Airpark land owners, who are keen to see us prosper. Discussions about the possible structure and nature of the airfield beyond 2014 are progressing well. The negotiations, with the current head lease holder, over the rent review, also continue with improving prospects for a sensible conclusion. Overall, we feel confident that we can improve the club's security of tenure. It has been a summer of two halves so far. For those of us lucky enough to escape to Europe we were rewarded with some really good gliding, aided by the hottest summer for years in Italy and Southern France. We are planning to organise an expedition to France next summer to enable more club members to enjoy the benefits of continental weather. The first half of the UK summer was disappointing, but no one could have failed to be impressed by the resourcefulness of our members in overcoming the challenge of the Olympic Airspace restrictions. The Thame expedition was a great success, with many members making the most of unrestricted skies and some better weather. It was great to see the club spirit engendered by pulling together to keep everyone flying. Of course, the bulk of



the work was shouldered by a few willing souls and thanks go in particular to Denis, Graham, Heggie, Doug and Richard for their outstanding efforts and to those who helped with the groundwork at Thame, earlier in the year, preparing the site for our visit. None of this would have happened without the generosity and warm welcome provided by the Upward Bound Trust, and their members, and the residents of Haddenham. We thank them all.

The weather has been kinder to us of late and we will benefit from the improved launch rate. As usual, the best thing you can do to help the club is to come flying as often as you can. Help us to attract new members, if you can. Encourage people to sign up for courses, where possible, as they are more likely to become club members than those who come solely for trial lessons.

With the autumn approaching and cost control, as ever, being a key element of our financial management, Doug Hilton has elected to return to amateur DCFI status with effect from the end of September. We would like to take this opportunity to thank Doug for his hard work through the summer and in particular for his efforts that helped to make Serres and Thame such successes. Mike Collett has offered to continue as CFI and Richard Crockett will be retained as Staff Instructor through the winter months, doubling up in the workshop, assisting Robin Willgoss during non flying periods. As before, we will close operations on Mondays and Tuesdays, to focus effort and activity into a more productive five day week. As in previous years, members with a Silver C and above may self-authorise to fly their gliders on Mondays or Tuesdays making their own arrangements with tug pilots.

The next exciting event to look forward to is the annual Aboyne expedition. For those who haven't been before, it offers some unique flying in a wonderful setting, in good company. For those who have been before, it is something not to be missed. I hope to see you there.

See you at the launch point.

Geoff

From the CFI

Firstly apologies for not writing a piece in the few last newsletters, I've been rather snowed under with my new job. However, it's been great to see so much activity at the club both at Booker and during our stay at Thame. On the subject of Thame my thanks have to go to the huge team of volunteers that made it happen and of course the Upward Bound Trust for putting up with us. An awful lot of work went on behind the scenes to make Thame the success it was.

At Booker and Thame there has been plenty of flying and a number of achievements, including a few great adventures for our club Pegases; one of which went to Shobdon and back, as well as a couple of very commendable 300km triangles. I'm sure a list of achievements will be included in the newsletter. It was also great to see our Booker members doing well in competitions both at home and abroad. In particular, our esteemed editor put in a superb effort at the Dunstable Regionals.

If you still haven't achieved that elusive badge they will be plenty of opportunity in September. Many a Silver and Gold badge has been completed [indeed I did my entire silver in Sept], however, it will require you to be ready and prepared to get the most out of the day. Aboyne is also well and truly on the horizon and is open to those of all skill levels. It really is an expedition not to be missed; the flying is superb when the weather is good and unlike any flying you will be used to at Booker. It's important from a planning point of view that we have a good grasp of numbers, so please let the office know whether you are intending to come. If

you're not yet sure and want some further information please ask Jane Moore, Dave Byass, Doug, Richard or myself.

Unfortunately it's come to my attention that although we behaved in an exemplary manner with regards to airspace during the Olympics, it's not quite the case back at Booker. Please ensure you're familiar with our local airspace boundaries. Airspace busts are not acceptable and the consequences are severe.

Finally I'd like to say huge thank you to both Doug and Richard who have done a fantastic job throughout the summer keeping Booker's slick operation going strong and maintaining our high level of airmanship and safety.

Safe Flying,
Mike

From the DCFI

August has seen a lot of good flying and a wealth of first solo's, badge claims and competition results from too many members to mention here (but mentioned elsewhere in the newsletter). It is great to see so many of you achieving new levels and goals which is down to your own commitment and dedication and also down to the input from all the instructors and other members who have encouraged you along the way – congratulations and thank you to all who have been involved in these achievements.

We have also seen a good uptake of individuals committing to Basic and 5 day courses following trial lessons or a 'visit' to the launch point. I think this has come about largely because of the enthusiasm and competence of these people's instructors and also due to the friendly reception these prospective members have received whilst they have been around the launch point – again thank you and please keep this up and take the time to meet them.

I wouldn't normally expect to see the following in a newsletter until November or December, but as all of you will have noticed, the summer of 2012 has been a particularly wet one and the airfield isn't in its usual dry parched state for this time of year. The grass is the most lush anyone can remember and the underlying soil is relatively soft and easy to put divots into. To prevent us making unnecessary holes that make takeoffs and landings painful, can we all please get into the habit of not turning gliders on the spot but keep them moving whilst we move them around especially near the launch points.

Looking forward, we have the Aboyne expedition coming up in early October. Check with the office for spaces and availability if you are considering coming up. It offers the chance of excellent flying in some spectacular countryside, great wave flying and the chance to chill out with other club members.

Safe flying
Doug

Safety appointment

I have recently agreed to take on the safety role on the BGC committee. As such I would like to invite any member that has valid safety concerns that they don't wish to address either to the CFI (Mike Collett) or his deputy Doug Hilton (who are properly responsible for the safety of gliding operations on the airfield) to have a chat or send an email to me about them.

As part of our continuous improvement of safety at Booker, we would like to establish and maintain a list of members who hold current first aid qualifications. This list would be

displayed at the club and at the launch point as recommended by the BGA. In normal flying hours, the Booker airfield has an emergency response team, that would usually be first responders in the case of an accident, but when we are flying outside airfield hours, then we may have to rely on our own resources, until professional help arrives.

I do encourage any person, regardless of the activities they undertake, to obtain first aid training. It is very satisfying to be able to help somebody when they are incapacitated.

Please can you let either Shelagh, Hilary or myself know, if you have a first aid qualification, its class, currency, and the organisation that it was obtained through.

Take care

Simon McCracken
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Cloud Picture by Will Ellis

Will took this picture while cloud climbing on a recent cross country flight



From the Tug team

The tugs have remained highly available thanks to the hard efforts of the engineers in BAS. The move to using UL91 in both MF and GH is also showing savings in operating costs and hopefully we will be able to do the same with the Pawnee when Lycoming approve the engine for UL91.

As a way to improve monitoring of the engines and their performance there has been a small change to the sheets in the 'Blue DI books' with the addition of 2 extra columns in which you should enter details of fuel quantities uploaded when refuelling and when adding oil. This should be fairly self explanatory (see example below) – please put all the entries for any day

on a single line in the sheet. Please ensure you are using the correct oil for tugs and the levels are being maintained correctly and lastly as always, remember to wash them at the end of each day.

M

DATE	PILOT	OK	DEF.DEFECT	DEFECT	Return to Service Eng. Sig	FUEL	OIL
3/9/12	Tuggy	Yes	None	None		58ltr, 82ltr	1ltr
4/9/12	Tuggy	Yes	None	None		60ltr	
5/9/12	Tuggy	Yes	None	None		76ltr, 43ltr	1ltr

Doug

The lure of Le Blanc for 2013



Booker is noted for the successful expeditions which we run throughout the year. This year members enjoyed Talgarth, Serres, Haddenham and are looking forward to Aboyne. Next year in addition to Talgarth and Aboyne we are considering a Club expedition to Le Blanc, an airfield in the middle of France. It is in an area excellent for cross country flying. There are no mountains and depending on the time of year large fields for going “aux vaches”. Situated south of the river Loire the weather can be amazing (it can also be c..p but such is gliding). The airfield is well equipped and has an active gliding club. It is a 6 or 7 hour drive from Calais and there are hotels and Gites nearby with camping on the airfield. A number of our members have fond memories from when it was home to the European Soaring Club and visited there regularly.

We hope to take the Duo, a K21, single seaters and most likely a tug for 2 or 3 weeks depending on demand. We have not yet selected dates but are considering early June. There are a few challenges such as the French licencing system but we are looking into a solution for this to ensure everyone who wants to go can be validated. From next year Flarm will be mandatory in France so it will need to be fitted to all tugs and gliders. These units can either be bought or hired.

Would those who are interested please contact the office and let them know how long you would like to go for, and whether you will be flying your own or Club gliders.

Denis

A look back to Haddenham

We have had a very successful expedition to Haddenham during the ban on our operation at Booker for the Olympics.

Our previous forays there had been for a few weekends during Aero Expo or the odd aero-tow retrieve. The idea of moving our entire operation there for four weeks seemed a significant challenge. We needed to accommodate all three aspects of our flying: Two seat training, introductory flights and cross country soaring, all on an airfield with limited space and minimal facilities.

We obtained permission from the airfield owners subject to the agreement of the Upward Bound Trust and the local Parish Council. The UBT is a charity dedicated to providing gliding courses for young people on a limited budget flying at weekends. Doug Hilton discussed the proposal with them and they were extremely helpful. They arranged a meeting with the Parish Council and Doug was able to persuade them that we would be quite an asset to the area.

A team of Club members and staff then set about researching and organising the essentials: A fuel bowser that could be towed to and from Booker, a water bowser for ballast, secure porta-cabins for clubhouse and office, covers for the aircraft that would have to be parked outside and numerous other bits and pieces.

Richard Crockett led the move from Booker, helped by a number of Club members. He also built a launch point trailer which seemed to have everything in it except ice-creams. Flying at weekends involved integrating with the UBT winch operation. They were extremely tolerant of us and we were able to operate almost unhindered, they however had the frustration of delaying winch launches when we were landing. Mid-week we had the field to ourselves although we were constrained for space, yet we managed extremely well with a grid and launch rate akin to a competition.

Many members commented how pleasant it was to stand in the middle of a field away from the hustle and bustle of a busy airfield.

Our thanks go to Doug and Richard for the significant work they put into making this a success, the Club members who helped and the members who made the effort to come out and fly. Our thanks also go to the UBT for letting us use their hangar and airfield as if they were our own. Without their support we would have been in a very difficult situation. When Geoff took over as Chairman he organised a focus group to see how best we could deal with the many problems then facing the Club. The answer was simple; we needed a successful flying operation supported by Club members. The Olympic Restrictions have shown that that is what we are good at. We look forward to the future and any challenges it may bring.

Denis Campbell

J1M and LC take on Dunstable

The Red Lion in Wendover is a traditional country town hotel with an oak beamed dining room. It was here that Team Booker (Jim White J1M, and me, William Parker LC) met for breakfast to decide the main tactics for the day. That is, whether to go for all six items on the full English menu or whether to hold off on the sausage and beans and go for a couple of croissants instead. And so off to Dunstable for their 2012 Regionals. In some respects The London Gliding Club shows its age. One can well imagine the delight, in the 1930's, of punting up and down the ridge, while the family sipped tea and watched from the windows of the neat little clubhouse, before the gliders landed at a brisk walking pace on the somewhat sloping airfield in the foreground. Today, tanking across the same slopes on take off in a long winged glider with six barrels on is a rather different story, Luton airspace



hems in the site and the neat little club house is now a listed building requiring constant whip-rounds to keep it standing. Having said that, LGC laid on a superb competition achieving 7 competition days for the long wings (Red Class) and 5 competition days for the

stubbies (Blue Class). The weather was never consistent throughout any day, with frontal interruptions more or less every day. Most days were distance days with periods of racing conditions. Start times often dictated the results and there were many landouts. Even so, the forecasting (Andy



Roch) and task setting (Tony Hughes) managed to identify windows of opportunity and to set tasks with finishers in every class on every day except Day 3 when there was a mass landout in the Red Class after a very late launch. However, by the end of the comp Jim was having trouble getting his 11 am bagette down the hatch every time he thought about LGC's Top Meteo forecasts, whose predictions sometimes proved spectacularly wrong. There were ups and downs and some unusual incidents. Among the downs was J1M landing out before the start on Day 1 and LC repeating it on Day 3, in

20+ kts of gusty wind with an approach through horrendous turbulence to land on an uphill slope of cut rape sticks. Not quite what I had in mind for the day.

Among the ups was J1M ace-ing day 2 and taking 30 minutes off Dave Watt who was guest-flying Robert King's ASW 27 and LC winning the last day decisively enough to jump up the table from 14th to 2nd position overall –just pipping 3rd placed Paul Gentil by 4 points (but still 485 points behind Melissa Jenkins in her LS4 who won or came second every day –a worthy Blue Class winner). On day 6 J1M landed out 20k short when the day died but managed to get one logger sample point onto his trace in the last turnpoint sector! Jim also picked up a Champagne Moment for shepherding an LGC comp beginner into a thermal in the back of beyond under thickening topcover (as he says on



his blog '*whoever would have thunk it?*'). Overall Nick Tillet won the Red Class and Jim came 7th.

One day there was a moment of excitement when the 'sniffer' took off and reported on aerotow that one airbrake was open. Fortunately a landing with asymmetrical airbrakes was achieved without incident. One evening a 'mystery event' turned out to be Pete Wells deciding Dunstable airfield would be the perfect place for a stunning aerobatics practice. For a really interesting account of the competition from a pilot point of view have a look at jimboffin.blogspot.co.uk it's packed with details and tactics relevant to anyone trying to improve their cross country flying.

All told it was a very enjoyable

competition. Many thanks to Booker GC folks for coming over to Dunstable to lend their support including Denis, Glyn and Mike Sinclair as well as Craig Cairns, Roger Harris, John Hubberstey and Simon Economou who turned out to retrieve us when required. Now then, let me see, yes I think I'll pass on the beans.....

William P

Dates for your diary

- Aboyne Expedition. October 6th – 20th

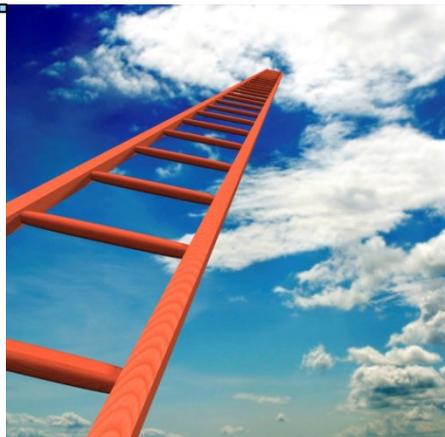
Members' achievements in August

Hakan Gokalp	1 st Solo
John Townsend	1 st Solo
Filip Livancic	1 st Solo
Carl Bauer	1 st Solo
Jon Sugden	Completed silver badge

Well done to all these members and their instructors.

Ladder Corner

Sept 2012



Back to Booker at WAP so for those who missed the XC soaring group post here are the club tasks and ideas of how useful they can be.

You can find them on the ladder (www.bgaladder.co.uk) by logging on via the red button (the home page or the calculator page) and go to the 'my flights page' or log in directly on 'my flights page'.

Contact me if you have forgotten your password

The tasks are:

BOB-BIC-DID-BOO 100k FAI triangle

BOB-MEM-BOO 100k o/r

SOS-FMA-AVE-BOO 200k FAI triangle

BOB-ANE-BUC-BOO 200k triangle

BOB-FRO-EVE-BOO 300k FAI triangle

BOB-BUL-COB-BOO 300k triangle

And an additional (not on club task list) 500K task for those falling back from a 750k. BOB-GAI-BULL-BOO

Load them on your GPS or PDA. The advantage of them is that you can reset your task in the air, so if conditions don't prove good enough for the task you have declared pre-flight, or if perhaps better than you expected, you can use these tasks without any point's penalty.

As the rules say:

These tasks may be flown in either direction and will always be scored as if pre-declared. They may be flown in addition to, or instead of, a pilot's main task. These tasks are useful for use as fall-back tasks, or following early abandonment, or early completion of another declared task.

They can also be used as a primary task if airborne without a pre-launch declaration.

Looking at the figures from the ladder, and I know that many pilots chose not to enter their flights for a variety of reasons, Booker pilots have flown 102 flights so far this season resulting in 23028.5 km being flown and an average flight length of 225.8 km. Last year during the whole season we flew 185 flights 37803.2 km with an average flight length of 204.3 km.

Let's hope for a good September and October.

Jeremy Gilbey
jeremy@gilbey.eu

Glen wins National control line aerobatics championship



Glen Alison with his 'Caprice' aerobatic control-line model. Glen the British Nationals at Barkston Heath last weekend. It has a 10cc glowplug engine and flies on 20m lines.

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/>.

*** 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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