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The Booker Newsletter

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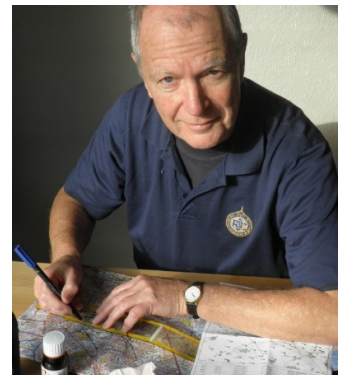
In this edition we have an appreciation of the life of Chris Rollings. We have good news from the Treasurer, great pics of Aboyne skies, plans for next year and handy hints on regulatory changes.

Don't forget to look at the final draft of Wycombe's Local Plan (link in From the Chairman) – the closing date for comments is **27th November**.

Happy reading.
Jane

From the Chairman

Our 2017 Aboyne expedition enjoyed some of the best wave flying we have seen up there in recent years, there are stunning images of lenticulars over the Cairngorms further on in the newsletter. We have moved to winter opening hours and this year although the office will be closed on Mondays and partially closed on Tuesdays, there will be opportunities to fly throughout the week – that is with a duty instructor and a tug pilot - except Mondays. On Mondays you can fly if you have the CFI's permission and if you organise a tug pilot.

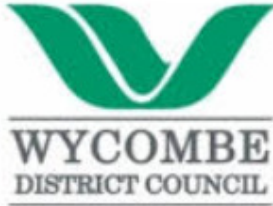


Chris is leaving her weekend office job with us to spend the winter in the south of Spain and we hope that she will be returning to us in April next year. Our cadet Maddi Roberts has taken on the job while Chris is away.

Commiserations go to a couple of our club instructors who will not be flying for a little while, Jane Moore who has broken her arm, and Bob Smith who fell off a roof and fractured a rib.

November 2017

Ladders are probably statistically far more dangerous than gliders, but who would have thought danger lurked among the delphiniums at the garden centre! I gather they are both getting over it and we all want to see them back at the launchpoint as soon as possible. On a more cheerful note, congratulations to Ruth Jackson and her husband Gus on the birth of Sophia on 26th September. Ruth is of course a bit busy at the moment but she will be introducing young Sophia to the airfield in due course.



The Wycombe District Council Local Plan – which was first published in June 2016, and to which the club responded with detailed comments and objections, has been published as a new draft for a final consultation. I urge you to have a look at this plan which is available at: <https://tinyurl.com/y7k5um6d>, or go to <https://www.wycombe.gov.uk/Home.aspx> and type **New Local Plan** into the search box. The club will be responding formally to the

consultation but any members wishing to make an individual comment are welcome to do so. **The closing date for comment is Monday 27th November.** It does appear that the council have taken on board several of our principal concerns:

- gliding is to be considered an integral part of aviation activities at WAP.
- the runway layouts and operations are more clearly understood by WDC.
- and in the current draft of the plan there is no provision for shooting in the field between the airfield and the motorway.

Nevertheless there are grounds for objection to the development on the south side of the airfield for commercial use. Any curtailment of gliding activities will be to the detriment of sporting amenity in the Wycombe area. We should emphasise the presence of the gliding club at WAP for over 50 years; the fact that we train hundreds of Bucks residents to fly and provide them with a unique recreational experience; that we are a Community Amateur Sports Club (CASC) and operate a thriving cadet training programme. Our sport is environmentally friendly compared with other forms of General Aviation. Finally we can all join in the most common objection voiced by local residents and that is to the removal of parts of the Air Park from the Area Of Outstanding Natural Beauty (AONB).

Our lease negotiations have recently taken some small but significant steps forward and we are hoping to see a more positive relationship with the airfield management than of late.

In the last year the club has achieved very nearly 4,000 launches. This is a marked increase on recent years and is particularly due to the efforts of Richard, Don and the instructor team and also Bob Davey and the tug pilots. The hard work and planning in the tug and glider maintenance area has also played a vital role. So well done and thank you to all concerned.

The days are shorter and the air is colder but flyable weather seems to be extending well into November, so let's take every opportunity to get our feet off the ground, stay current and support the club.

See you up there
William

From the CFI

As the soaring season draws to a close for another year it's a good time to reflect on the past 12 months.

The year has been, yet again, another good one, and it's pleasing to see that launches are up by a significant level from the previous season. Training launches are up thanks to a reasonable number of students coming through the ranks and working their way up to solo and beyond. Indeed, training launches were responsible for just over 70% of all the flying we did.



Club single seater launches were somewhat poor with a lack of utilisation across the fleet. I would be interested to hear from those who fly the club single seaters how we might improve this facility for you. Should we look to change the fleet? Is there something that the club could do to make them more accessible? Do they meet your needs?

Staying on the subject of single seaters. The ASW19 will live in its trailer for the winter. It's being left with everything required to take it away (parachute, oxygen etc), so that members are able to take it to sites such as Talgarth for a day's soaring. If you wish to take advantage of this, please contact me first, either by email, phone, or indeed, in person.

Private launches were equal to last year with a total of 787 launches. This figure may look good until I tell you that one of our K21s, KCZ, conducted 1,247 launches. Add in 316 and that figure rises to 2,186. Now clearly there are many more training days than cross country days, however, I strongly feel that we could help to increase the number of private launches next year. So, much like the single seater fleet, what can we do to make things better? Expeditions were yet again successful with an equal number of launches conducted on them as we did trial lessons. For next year we have a new Spring expedition to Sutton Bank. Keep an eye out on the clubhouse notice board for further information.

The summer expedition location is still to be confirmed but I am open to suggestions if you wish to email me with any ideas. I realise that we have been to Klippeneck for a number of years now, and that many of you may like a change, I'm just struggling to find somewhere else with the same level of facilities and great soaring within a reasonable range of Booker.

I finish with a reminder that year has also been a sad one for many of us. Geoff Tabbner sadly lost his life whilst flying in the Alps and in the last few days, Chris Rollings has passed away after a short battle with a serious illness (see page 5). Both Geoff and Chris have had quite an impact on many of us over the years, between them they taught us a huge number of skills; they were also both heavily involved in the gliding club. We shall never forget them, or what they did for us.

Safe flying
Richard

From the Treasurer

First, I'd like to tell you a little good news about our finances. In the year to 30 September 16 we made another small improvement on the previous year and this continues the positive trend of the last three years. This was helped by the weather and so the launch rate went up by about 500 launches. Our costs continued to be under control and the better result was despite having to increase our expenditure on solicitors to support the lease renewal.

Thank you to Richard and the whole instructor team whose enthusiasm and hard work has helped us increase the launch rate and to the committee and staff whose actions to put us on a sound financial footing have helped.

We continue to have a strong asset base which has been enhanced this year with the LS7 which was available during the soaring season.

Now for the unpopular bit. Luckily inflation remains low and so the committee has agreed to hold increases to be in line with the inflation that the club experiences (approximately 3%).



As usual, you can save money by paying for your membership at the current full rate in December and I would encourage members to do this to help the club avoid expensive overdraft costs during the winter period.

The fees for this year are as follows:

Full Flying Members

Regular rate payable by 31 st March	£770
Early payment discount by 31 st December (last year's rate)	£748
Paid late after 15 th April	£891
DD payers 9 payments from 31 st March	£89.50 pm
Cadet and Junior members	£385
Cadet DD payers 9 payments from 31 st March	£44.75
Country member	£426

In addition to the above all flying members must pay the £30.50 BGA fee.

Non-flying members

Associate	£85
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Facilities Fees

Glider in trailer park	£383
SLMG	£1,231
Second (empty) trailer	£203
Hangar Space (powered aircraft)	£3,183
Trailer in hangar during winter (for 4 months)	£350

All annual facility fees are payable by 31st December.

John Otty

Chris Rollings

Chris Rollings, who was CFI at Booker through the 70s and early 80s, died at Gloucester on Friday 3rd November.



Chris started gliding with the ATC in the mid 60s, becoming a cadet instructor. He came to Booker in the early 70s, initially as course instructor and then as CFI. His focus was always on cross country, competition flying and instructing and he was instrumental in building up Booker as the most successful club in competition flying at that time. The club was thriving in those days, with a considerable amount of activity on the airfield during the day and in the bar in the evening.

He saw his role as enabling people to progress to the limit of their ability. He started the evening groups and, although he claimed it was so someone else would put the kit away, it gave instructors the opportunity to get practice at running a gliding site. He would fly the club K13 in the regionals and on one occasion found himself being followed by a train of gliders, including a Kestrel 19!

After Chris left Booker he became BGA National Coach. Once again he saw his role as fostering the highest quality instruction and training of instructors. He managed to persuade the BGA to get a decent two seat cross country glider – a Janus - and set up a series of cross country soaring courses at various clubs throughout the summer, both teaching people soaring and cross country techniques and training his helpers in doing this. Chris also did a lot to get Junior gliding going.

When Chris and the BGA parted company he set up a small business with his partner Tizi providing trial lessons and flying training in interesting aircraft such as Stampes, Stearmans and an RF6. This is still going - starting with very little and keeping a GA business going is quite an achievement.



MOUNT EVEREST vs. DEESIDE GLIDING CLUB – UK GLIDER ALTITUDE RECORD

Set on the 8th October 1995 by a glider over the Cairngorms

www.deesideglidingclub.co.uk

Chris set a number of records, including the first 750 km triangle flight in the UK. His absolute height and gain of height records, done in 1995 at Aboyne, are still valid.

Chris was probably the best instructor I knew and a good friend to me, we shared houses for several years and he was best man at my wedding. I'm sorry to lose him.

Chris Rowland (yes, that led to confusion occasionally)

Aboyne - October 2017

Week 1 of this autumn's trip to Deeside Gliding Club was blessed with fantastic weather giving opportunities for Gold height climbs on five days and even a Diamond for the determined. The wind was a bit on the brisk side so it was a little difficult to go cross country if not in a Ventus (Denis) or 315, but the local views more than made up for it. Unfortunately, the edge of storm Ophelia brought some rain and then easterlies so week 2 entertainments consisted of some circuit practice, acceleration tests down the runway with Rolf's new Tesla, model aircraft flying, walks, museums and food. Below is a tiny selection of what was on offer:



Members' achievements

Congratulations to:

Mike Sheppard – first solo (PPL conversion)
Sam Husband – conversion to Junior
Luke Bishop – conversion to ASW19

Winter Hours

Flying

On Mondays there will be no formal flying programme, however members may continue to fly subject to approval from the CFI or a DCFI. From Tuesday to Sunday flying operations will continue as normal. The weekday flying programme will begin at 0800 to maximise the use of available daylight.

Office

The office will be closed on Mondays. On Tuesday Shelagh will open the window for 2 hours in the middle of the day for members' enquiries. From Wednesday to Friday the office will open at 0800 and close at 2.30pm. From 18th November 2017 to April 2018, the office will open 09.00 – 15.30hrs on Saturday and Sunday.

Dates for your 2018 diary

10th - 25th March: Spring expedition to Sutton Bank, home to Yorkshire Gliding Club
<https://www.ygc.co.uk/visitors/visiting-pilots/>
9th - 15th April: Instructor Training Week
23rd - 27th April: Beginning XC course
9th - 24th June: Summer expedition (location TBC)
21st - 29th July: Booker Regionals
13th - 28th October: Aboyne expedition

EASA update

Under European regulation, any pilot flying an EASA aircraft is required to hold an appropriate EASA licence and medical certificate. Full details are contained in CAP804. However, there is a UK exemption published in the CAA's Official Records Series 4 that describes how under an existing temporary opt-out from the EASA regulation, a pilot can choose to operate in the UK using national, BGA, or EASA licence privileges. For sailplanes and balloon pilots only, the European Commission has approved an extension of the opt-out from 8th April 2018 to **8th April 2020**.



Therefore, until 8th April 2020, glider pilots, including those who have already converted to hold an EASA licence, can choose to operate as they always have done, including using BGA medical requirements. Please note that if a pilot chooses to exercise his or her EASA licence privileges, they must of course comply with the relevant EASA

licensing and medical requirements. Pilots who fly EASA aeroplanes using UK NPPL or UK PPL privileges are advised to ensure they hold the correct licence and privileges (including sailplane towing rating) by 8th April 2018.

Radios and the change to 8.33kHz

A reminder that from 1st January 2018 if you fly in airspace that requires you to carry a radio it must be 8.33kHz. European funding to help with buying new radios is still available via the CAA, the application period for the third tranche runs until 31st December 2017. Funding is available for fixed installations and for hand helds.

The most important exemption to the requirement for an 8.33 radio is the distress frequency 121.5. A number of other frequencies have short term exemptions. The following will stay on 25kHz spacing and may be used by equipment that is not 8.33 compliant.

Until 31st December 2021

129.90

129.975

130.125

Until 31st December 2020

126.55 – Wycombe Tower

More details here: <https://publicapps.caa.co.uk/docs/33/CAP1533exemptionrequest.pdf>

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 XC WhatsApp group – Targeted towards those pilots who fly cross-country. Provides the opportunity to share task ideas, co-ordinate rigging etc. Ask an instructor to add you.

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 name and 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 name and 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 name and membership number when applying.*

Booker GC Instructors – This is for Booker instructors only to email each other easily. Mainly used for swapping duty days. Send an email to: bookergc_instructors-subscribe@yahoogroups.com and *include your name and 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

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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 name and membership number*.

For the latest news about what's happening check out

<http://bookergc.blogspot.com/> and <https://www.facebook.com/bookerglidingclub>

*** 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

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