



# The Booker Newsletter

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*This month's news is overshadowed by the sudden death of Richard Clark. Mike Collett has an important reminder about instructor checks and Symeon Economou needs volunteers to help promote the club at a show in Windsor. So too does Bob Smith who needs support for the soon to be updated Booker Website. The final programme for the FOG lectures is on P5, our new Ladder Steward explains what the Ladder is all about, and the Rev Maxigat gets into motivation before bowing out for a temporary break. Finally we're reprinting Jim White's great 2009 article on flying a really fast 500K.*

*William*

## From the CFI

The year has started well with January being quite a busy month with a good number of launches almost making up for a dire month in December. The first hour and two hour soaring flights have already been made, so I'm sure the first X/C of the year will not be far behind.

January also saw our Bronze lecture series being run with all the participants passing first time, so congratulations to them and the team that presented and produced the lectures. These aside, please don't forget that the FOG (fundamentals of gliding) lectures are starting on 12 February, covering a variety of subjects which will be interesting to everyone. So why not pop along on a Saturday morning.



We also saw a number of achievements this month with Will Ellis becoming a basic instructor and David Baker and Phil Binnee working their way through the single seater fleet.

With regards to instructing those of you that are basic instructors and are looking at becoming an assistant rated instructor please have a look at the BGA website where you will find the course details for 2011. They are filling up quickly so reserve your place ASAP.

The list below shows those that are due a 3 or a 5 year instructor check in 2011. There is a complete list of the check cycles and expiry dates of your ratings in the back room under the rota calendar:

## 3and 5 year instructor checks

### Year 3

M Richardson  
R Smith  
J Moore

### Year 5

S Economou  
G Saw  
C Rowland  
J Saakwa-Mante  
R Wales

Happy Landings,  
Mike

## Richard Clark

It is with great sadness that we announce the unexpected death of Richard Clark on Saturday night 29/1/11.

Richard began gliding in 2008 after the death of his wife, and he soon established himself in the life of the club, flying mainly midweek. He made rapid progress and ended the season by joining the club's expedition to Aboyne, where the view of Braemar from 14,500ft converted him to wave flying and the annual trip to Scotland. The following spring he spent two weeks in Cerdanya, Spanish Pyrenees with the club expedition, exploring mountain flying, and he was looking forward to the Serres expedition this coming June. He was also a budding cross country pilot, having gained his silver distance in April 2010. He had recently bought an ASW20, sadly he had yet to fly it.



As well as his flying, Richard was a stalwart member of the Sales and Marketing Team, always the first to volunteer for events. Quiet and unassuming, he 'got on with it' with the minimum of fuss, and proved to be an excellent salesman and promoter of gliding.

For his presence both on and off the airfield, he will be greatly missed.

## GAPAN gliding scholarship

***These scholarships are awarded by the Guild of Air Pilots and Navigators. They are for young people but there is no upper age limit. However you must be at least 16.***

In a new initiative for 2011, the GAPAN Young Members group is sponsoring two gliding scholarships, to be flown during the second week of August (weather permitting) at Lasham. The aim of the scholarship is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their BGA A Certificate (first solo); the candidates will also be expected to take the Bronze C exam. The scholarship will cover training (5 days), accommodation (5 nights), and BGA A certificate application and examination costs. Full details of the entry requirements are on the application form at <http://www.gapan.org/file/250/gliding-scholarship-2011.pdf> Closing dates for applications is 23 March and interviews will be held in London on Tuesday 3 May 2011.

## Booker website

A number of club members have been working on plans to upgrade the club website. We optimistically hope to have a new home page and shop on line within the next six weeks.

The web site is vitally important to the club, we sell a large number of courses via the site, and if we can improve the ranking in the search engines we get a huge amount of free advertising - at the moment other clubs are getting a higher profile than we are.

A good web site can also help to inspire people to get involved in gliding, and raise the sporting profile of the club.

We are trying to develop a collaborative approach to keeping the site updated, however, we are still looking for volunteers to help with the creation and support for some of the content for the site. Here are some examples where you could help the club.

- Ownership of a page on Cross Country Gliding to highlight Booker's activities and achievements in this area; apparently we now have our own Comps Committee.
- Reorganise the Weather page to provide a 'self briefing' page for club members to brief themselves on weather and NOTAMS before a flight, with a separate simple weather page for visitors.
- Creation of a Booker YouTube video channel, and working to encourage members to add videos.
- Updating a Wikipedia page for Booker Gliding Club to include current activities and our history.

You do not need any web expertise to help, we just need members who are prepared to take ownership for the content, text and photos, and keep a couple of pages up to date.

It is easy to help, and great use of those non-flying days, a real contribution to the success of your club. If you are prepared to help out in these, or any other areas, please contact [deniscampbell@dsl.pipex.com](mailto:deniscampbell@dsl.pipex.com) or [bob@soarable.com](mailto:bob@soarable.com)

Bob Smith

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## Feedback from Booker Competition Planning Meeting

There was a very encouraging turnout of Booker pilots to talk about running a competition this year. About 30 members turned up ranging in experience from Nationals Champions to pre and post Silvers hoping to have a go. A number of points were put up for discussion and these are the main conclusions:

- Members definitely want to run a non-BGA-rated competition - primarily to simplify the rules to make directing it easier, to keep it simple for the newcomers, and to give long wings/short wings, experience/ inexperience a fair go.
- A committee of 5 comprising very experienced and inexperienced pilots has been appointed to recommend the rules.
- The officials will fly the tasks whenever possible, the tasks will be scored, and prizes awarded.
- The provisional dates for the Booker Rules Competition Week are Saturday 30<sup>th</sup> April to Sunday 8<sup>th</sup> May.

Watch this space!

*Jim White*

## A Day At The Races

The Club has booked space for a fully rigged K21 at the British Leisure Show ([www.britishleisureshow.com](http://www.britishleisureshow.com)) to be held at Windsor Racecourse on Fri 11<sup>th</sup>, Sat 12<sup>th</sup> and Sun 13<sup>th</sup> March. This is undoubtedly within our geographical catchment and, weather permitting, should be teeming with just the right demographic types for us, but space at these shows does not come cheap. This is therefore a bit of a speculative venture and requires lots of willing help to make it worthwhile. We plan to spread the gospel about gliding and sell courses which, hopefully, will result in new members.

Graham Morfey has said repeatedly that 10 new members will transform the finances of the Club. Since they don't seem to be coming to us voluntarily we need to go looking for them. I reckon we will need over 15 people over the four days (including set-up on the 10<sup>th</sup>) so, if you can spare a day, or half a day, during 10<sup>th</sup> – 13<sup>th</sup> March please let me know. PLEASE don't just leave it to the same happy crew who always turn out at these events, and call me on 07791 982008 or email [symeconomou@yahoo.co.uk](mailto:symeconomou@yahoo.co.uk).

*Symeon Economou*

## FOG Lectures (Fundamentals Of Gliding)

As these were so successful last year we will re-run the series this year. If any pre-solo pilots have suggestions for subjects that they would like to see covered, please let the office know.

These lectures, or extended briefings, are aimed at all club members, but with the initial emphasis on those who are learning to glide. Experience can be anything from just five or six flights up to Bronze C level. Post Bronze C pilots are also welcome to come along, and their input to any discussion would be most welcome.

Attending these briefings will provide a more grounded understanding of some aspects of gliding at Booker, and hopefully satisfy your desire to progress efficiently and safely towards a first solo and beyond.

All take place on Saturday mornings at 09:30 in the clubhouse briefing room. Duration is about 1 hour minimum plus discussion.

Please check the club diary for start times, as these may vary on the day in order to maximise any opportunity to fly. Full programme below.

Please note the start times, these may vary on the day in order to maximise any opportunity to unpack the hangar and fly.

In fact, why not get your name down to fly on the day and turn up at **08:45** to help unpack the hangar. That way you can get the most out of the winter days, and maximise your progress towards solo.

### **Saturday 12 Feb 2011, 09:30 Airspace and the altimeter.**

An overview of Airspace and a photo guide to where it is around Booker plus an overview of how the altimeter works, altimeter settings and how these relate to airspace and cross country gliding. The photos used also enable discussion about launch failure options at Booker. Bob Smith

### **Saturday 5 March 2011, 09:30 Daily inspections and ground handling.**

Everything you wanted to know about being on the airfield but were afraid to ask. A structured guide to carrying out Daily Inspections on gliders, and managing the launch point. Jane Moore.

### **Saturday 12 March 2011, 09:30. Field Landings.**

How to plan and execute the perfect field landing, and how to reduce the risk of an imperfect one. William's entertaining illustrated lecture is essential viewing for anyone planning their first cross country this season. William Parker.

Keep an eye on the notice board and BookerGC forum for further additions.

*Bob Smith*

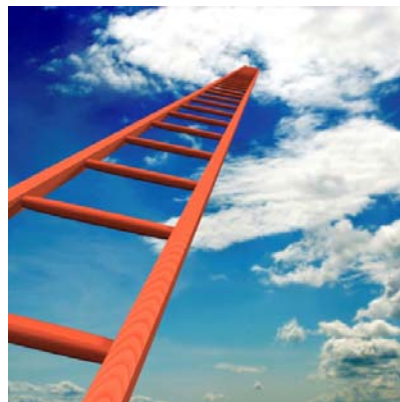
## Ladder Corner

I have taken over the role of club ladder steward from Steve Brown this year. Thanks Steve for all the work you have done to date.

As we have an increasing number of members flying cross country this year. I thought that it would be a good idea to remind you of the importance of entering flights on the BGA ladder: [www.bgaladder.co.uk](http://www.bgaladder.co.uk).

There are 3 reasons to enter your flights on the ladder.

1. For the gliding movement
2. For your own satisfaction
3. For the benefit of the club and fellow pilots



Let's start with the benefit **to the gliding movement**. The BGA Chairman Patrick Naegeli stated that last year around 1 million miles were flown by UK glider pilots. This information comes from the BGA ladder and forms a powerful argument for anybody representing gliding and fighting for our rights to the skies as to the high level of activity of glider pilots and the vitality of our sport.

**For your own satisfaction.** Putting flights on the ladder allows you to keep an easy record of your flights, gives them a value based on BGA guidelines as to shape of task and distance. Simply a triangle gets more points than an out and return and the better the shape of the triangle the more points. If you put your trace on then you get a bonus and you can also download your trace as an igc file which can be viewed in SeeYou, which can be downloaded for free onto your home computer for analysis [www.naviter.com](http://www.naviter.com) (conditions apply) or a google file which can be viewed on google maps.

**For the benefit of the club and fellow pilots.** This is the best bit: you can download files put on by other pilots, so if as often happens to me, I have fallen out of the sky somewhere, I can see that another pilot flying the same task has got through that hiatus by a different route. I think that we can all learn a considerable amount by considered flight analysis and comparison, and the ladder allows us to do that. I would urge the experienced pilots to put up their traces to encourage and inspire the rest of the fleet. I believe that there are also friendly rivalries going on amongst some of our pilots that can be measured by the ladder.

So if you are not familiar with the ladder please have a look now ready for the season at [www.bgaladder.co.uk](http://www.bgaladder.co.uk). Look around the site ( the info button, the calculator page, the FAQs and some of our club entries for last season) and then if you want to be able to enter your flights this season click on 'my flights' to register as a Booker pilot.

Next month I will delve a bit more into putting up your flights, pre-flight and in flight declarations, and feedback the results of consultations with some of our pundits about our new default club tasks, which may be declared in flight but score as if they were pre declared.

Let's all enjoy the healthy competition and comradeship that the ladder can help us foster.

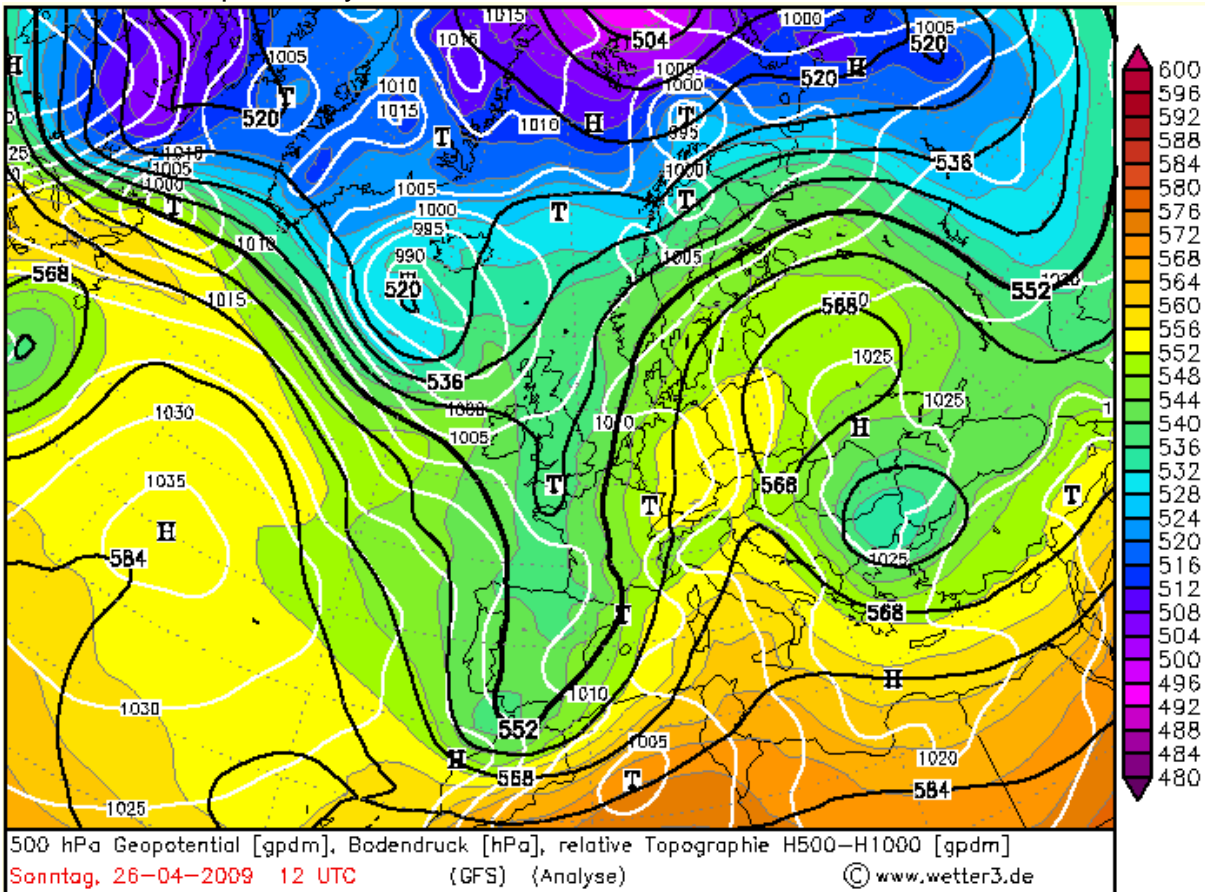
You can get in touch with me at [jeremygilbey@mail.com](mailto:jeremygilbey@mail.com)

*Jeremy Gilbey*

The following article was first published in the BGC Newsletter in 2009 and won an Editor's Bottle of Plonk Award. It's Jim White's compelling account of how he flew 500k at 104 kph. It shows what can be done in our fabulous sport and reading it will just make you want to get up there and getcha wings on.

## 26<sup>th</sup> April 2009 --500k in 5hrs

Sunday morning was cold, the same cold air mass as the day before, squeezed between the same two frontal systems. Another groundhog day? Not a bit of it. The wind that made for tricky XC on Saturday had gone but the same energy and high cloud base was possible. Having flagged up the possibility of a good day on the forum I set about persuading my wife (and lover) to let me fly instead of doing the normal family stuff. She wasn't happy! I left home thinking that if I could get up by 11:00am I would go for a 500. My last was about 5 ½ hours so I felt that if I could complete by 5pm it was on. The positions of the fronts and the S'ly wind suggested a double N-S up and down going N first then not going too far S because of the possibility of sea air.



I arrived at the field with sandwich in hand, rigged and ballasted, then towed to the 06 threshold for a launch. Unfortunately an earlier incident had grounded all the tugs whilst a discussion was held about how to launch the remainder of the grid. After changing ends Gerry towed me behind the Pawnee to a great thermal at around 1400ft over the telly tubbies.

It was now Midday and I wondered whether I would have enough day to complete the big task and should retask to 300k. I called Denis in his battleship (370) who said he was on task at Wescott so I just had to go...

Through the line at the regulatory 3289ft I followed a street straight out towards Longwick which was taking me under the 3000ft airspace there. I put the nose down to stay legal and flew in fantastic lift at 110kts all the way past the airspace into the FL55 bit where I could slow down to take my first climb, a 4 knotter, 35k down track the other side of Waddesdon,

and still at 2500ft! This was going to be fun. Another 35k to my next at Sywell, then 25k to Corby where I prepared to make the first turn at Rutland Water. I took this to cloud base at the beginning of a short street that ran straight into the downwind turn. 120kph so far, so I began to think it was going to be a breeze.

Into wind was more difficult. I took a couple of climbs and short runs but ended up low at Pitsford after a poor glide. Here I was thinking that I would head to Northampton town where I was sure I would find a save when I bimbled unexpectedly into a new blue thermal at 2200ft to take 2500ft at 4kts. Thank goodness I kept my water.

I ran for a while with G Dale in his ASW24 (247). How does he make that thing glide so well? We separated at Silverstone as he decided to go left towards Lasham and I wanted to follow the line down Oxford way.

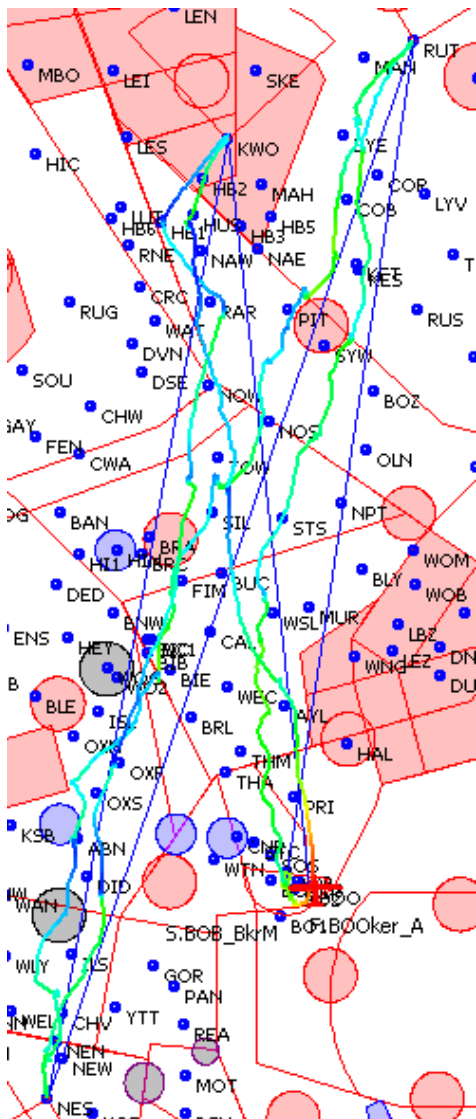
Another couple of runs to south of BIC where I could see a glider climbing well. It was Owain in his Discus 2a flying the best point scoring flight of the day. I thanked him for marking the 6.6kt average climb and took 3000ft to airspace.

Easy runs south took me over Oxford and Abingdon where I could see that the sky was thinning out down track and clagging up to my West. I wondered whether there may be a bit of convergence between the two air masses so went on a Westerly track to find out. If this had worked I could have used the higher airspace there. It didn't so a 90 degree left took me back to the open air and a good climb.

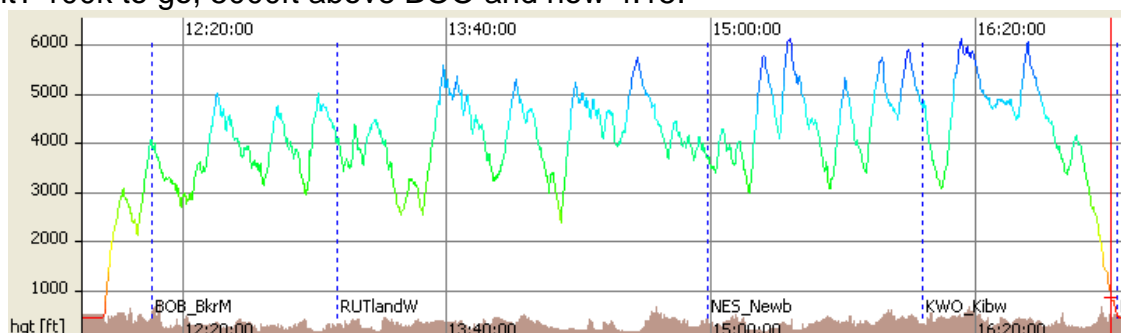
Looking South towards the second turn the sky wasn't good. We were only just going to make it in time. Denis turned NES first and said that there was still reasonable air, which I confirmed when I got there a few minutes later. The second leg was flown at 82kph but it was now 3pm. 230k to go so I felt I should be back before 5:30, cutting it fine. Onwards!

Flying North just got better and better. 5, 6 and 7.7Kt climbs with 25 to 35k glides soon saw me back up near Husbands Bosworth thinking about the turn and the glide home.

The sky was thinning out again both down track and behind me so I decided to get high and stay there if possible. I took a big detour in order to stay with a street into Kibworth high but glided straight out back to HUS across the blue. Here I connected again and climbed to cloud base at 6000ft AMSL. Cold but elated, I could see a long street heading straight home. To the East the sky still looked great but it was clearly deteriorating to the West. Would I make it? 100k to go, 5000ft above BOO and now 4:15.



**BOB-RUT-NES-KWO-BOO**





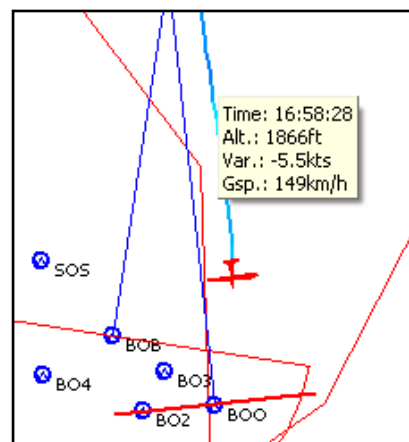
An easy run followed and the computer was suggesting I might be able to glide straight in without another climb. It wasn't to be. The air faded south of Buckingham and I decided to head for Aylesbury to take a top up. Just short I found a 3kt climb and took it until my clock read 1000ft over on a 3kt Macready. I would have to get around the circuit but I felt I could easily do this by flying over Wycombe for a long final onto 24.

I was not to be. The S wind was only 7kts but I just fell like a stone. An ASW27 is capable of nearly 50:1 glide. My previous two glides had been 106:1 and 40:1. To get in, I only needed a 25:1 glide but nearly didn't get it. A call to Wycombe Tower secured permission to crawl over the hedge and the power runway and that is what happened.

Did you know there were some power lines on the ridge N of the 17 threshold? I do now. Then 10ft above the motorway lights with the Sunday rush hour beneath me.

Over the hedge, wheel, brakes, land, deep breath!

I had done several 500s before this but none anywhere near this quick. This was 507k in 4H52 for 104kph, a truly satisfying flight. I even cracked a bottle when I got home!



*Sinking like a stone*

*Jim White*

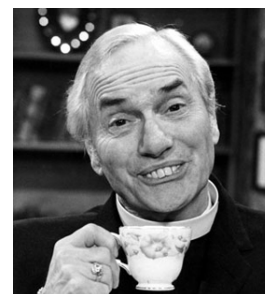
### **Radio (130.) 4's Thought for the day: JFDI**

Presented by the very reverend Vicar Maxigat

Spring is almost upon us and the sap is beginning to rise. The tension is almost palpable in the clubhouse as we decide whether BIC/DID is on or not. Strange woodland creatures are emerging from their burrows, opening trailers and peering inside to try and remember how to bolt the thing together. And of course, Jim is getting excited.

Recent Sunday School discussions have regularly returned to the mentoring scheme tried last year and what worked best, and failed worst. Uniformly one theme emerges: things work best in gliding for those that are really hungry to progress. Turning up just to fly even if it's a short circuit, taking the initiative to get gliders out, rig them and pester to move up the single-seater scale, persistently hounding pundits to get a ride round in the Duo: all these things lead to far faster progression than for those who wait to be spoon fed. The meek may be about to inherit the earth, but they probably won't have made the most of soaring over it in the meantime!

The message this month is simple then: find yourself a mentor, pester them for advice and help, and make Mike Collett's life hell in the meantime. Amen.



### *Editor's announcement:*

*Vicar Maxigat has decided to go on a retreat for glider racing clergymen. We don't know for how long or where it is, but no doubt such mystical issues as finding energy lines will be discussed long into the afternoon before a nice cup of cocoa and an early night. However in the words of Saint Schwarzenegger HE'LL BE BACK.*

...And it looks like the vicar legged it just in time if this member's letter is anything to go by (ed)...

Dear Editor,

I am writing with respect to the article in your December newsletter by the very reverend Vicar Maxigat entitled peebags.

I am astonished and disgusted that someone as eminent and erudite as the reverend should endorse the habit of throwing plastic bags full of urine out of a glider.

This is an appalling habit somewhat akin to throwing litter out of your car, or allowing your dog to foul the pavements of our cities and not picking up afterwards. Even more so it is akin to throwing plastic bags into rivers or the sea to choke seabirds or other wild life.

What effect do you think all those plastic bags thrown inconsiderately over our countryside by inconsiderate glider pilots who listen to your advice are going to have on the wildlife, domestic animals and perhaps farm machinery?

Besides the appalling ecological consequences of such an action from a group of people who are intelligent and I would hope ecologically aware, I would like to point out that this action is covered in our own BGA's Laws and rules I quote:

1.3 Nothing shall be dropped from a glider, other than persons by parachute in an emergency, articles for the purpose of saving life, ballast in the form of fine sand or water, fuel in an emergency or tow ropes at an aerodrome (see para. 4.13). ANO 2009 Art 86

Obviously it is not an option to cross your legs, but a well located pee tube in many gliders doesn't necessarily lead to corrosion of the undercarriage, and there are various other solutions which allow you to take your waste home with you.

Severn Valley Sail planes

(<http://www.svsp.co.uk/Shop%20Website/pages/Pilot%20Aids.htm>)

offers uribags and disposable relief bags (with granules), and systems are available from disability aids shops where you can use a condom like device attached to a 2 litre bag.

Please take your waste home with you!

Yours

Disgusted of Little Puddle nr Wycombe Bucks

Jeremy Gilbey

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## Syndicate Opportunity

There is a unique opportunity for Club members to buy a syndicate share in the Robin tug MM. It has 4 seats, a cruise propeller and wheel spats. For full details contact Mike Collett.



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## 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.*

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

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\*\*\* 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 ([william.parker5@btinternet.com](mailto:william.parker5@btinternet.com)).

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