



Days to Booker Regionals 170

Bronze course special offer Page 3

# The Booker Newsletter

Annual General Meeting 5<sup>th</sup> March – 1800hrs

- From the Chairman*
- From the CFI*
- Member's achievements*
- Bronze Course – special offer*
- Winter Lecture series 2016*
- Special guest*
- Aerobatics courses*
- Booker Regionals – 2 seat training*
- One of our boys flies the Junior Worlds*
- Got any old AV equipment?*
- Upgrading radios – hints and tips*
- Be prepared – a cautionary tale*

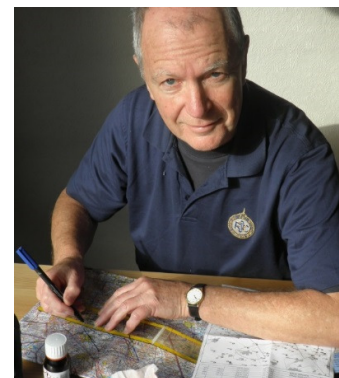
We have plenty in this issue to take your mind of the almost endless rain, in particular a report from sun-soaked Australia where Mike Gatfield, a graduate of our cadet scheme, has been flying in the Junior Worlds. There is also an update on the Winter Lecture series, and news of a special guest. For those intent on improving – and who isn't? – the Bronze Course and the opportunity for 2 seater training during the Regionals are on offer. And while it's raining, why not review your store of old AV equipment and see what you can donate to the club?

*Jane*

## From the Chairman

'Rain drops are falling on my head' sang Paul Newman in Butch Cassidy. It was okay for him - all he had to do was ride a bicycle in the rain. Not so good for us at the end of the wettest month since Noah took up boatbuilding. But still, well done Richard, instructors and tug pilots for getting in some flying whenever the rain stopped.

The Booker Red Kite Regionals Organising Group swung into action at the end of November and is already making great progress. Bob Smith has the web site up and running and he's also organising the team that will handle Control. We already have a good entry with several visitors and a commitment from another club to bring a Duo. We also expect to see our K21 and our own Duo (315) flying the tasks. Tim has done a great job to get our finish line reference points included as BGA turnpoints which will make life much



January 2016

easier for competitors. If you are thinking of entering you can find out all about the comp at [www.bookerregionals.co.uk](http://www.bookerregionals.co.uk).

In the next few weeks we plan to kick off a few projects to improve our club facilities. These include doing up the clubhouse inside and out, sorting out the drain in front of the hangar and, equally urgently, having a clear up around the tug pilots' caravan. Please look out for notices about these projects and if you can possibly find the time to help out it will be much appreciated.

I doubt that last month's newsletter cartoon had much influence on this, but last week the duty crew tractor was spotted out rolling the airfield!

To make sure that members all have an opportunity to bring matters to the attention of the committee we have set up a new email address: [chairman@bookergliding.co.uk](mailto:chairman@bookergliding.co.uk). Please use it but note: problems with suggested solutions will be more welcome than problems without!

The Spring Lecture programme is now under way, most lectures are directly related to the Bronze exam. If you are in the running to get your bronze in the 2016 season it will help you greatly to attend. Also, we can all benefit from revising our basic knowledge of gliding so all members are welcome.

Recent cheers resounding across the airfield marked the return of 316 (ECZ) which will soon be on the flight line. It's been a wait but well worthwhile – the finish on it must make it one of the best K21s in the country. Many thanks to Doug and John Hubb for collecting it from Folkestone.

Please put 5<sup>th</sup> March in your diaries for the Club AGM. This is your opportunity to have your say about the running of the club and to hear what the club is planning for the future. There will be several important issues on the agenda this year so it's very important for you to attend if you can. The venue is to be confirmed; full details will be posted in the clubhouse.

Happy New Year. See you up there.

William

## From the CFI

Although a somewhat festive month, December, much like November, was particularly lacking in gliding activity.

I should imagine, like myself, many of you are growing increasingly frustrated at the lack of good flying weather, but rest assured, I'm promised this is only temporary, and that we will have a fantastic summer.

Despite the weather the club has been a hive of activity on Saturday mornings as our popular winter lectures have now started. This year we have lectures designed for everyone, rather than just our Bronze students. I'm especially pleased to announce



January 2016

that on Sunday 6th March we have a special lecture on Vintage Gliding which is being delivered by the President of the Vintage Gliding Club, Jan Forster.

Jan is travelling over to the UK for the weekend on VGC business and has agreed to take time out of his busy schedule to come and talk to us.

I sincerely hope that you will all come to listen, not just to Jan's lecture, but to all the lectures. All the lectures are given on a voluntary basis and many hundreds of hours of work have gone into writing them.

Some of our lectures are being given at short notice and therefore it is important you keep an eye on the notice board to see any updates.

Thinking a little further ahead, we have our first Bronze Course of 2016 starting on 7th March. If you haven't yet got your Bronze, this course is a must. Spaces are limited to 5 so be sure to get your name to the office as soon as possible. Like last year, the course is a set package of discounted launches and motor gliding hours and gives a saving of over £100 from normal club rates.

Expedition wise, Talgarth and Klippeneck are filling fast. If you are considering coming, register at the earliest available opportunity to avoid disappointment. I should also add that there are only a couple of rooms left in the excellent airfield accommodation at Klippeneck. As for Aboyne in October, Birkellun is almost full.

The entry list to our Regionals is also filling fast. We have a number of visiting pilots and are only now 10 gliders away from our maximum number. Like the expeditions, if you are thinking of competing, register today!

I should like to finish by wishing you all a very Happy New Year and wish you all the very best for 2016.

Richard

## Member's Achievements

Callum Harris (cadet) – solo and conversion to Junior

Well done to Callum and his instructors.



### Bronze Course – 7<sup>th</sup> -11<sup>th</sup> March - special offer

This package of discounted launches and motor glider flying is an ideal aid for members to gain their Bronze badge, or just brush up their flying for the coming season. The offer entitles participants to:

- 👉 2 x 4,000ft aerotows

- 👉 6 x 2,000ft aerotows
- 👉 2 x circuits
- 👉 2 x launch failures
- 👉 3 hours in the motor glider
- 👉 5 ground school sessions
- 👉 Designated instructor for the week

The discounted price for this course is only ~~£615~~ Book now with the office.

**Notes:**

- *The credits may only be used as part of the Bronze course but may be carried over if the weather is bad*
- *Any extra flying will be charged at current club rates*
- *The offer is only for current Full, Country, Junior and Student BGC members*

## Winter Lecture Series 2016

The new year continues with the usual programme of briefings, open to all, including course members, but particularly useful for those working towards Bronze. All the sessions start at 10am on Saturday unless otherwise advertised. The list below includes several new topics not included in previous newsletters.

- ➔ Cross country meteorology – Jim White – 16<sup>th</sup> January – morning
- ➔ HDT tasks – Tim Scott – 16<sup>th</sup> January - afternoon
- ➔ Principles of flight – Symeon Economou – 23<sup>rd</sup> January
- ➔ Human factors – William Parker – 30<sup>th</sup> January - morning
- ➔ Mountain soaring – Geoff Tabbner – 30<sup>th</sup> January - afternoon
- ➔ Flight planning and performance – Bob Smith – 20<sup>th</sup> February
- ➔ Vintage Gliding – Jan Forster, President of the VGC – 6<sup>th</sup> March (Sunday)
- ➔ Radio telephony – Ashley Birkbeck – date TBA
- ➔ Flying Concorde – Dave Byass – date TBA



Further topics and dates will be announced in the coming weeks.

## Vintage antics – special guest

On Sunday 6<sup>th</sup> March, 10am, we have a special guest from the Netherlands, Jan Forster, President of the Vintage Gliding Club who will give a talk on vintage gliding. Jan has given talks around the world, including at the BGA conference a couple of years ago. His talks are rarely technically correct but always very funny. At one dinner speech he damaged a posh hotel during a demonstration of overcoming EASA laws.

## Aerobatics courses

Spaces are still available on the remaining dates of the series of aerobatics courses run by Graham Saw and Alun Jenkins. Suitable for any level, these sessions will do wonders for your handling skills, confidence and understanding of the flight envelope. The dates are: **6<sup>th</sup> February, 5<sup>th</sup> March**. Sign up now on the notice in the clubhouse and practise for the **Easter Egg Cup**, our local aerobatics comp, to be held on 9<sup>th</sup> and 10<sup>th</sup> April, open to all including pre-solo (safety pilot available). There will be National Team entrants and the possibility of Swift and Fox displays.



## The Booker Regionals 2016 – 2<sup>nd</sup> to 10<sup>th</sup> July

The entry list is open, the online entry form is at [www.bookerregionals.co.uk](http://www.bookerregionals.co.uk).

**Two seater training** is available for those who would like an introduction to comp flying cross country, either in the Duo Discus or a K21. Sign up now on the notice in the clubhouse.

## A former cadet flies in the Junior Worlds

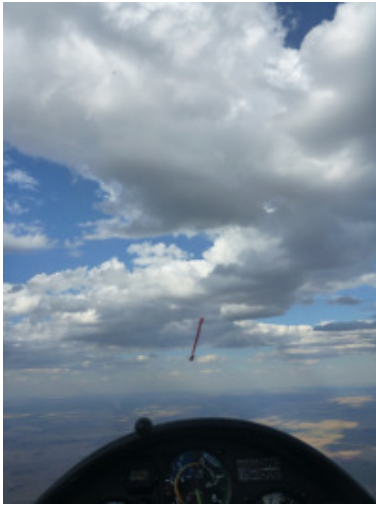
Last month, my three team mates and I were lucky enough to get away from the rain and cold in the UK and head out to Australia for the Junior Worlds in Narromine. To be honest, everyone on the team was pretty apprehensive on the ride out as we were still waiting to find out the exact date the gliders would arrive at Narromine, with the best case scenario being that they would arrive 4 days before the first competition day (which they did, after a lot of tense negotiation)!

A jetlagged car ride 5 hours inland from Sydney left us on the edge of the outback in a toasty 41°C. Some rented gliders over the next few days let us stretch our legs and get used to flying in Aus, how hard could it be after struggling in the UK all season?? Three things made life more difficult: the emptiness made it massively harder to roll out on heading after turning, there was just nothing to aim for except big fields and scrub! Australia also seems to have a phenomenon where there is a wind shear at around half the height of the convection. Below this, thermals become tighter and weaker so getting low (i.e. below 4000' some days!!!) made life very hot and sweaty! The last thing was getting to grips with the intensity of the flying as





January 2016



everything seemed to be doubled; there wasn't a single day when we took off at less than 525kg and when it was good, anything less than 110kts in the standard class meant you were getting roasted by the others.

Despite the first day being cancelled when the tug pilots revolted and refused to launch half the grid in a strong crosswind off the short run, this was the only scrub before 12 days of competition. It was a huge learning curve all week and every day brought new challenges so a mid-table finish was better than I was expecting.

So highlights of the comp? It's a toss-up between a few memories:

Finishing 611km in under 4 hours. A convergence over the hills to the east meant we weren't stopping for less than 10kts and only took 2 thermals to the first turn 170km away. Even a relatively slower ride home in the flatlands didn't stop the flight being less than epic.

Gaggle flying as a class. Most days were blue so, predictably, gaggle flying with everyone else in the standard class was a big feature!



Seeing teammates Tom Arscott and Sam Roddie clinch 1<sup>st</sup> and 3<sup>rd</sup> in the Club class. This is the first time GB has brought home the massive Club class trophy that is now sat in Tom's house. Tom had been leading most of the comp but a few off days had left him trailing by 80 points and Sam in 7<sup>th</sup>. A few tactical moves hiding in standard class gaggles during the start and some inspired team-flying saw them beat the German to first place by 20 points and jump Sam into the bronze position.

The competition! It turns out that all glider pilots no matter where they come from are pretty much the same, they get a kick out of flying fast and won't turn down a post-task beer. Flying and racing with these guys in a different country for the first time was nothing short of awesome and I'm really grateful for all of the help I've had over the years in order to give it a crack.

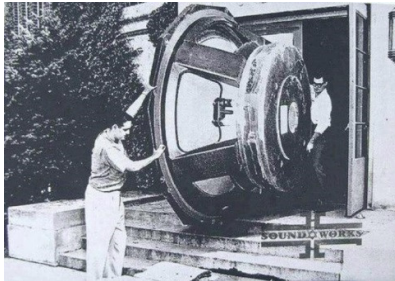
If you're considering going out to do some flying in Australia, it's an incredible place both on and off the ground and you'll find loads of help from the locals, give it a go!

Mike Gatfield

## A plea for your old, but working, audio visual equipment

Work is underway to upgrade the clubhouse audio equipment. This is to enhance any video presentations in the briefing room, and in the clubhouse to help enliven any private parties or barbeques.

I'll wager that a few club members out there will have some old speakers or sound systems in the loft that will probably never get as far as that lucrative auction listing on eBay.



Please help by donating anything that you have that might be useful, in particular we need a few pairs of bookshelf loudspeakers; an old AV amp or HD projector would also be handy!

Please deposit anything you can spare in the briefing room with a label so we know where it came from.

Many thanks for your generosity.

Bob Smith



*'How do those little people get in there?'*



## RADIOS - UPGRADING FROM 25 kHz TO 8.33 kHz

If you are considering changing your old radio to one of the new 8.33 kHz ones, you might find these tips helpful. *(Shamelessly edited from the Navboys newsletter).*

### ***What are the benefits of fitting an 8.33 kHz radio?***

The new 8.33 kHz radios all have the features you had before, plus many of them now have 'dual watch' as standard, and 99 channel memories with a label field so you can give a frequency a name. Many can also be controlled externally via moving map systems, so as you navigate to an airfield the moving map system can send the airfield frequency to the radio automatically, saving you time and reducing work load. The technology used in the latest 8.33 kHz radios also uses less power than older radios and they are considerably lighter. Using solid state components means they should be more reliable.

### ***Is my old 25kHz radio worth anything?***

Probably not, unless you have a nearly new 25 kHz radio with its form 1.

### ***How do I upgrade from my old 25 kHz radio?***

It is unlikely that you will be able to unplug the old one and plug the new one in, so you will need to consider the following:

✓ *Physical size and panel space*

Most 8.33kHz radios fit in a standard 57mm panel cut-out, so you may need a blanking plate with a cut out. It is also worth measuring the space behind your panel.

✓ *Existing wiring loom and cable length*

The existing wiring loom carrying the microphone, speaker, PTT and power connectors will probably have a different plug from that on the new radio - some manufacturers offer an adapter. It is also worth checking that the existing wiring harness is long enough to reach the back of your new radio which may be shorter than the old one. The antenna cable typically has a standard BNC and connector and should be a direct swap from one radio to another, but some radios may have a screw thread TNC adapter which will need changing to BNC. Check that there is enough slack in the existing antenna cable to reach your new radio and/or enough spare to change the plug.

✓ *Can you solder a new plug on to the existing wiring harness?*

In theory yes, but it can be difficult. Identifying which wires do what is relatively straightforward, one pair of wires for the speaker, one for the PTT switch, one pair for the microphone and a power and ground wire. However, physically soldering this lot into a new plug in the back of an instrument panel is quite demanding. A simpler method would be to replace the wiring harness and run these wires to the speaker, microphone and PTT switch, or join the appropriate wires to existing in a more convenient location. All re-wiring must be signed off or carried out by an inspector.



✓ *Will your new radio match your existing microphone and speaker?*

This is probably the hardest bit to get right because it is almost impossible to tell which of the likely two different types of microphone (Electret or Dynamic) you have or the power and impedance of your speaker. An external examination of a microphone or the wiring is no guarantee of the type of microphone, the same goes for the speaker. If you have the original documentation for the installation you may be in luck and you will be able to match the wiring and settings of your new radio. Other than that, it is trial and error which can be very time consuming.

✓ *What happens if the wiring is not long enough, too old, broken or too difficult to work with and the microphone and speaker are beyond identification?*

There are kits available to replace the wiring harness, speaker and microphone.

### ***What paperwork do I need to do?***

The radio replacement must be noted in the glider log book of the glider and a work pack completed. If the installation involves any change to the wiring then it needs to be either carried out or signed off by an inspector. Only the installation of a radio with the same plug or a suitable adapter is considered pilot/owner installable. Once the radio is installed, tested and commissioned with the log book and work pack completed, you must notify the radio licensing department of the CAA of the change of radio for your aircraft.





## Be prepared

Like a good former boy scout I offered to help retrieve our resplendent refurbished K21 from Folkestone. I then found out that I was not the first in that queue so forgot about it.

The day before the retrieve I received a phone call asking me to step into the breach. Previous arrangements had been altered. Great, I thought, a good chance to check out my new piece of essential Booker kit – yet another Skoda Octavia Estate.

I duly turned up at Booker before 9am the next day, opened the boot and took out my pristine and unused detachable tow bar. The key worked and the bar slotted into place only to refuse to turn and lock. The car is not brand new and a certain amount of debris/oxidisation had made the mechanism jam.



90 minutes later and despite the assistance of Robin the tow bar still wouldn't lock on. Two Slovakian guys were en route to Cheriton Tesco – just outside the Channel Tunnel compound - and I had no tow vehicle to get the outbound trailer down and bring the K21 back. I finally used a bit of brain, swallowed pride and made a phone call. Fortunately Doug H and his car were available so the day was saved.

The moral of this tale is **always check** your gear plenty of time **before** setting off on a trek. My simple assumptions could have been quite embarrassing. Just because something is new doesn't mean that it will work perfectly first time.

John Hubberstey

## 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 name and 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 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](mailto: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](mailto:bookergc_instructors-subscribe@yahoogroups.com) and *include your name and 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 name and membership number.*

### For the latest news about what's happening check out

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

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\*\*\* 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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