



Wycombe Air Park, Marlow, Bucks SL7 3DP  
t 01494 442501  
e [info@bookergliding.co.uk](mailto:info@bookergliding.co.uk)  
w [www.bookergliding.co.uk](http://www.bookergliding.co.uk)

## THE BOOKER JARGON-BUSTER

Aviation and flying gliders present aspiring pilots with numerous technical terms and jargon words to learn. Explanations of all that 'flying language' can be found in the instructional notes and books that come with learning to fly. However, like many other specialist sports clubs, Booker Gliding Club has words and phrases that relate to the club's equipment, premises and activities that can easily baffle the newcomer.

This Jargon Buster is not a glossary of terminology for all gliding purposes. It is intended to help visitors and new members to familiarise themselves with the way the club works and to help them find their way around. Every glider pilot who recalls their first visit to a gliding club will remember how obscure some of the language seemed. By compiling this guide we hope to overcome some of that obscurity. But if you hear something said that you don't understand and you can't find here, please just ask a member for an explanation. At Booker we want gliding to be as easy to understand and as approachable as possible. So if you might have thought that a Task Week could be seven days of sweeping out the hangars, read on!

<i>Item</i>	<i>Definition</i>
Aerotow	One way of getting off the ground, towed by a tug plane. Other clubs use winches, like launching a kite, which is cheaper but requires more space than Booker has.
Airside	Anywhere past the gates or barriers with large yellow signs warning that you are now entering an airfield.
Alphabet, phonetic	Pilots say Alpha, Bravo, Charlie etc to avoid confusion over the radio. The full alphabet is listed in <i>Laws and Rules</i> .
Apron	The area of tarmac where all the light aircraft are parked.
ATC	Air Traffic Control - controls aircraft movements within an Air Traffic Zone (ATZ). Glider pilots on a cross-country task need to talk to ATC if they have to enter an ATZ. See <i>Radio</i> .  Wycombe Air Park operates with Ground-Air, an advisory service. Glider pilots must make calls in the circuit – downwind, base leg and if possible finals – on 126.555.
Awareness	Airfields and flying present risks which do not occur in everyday life. On the airfield stay out of harm's way by keeping your eyes open and being aware of everything going on around you.
Ballast weight	Lighter pilots need to fix lead weights in the cockpit to ensure that the centre of gravity of the glider is far enough forward. Weights of various sizes are available at the launchpoint
Barograph	Device for recording height, carried in the glider to prove a height gain or that you have not landed during a task such as a 5 hour duration flight. <i>See Logger</i>
Battery charging	Some glider instruments need battery power, for example, electric <i>variometer</i> . Batteries don't work if they are not kept charged. There is a charger in the hangar, on the right-hand side.

<i>Item</i>	<i>Definition</i>
Blister hangar	Walk past the apron and the hangars, the large red corrugated iron structure is the blister hangar. It is used to house some of our tugs. At the rear is a workshop mainly used by the Vintage Group for building and repairing their gliders.
Bowser	A mobile tank, for fuel or water.
Briefing room	The room at the back of the clubhouse.
Buggy	Golf carts we use to tow gliders on the field.
Bungee	A way of catapulting a glider into the air. If you want to try this, go to Midland Gliding Club on Long Mynd in Shropshire when there is a 30kt westerly blowing. Be prepared to take your turn running down the face of the ridge hanging onto the end of a long elastic rope.
Cadet	Young person giving up their time to help out at the club in exchange for cheap flying instruction. Be nice to them.
Car park	You can park in the car park in front of the restaurant, and also in the spaces opposite the clubhouse. Do not park in front of the <i>M3 hangar</i> as you may be in the way of people moving aircraft in and out.
CFI	Chief Flying Instructor, responsible for the safe operation of all flying.
Cleaning kit	In the cupboard on the left-hand side of the hangar you will find dusters and spray polish. Don't be afraid to use them for polishing canopies. Being able to see out may save your life.
Competitions, nationals	9 days of flying cross country tasks with fiercely competitive pilots. The scoring is based on getting round fastest, the rules are impossibly complex.
Competitions, regionals	As for <i>nationals</i> but with handicapping (to account for gliders of different performance) in the scoring. Booker puts on a regionals, you will need your silver badge to enter.
Competitions, worlds	Really serious flying where the British team generally do very well.
Crew	In gliding you need friends. If you land in a field you call your 'crew' to bring the trailer to fetch you, a <i>road retrieve</i> . Consider your car insurance if they use your car.
Cross-country flying	Being out of gliding range of the airfield. It's better to have a plan and set yourself a <i>task</i> .
De-rigging	Opposite of <i>rigging</i> , that is, dismantling a glider and stowing the parts in its trailer.
DI	Daily Inspection of a glider to ensure that you are happy to entrust your life to it.
Dolly, tail	Small wheel which attaches to the fuselage near the tail of the glider so that it can be manoeuvred on the ground. Avoids ripping the tyre on the tail wheel by dragging the tail sideways.
Dolly, tip	Wheel which attaches to the wingtip, part of <i>tow out gear</i> .

<i>Item</i>	<i>Definition</i>
Drinking water	Take lots with you on hot days to avoid dehydration and consequent loss of brain power. Invest in a Camelbak or other system.
Expedition	A trip with gliders to another club to experience flying in different conditions. Makes a great holiday and is a good way to get to know people.
Flying list	The waiting list on the log keeper's board where you can put your name down for the type of aircraft you want to fly that day.
Food for flying	The best food for flying is something that will not fall apart, melt, drip, or roll away from you and get stuck behind the rudder pedals. Fruit and slow-burn carbohydrates are most popular with pilots.
Gates	To get through the various security barriers you will need to know the various codes, which will be supplied to you.
Hangar packing	Best done with one person in charge, not a committee, refers to getting all the aircraft into the hangar at the end of the day. It would be good if you didn't go home until you've done your share.
Hotelier	Some gliders have controls (ailerons, brakes, elevator) which connect automatically when the glider is rigged, others have manual connections. In this case the connector is called a <i>hotelier</i> . Your life depends on knowing how to do this properly.
Insurance	Check your car insurance. You will probably find that it does not cover you <i>airside</i> . Bear in mind that 3 <sup>rd</sup> party risks include driving over the wing of a very expensive glider.
Keys to hangar	Kept in the clubhouse above the notice board, attached to a large flat piece of aluminium. During flying, the key lives on one of the buggies.
Launch point	Depending on how soggy the field is, this can be the bus or a buggy. Its position depends on the runway in use.
Laws and Rules	Essential reading, available on <a href="http://www.glidering.co.uk">www.glidering.co.uk</a> , website of the British Gliding Association.
Lift, ridge	Rising air caused by wind blowing onto a slope or other obstacle. See the <i>website</i> for more information.
Lift, thermal	Rising air caused by the ground being warmed by the sun. See the <i>website</i> for more information.
Lift, wave	Rising air in the lee of hills caused by the air 'bouncing' and setting up a standing wave. See the <i>website</i> for more information.
Log	It is a requirement to log every flight up and down. The data is used to work out charges to club members and also to record the hours flown by each glider as part of its maintenance schedule. Finally, at the end of the day the log is checked to ensure that all aircraft are back on the field and no-one is missing. Take your turn at keeping the log and you will get to know a lot of members.

<i>Item</i>	<i>Definition</i>
Logbook	Pilots are required to maintain a log of all their flying up to Silver badge level. Most people record flying time in their logbooks for as long as they continue to go gliding. Every aircraft also has a logbook to record hours flown, maintenance and mods carried out and the annual Certificate of Airworthiness checks.
Logger	A small 'black box' that records everything about your flight (height, position, times) which is used to verify badge claims and competition flying.
M3 hangar	The hangar next to the <i>workshop</i> , where tug maintenance is carried out. M3 is the certification the club has for maintaining its own tugs.
Met	Short for meteorology, a fancy term for weather forecast.
Parachute	Life saving equipment, treat with care, keep dry. Needs repacking before the date marked on the harness. The club organises packing in the spring.
Peri track	Perimeter track - goes most of the way round the airfield. One end is by HeliAir, the other past the clubhouse and through the apron. You will need the code. Before driving round it you should also check your <i>insurance</i> .
Propeller	Dangerous thing on the front of powered aircraft. If talking to the pilot, always approach from behind the wing. Don't pull a tug by its propeller unless you are absolutely sure that the engine is switched off.
Radio	See <i>Laws and Rules</i> for the different frequencies. See also <i>RT</i> .
Retrieve, aerotow	If you land out while on a <i>task</i> , you can phone and ask for an aerotow retrieve. You must first get permission from the airfield you have landed at. Aerotowing from a farmer's field is not usually possible. You will only get a tow if the tug is not needed at Booker.
Retrieve, road	If you land out while on a <i>task</i> , your <i>crew</i> will bring the trailer to fetch you if you ask them nicely. Consider your car insurance if they use your car.
Ridge	The ridge at Chinnor will produce lift if the wind is from the northwest and quite strong.
Rigging	Putting the glider together. This is a mutual aid activity, help someone else and they will help you. The number of people involved is in inverse proportion to the time taken.
RT	Radio Telephony. In theory, to use a radio to speak to <i>ATC</i> you need an RT licence. In practice, no-one is going to ask you for your licence number before they speak to you. It does help, however, to learn a few of the terms used, like Affirm for Yes and Negative for No, Roger to mean Message Received, and Stand By which means 'hang on I'm really busy trying to get myself out of the mess I'm in'.
Rubbish	<i>Wing tape</i> is not biodegradable, don't leave screwed up balls of it around the trailer park. Spare a thought for the club member who is going to fly the glider after you, don't leave your sandwich wrappers behind in the cockpit.
Runway	360 degrees is due north. The runway directions we use are 24 and 06.

<i>Item</i>	<i>Definition</i>
Safety equipment	Bolt cutters, axe etc kept at the launchpoint. Make sure nothing gets left on top of the equipment, it needs to be instantly accessible.
Task	Trip round the countryside taking in previously declared turn points.
Task week	A week of informal briefings followed by flying tasks, with the aim of sharing and learning from experience. Good fun, and a great way to get a taste of competition flying.
Taxiway	Strip leading from the <i>apron</i> to the end of the <i>runway</i> . For 24 and 06, it is tarmac. The helicopter taxiway runs across the grass in front of the restaurant. Look both ways before crossing any taxiway.
Thermals	Warm air rising, useful for gaining height in a glider. Also refers to essential items of clothing for winter on an airfield and for <i>wave flying</i> .
Tow out gear	Tow bar, <i>tip dolly</i> and <i>tail dolly</i> used to attach the glider to the back of a car to tow it to and from the launch point. Saves looking for a <i>tow rope</i> and a person to walk the wing tip for you.
Tow rope	Comes in two lengths, the longer one goes between the tug and the glider, the shorter version is handy to keep in your car in order to tow gliders on the ground if the glider you are flying doesn't have <i>tow out gear</i> .
Trailer	Long box on wheels for storing and transporting gliders. There are two common types, lift-top Cobra trailers where the glider is rigged on a ramp attached to the trailer, and rear door trailers where the glider is rigged a short distance away.
Trailer driving	If you got your licence after 1 January 1997, check <i>Laws and Rules</i> for details about licences and trailer driving.
Trailer park	Area where all the trailers are kept and gliders rigged.
Trestle	Stand used during <i>rigging</i> for supporting one wingtip while you put the other wing on and then push the wing locking pins into place. Put the trestle back in the trailer after use, you might need it in a distant field!
Tyres	Primarily used for stopping gliders blowing away, but with many other uses. Ask to be shown how to park gliders properly in different wind strengths.
UTC	Co-ordinated Universal Time. For an explanation of why the initials are in the wrong order, see Wikipedia. It's more or less the same as Greenwich Mean Time, and is used for all things in aviation, for example weather forecasts. Also known as <i>Zulu</i> .
Vario(meter)	Instrument which tells you if you are climbing, or not. Winter varios can be used in the summer as well, it's the name of the manufacturer.
Water	Handy for washing the bugs and mud off gliders after you have flown them. Available from the large tank in the trailer park or the hoses at the helicopter end of the trailer line and also outside the hangar. See also <i>Drinking water</i> .
Water ballast	Water pumped into the wings of gliders to make them go faster between thermals. It also makes them heavier so they climb more slowly, so you have to improve your thermalling technique to get the benefit.

<i>Item</i>	<i>Definition</i>
Water tank	The one in the trailer park is for filling water ballast tanks and for washing gliders.
Wave	One way of gaining height and going cross country, wave occurs downwind of hills where the wind 'bounces' and sets up a standing wave. Experience the best by joining the club's autumn expedition to Aboyne in Scotland.
Weak link kit	Small plastic box kept at the launchpoint, contains lots of new links and a pair of pliers, all you need to make a tow rope serviceable again.
Website	<a href="http://www.bookergliding.co.uk">www.bookergliding.co.uk</a> for all the latest news and information.
Wing tape	White electrical insulation tape which has an amazing number of uses, but primarily used to seal the gap between wing and fuselage to reduce drag and noise. Comes in two widths. Available from the office or any hardware shop.
Workshop	Next to the clubhouse, where club gliders are maintained.
X Country	<i>See cross country</i>
Zulu	<i>See UTC</i>