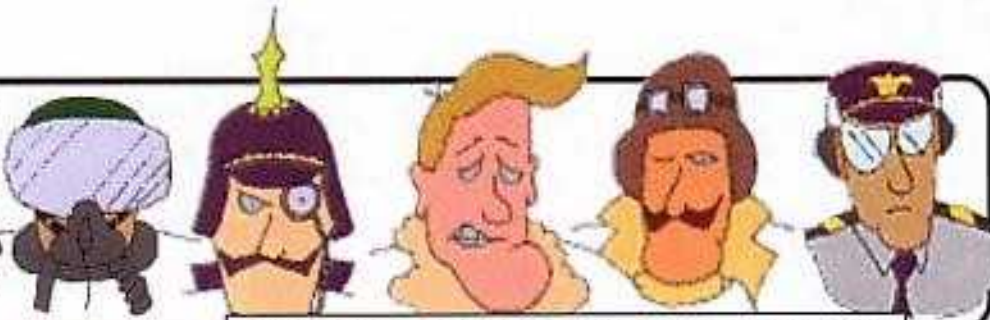


BASH NEWS



Journal of the Bash Flying Group Issue 12 April 2000

Basher dances with six-foot parrot



Squawk 3632
you fool or I buy
a transponder!

Leo Sayer, said to
have been an early
owner of G-BASH

As actioned Gwyn has been trying to track down the previous owners of G-BASH to obtain a VAT Certificate, and he has found that it has had at least one colorful owner, no not the parrot but the guy dancing with it! Yes Leo Sayer an obscure 70s pop star is claimed by John Woodhouse, to have been one of the first owners shortly after G-BASH was imported from Ireland. Bashers have since been speculating how Leo managed to get that wacky afro hair cut and flares in G-BASH and will use the canopy, any ideas by e-mail please.

Unfortunately while interesting facts may have come to light, no VAT receipt has. Fortunately G-BASH has been in private ownership since it was imported from Ireland in 1974, although it was leased to flying schools for some of that time. It is now well outside the time limits required by "the revenue" and I suspect that the French realize that too. It might still be worth getting an exemption certificate though.

It's checkout time again

The Bashers have been circuit bashing with Gwyn recently. Terry Francis checked out after nearly a year roaming the world. As well as Cyprus he has been to Bosnia, Ascension Island and pretty well every hot spot you can imagine. Bashers will of course be envious to know that he was in Cyprus while "The Reds" were practicing, not only that but working on the very airfield at which they were developing their displays, he even came within an ace of a flight in the "black hawk".



Dave Esp lands G-BASH on
runway Zero 3.



Gwyn checked out
Terry on his return
from globe trotting

Dave Esp too has been getting in some practice in having spent a considerable part of last year playing bass guitar with a group, and writing Internet pages. Sorry Dave it seems you may have been volunteered to publish the Bashweb!

Even Ian Todd needed an official check out, although with the hours Ian flies for BA this seems a bit odd, apparently just being current on 737s doesn't make you current on G-BASH. We are all hoping to see more of Ian when he retires from BA later this year.

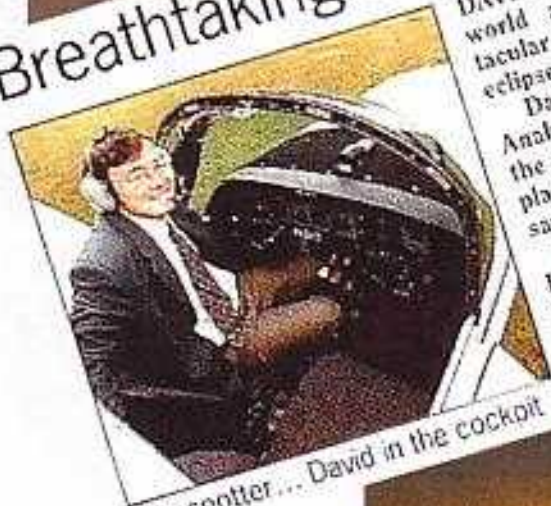
Has anyone any news on Steve Custance's medical? We are all concerned for you Steve.

Eclipse 99



With apparent CAA hostility the Bashers had kept quiet about their achievement, but now that Irv Lee has broken cover!

Breathtaking view above the mist and clouds



Sun spotter... David in the cockpit

DAVID ESP is on top of the world after taking some spectacular pictures of the total solar eclipse.

David, from Modelling and Analysis at Wokingham, took to the air in the Grumman AA5 aeroplane he part-owns for what he says was a wonderful experience.

"Flying at 8,000 feet above the English Channel, the clarity of vision away from all the mist and above the clouds was stunning," he said. "I asked a fellow pilot to fly so I could enjoy the eclipse and,

although I used filters, everything was very stark and clear up there.

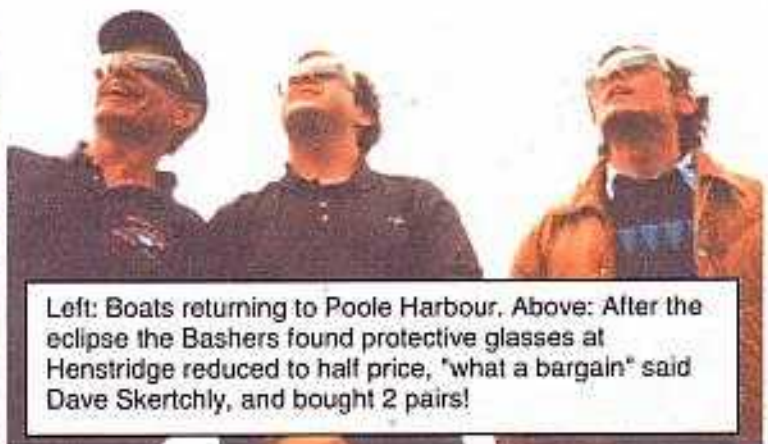
"I watched the images of the total eclipse on television later on, but the real thing was breathtaking. I used a lighter filter than the TV cameras did and the corona was gorgeous.

"We could see orange and yellow flames leaping far out into space, stretching away for perhaps a third or even a half of the sun's diameter. Everything was so vivid. We could also see Venus quite clearly."

Top: Dave Esp's superb picture of the eclipse, Above: Dave and G-BASH feature in the CEGB Newspaper, Right: The view from G-BASH at FL85 during Totality



Bash News had remained somewhat circumspect about the Bashers adventures during the 1999 total eclipse (Bash News passim). The CAA had been decidedly "sniffy" about the whole thing, and had issued dire warning about the dangers to be expected during the totality, hoping to put us off and leave the airways clear for Concorde! Now the Bashers are not so easily intimidated, and with 2 Pilots of one of whom had both IMC and night ratings the whole thing seemed somewhat less than risky. Imagine the Bashers disgruntlement to find that Irv Lee (that pillar of the aviation establishment) was flying one of the other half dozen or so light aircraft circling round at FL 85 at 50 deg North during the totality. He was not so circumspect, and splashed it all over the Flyer. The Old Sarum Club too it seems were airborne in the eclipse, so herewith Dave Esp's superb record of the day that G-BASH flew in the eclipse, and blow the CAA. (Thanks to Kevin Jacobs for the extract from the National Grid Newspaper)



Left: Boats returning to Poole Harbour. Above: After the eclipse the Bashers found protective glasses at Henstridge reduced to half price, "what a bargain" said Dave Skertchly, and bought 2 pairs!



At last the sun shone on Philip Stoyle, and armed with Flyer free landing tokens the Bashers headed off to keep current. The A/G Operator at Turweston moaned bitterly "we had an uptake more than double that which Flyer led us to believe", and he got a bit sniffy when the Bashers wanted neither fuel nor refreshments. The Bashers were however unsympathetic, muttering something about them charging £140.00 to land there during the

British Grand Prix. Heading next to Kemble they were treated to a display of Hunter jets flying circuits, and to Philips delight fuel at a staggering 70.5p per litre, even if it did take 10 minutes to taxi to the pumps.



It had long been their ambition to land on the Brabazon Runway at Filton. This was built specifically for testing the huge post war Bristol Brabazon airliner, and a village was demolished to make way for it. On the south side of the runway are the huge Brabazon Hangars, while to the North are A320s being modified as freighters. Best of all are the railway gates, which close the road when aircraft are landing. At one time this was the main road from Bristol to Gloucester. Privately the Bashers relished creating a little chaos, and could hardly disguise their disappointment at finding that the main road had been moved 200 yards east!

The runway was quite huge at over 2000m but seemed deceptively short due to its width. "The scale of the thing was so huge you could almost land Bash on the piano keys alone which brings a whole new meaning to the phrase getting it on the numbers", a slight exaggeration methinks. There is a pleasant club house with just a few aircraft parked outside, although according to "ops" the apron is packed with aircraft at Christmas all from Guernsey, who all fly in to do their Christmas shopping at the retail village opposite. Filton is strictly PPR since Airbuses being tested or having their compass swung often block the airfield.

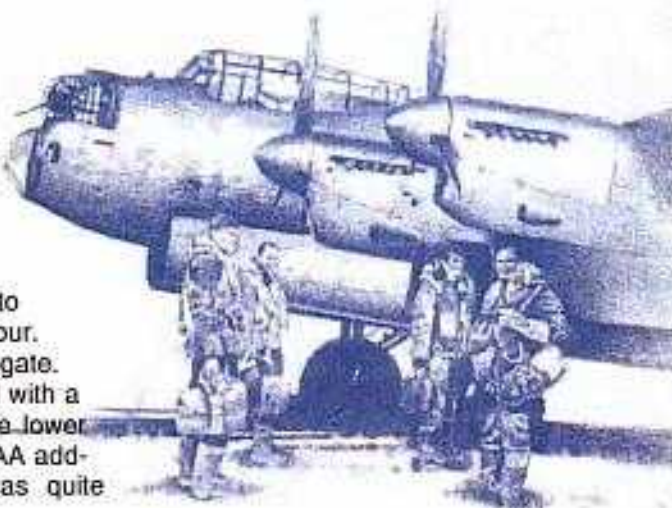


Finally to Henstridge for the last free landing and coffee before home to Popham.

Look back at Bomber Command

With only 2 free Landing fees left, Steve Roberts conceded that a trip to Enniskillen in February was a bit impractical, but that it would be a shame to miss the free landing at Wickenby. "You guys flew four and a half hours to Yorkshire and back, just to get free landing!" Exclaimed Sheena; "it was religious experience" explained Steve.

Wickenby, like most airfields in Lincolnshire was home to Lancasters, and forms part of the West Lindsay airfields tour. There are a few relics around, and a sad memorial at the main gate. Mostly though the airfield is now a pleasant enough GA airfield with a dozen or so aircraft based there. Surprisingly it is right on the lower limit of runway length for G-BASH at 650metres once all the CAA additions are included. Despite a well-controlled approach it was quite





Wickenby, former bomber aerodrome.

noticeable how G-BASH eats up the runway when there is no headwind.

On leaving Wickenby it became obvious to the Bashers why Lincolnshire was chosen for bomber bases, "It is so flat that there really is nothing sticking up for a rookie Pilot flying a fully loaded Lancaster to hit" explained Steve. To quote the noble Bard "Flat as your hat? No flatter than that!"

Leaving the circuit the Bashers headed north to Scarborough, talking and squawking to Humber Radar. Over Grimsby the Bashers agreed that it was indeed a very grim place. They turned eventually over

Scarborough, natural home of the labour Party conference in the Beer and sandwich days of Harold Wilson. Dave confessed to once seeing "the Chuckle Brothers live" at Scarborough, and Steve could not help feeling that this was an appropriate intellectual standard for both Scarborough and for Dave!

Passing by Castle Howard, used for filming "Brideshead Revisited", they arrived at York where Steve flew a few orbits over the family home, before turning south to Retford-Gamston. Finding the circuit packed at Turweston the Bashers went around and diverted to Enstone where the circuit was almost as packed with pilots getting current to meet the JAAs "3 landings and take offs in 13 weeks rule". Will packed winter circuits be an effect of these new rules?

Ho Ho Ho

A Basher spent several days planning a trip to Caernavon in North Wales. The weather had been forecast as OK across the whole country. Imagine his feelings when he arrived and dutifully checked the met and found the report shown on the right!

The A/G operator at Henstridge peered out of the window, looked concerned, and then pressed the PTT switch. "Golf Bravo Alpha Sierra Hotel report your position" "right behind you waiting to pay the landing fee" quipped Philip Stoye.



I Learnt About Flying from That

By Dave Skerchly

It was Dave Leddy who first noticed that Pilots will always stop and watch while another pilots lands, it the one manoeuvre where you can never afford to be complacent. Steve and I had turned back from our destination due to low cloud, but now, on the way back it had cleared due to that local effect in the Hampshire Basin. I was feeling bad tempered and sulky, but we decided to go for a local flight anyway. I had flown into Bembridge a dozen times, and I simply wasn't paying attention, I arrived too tight in the circuit and then high on the approach, suckered by the down-slope to the threshold of runway 26. "Trying

the Kamikaze approach are we?" said Steve, "I'll just pretend its 03 at Popham" I said confidently. You've guessed it! I arrived high and fast and started eating up the runway. We stopped brakes smoking about 10ft from the end!



G-BASH at Bembridge

Sheepishly I went and booked in "sorry about the tailwind" said the A/G operator, "I hadn't noticed it swing round like that". Nor had I and I was Pilot in Charge not him! I have never made so many simple, stupid, careless mistakes in my life before, and all because I was feeling sulky about the weather. I realised then that it is perfectly possible to bend the aeroplane on a local in CAVOK just by being careless.



Oil filler

Doug has pointed out that engine oil is part of our deal with WAM for Bash Maintenance, there is no need to buy oil from the ClubHouse, and we just help ourselves from the barrel in the hangar. Although there is unlikely to be a compatibility problem, no doubt Doug would prefer to know where most of the oil comes from. Some Bashers will have noticed that a cut off pop bottle is offered as a funnel. This is not an obscure economy measure, but in fact the thread in the bottle cap fits perfectly in G-Bash's oil filler! Incidentally Gwyn prefers to keep the oil level well above 6 on the dipstick, "it will just blow any surplus out of the breather" he said.

Free Copy of the UK AIP

Ian Todd managed to get a copy of the UK AIP on CD-ROM and to Quote from the sheet: "Non subscribers to the UK AIP may purchase a trial copy by sending a cheque for £5 made payable to National Air Traffic Services Ltd"

AIS Publications (CD ROM)
Room 160
Control Tower Building
London Heathrow Airport
Hounslow Middx TW6 1JJ

To quote Ian "Its well worth the money!" and it is certainly interesting to read up some the complex background which us PPLs manage to survive so well without. Of great relevance to a PPL is the UK VFR guide. This is an excellent and quite detailed summary of the regulations in and advice specifically for PPLs. It can be downloaded in PDF format (free yippee) from <http://www.ais.org.uk/>

Recent Snags

The recent 50-hour checks included 2 snags. First the DI gave up the ghost and has been replaced. It is of course perfectly legal to fly VMC without a DI (provided you have a compass) but Bash News was surprised to find just how off putting it is, during an instrument scan, to have the DI rotating aimlessly. There is a real temptation to "believe the instruments" and try to correct for it. Dave Leddy had first noticed the DI rotating clockwise, and an unkind Basher asked whether Dave had considered whether it might be due to him flying in circles anticlockwise, take no notice Dave. Initially Doug thought that replacing it with a second hand unit would be viable, but a reconditioned exchange unit only cost about £250 so this has been done in preference.

Steve Roberts thought he had found a crack in the manifold just in front of the hot air box, but Doug's merry men have investigated and it is deemed not to be a crack. Looking carefully it seems to be the forming of the airbox shroud to the exhaust pipe. Dave Skerch couldn't make up his mind either, so well done Steve, better safe than sorry. Now we know that at least one Basher does his pre-flights properly.

Costs

Fuel costs at Popham have now risen to 83p per litre, yet the Bash budget was calculated the basis of only 75p per litre; it seems we cannot sustain this loss. Over 50 hours it amounts to approximately half the cost of a 50-hour check so Dave Leddy is proposing a small increase to cover this, hence the call for an early meeting.



The Brecon Beacons from FL40



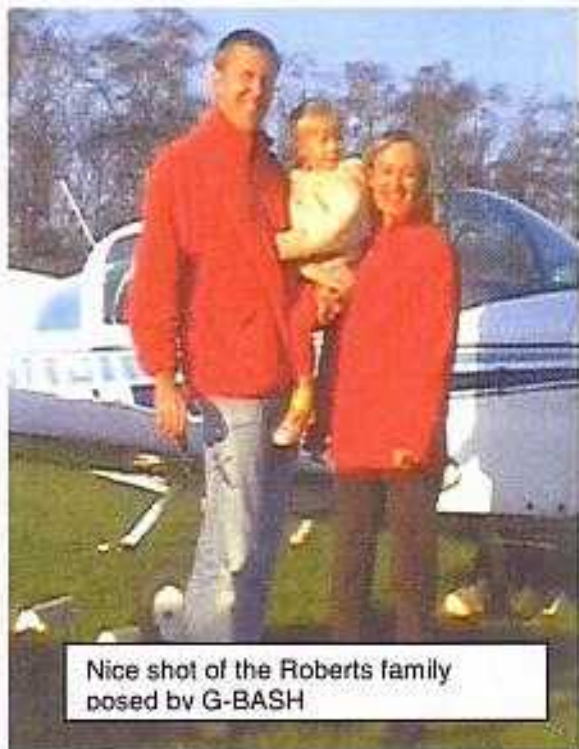
Terry Francis at the controls

The peculiarly obsessive Dave Skertchly seems to have been determined to get Swansea in his log book and a free landing fee in March was just too much for him to bear. Attempt one started with Dave, Dave Leddy and Steve Roberts packed into G-BASH. "It was a sort of rehearsal for our Dams Raid trip in June," said Steve. "We wanted to make sure we had all flown G-BASH at its full weight, even so" he added "we will only have spare capacity for a clean pair of socks and a credit card each!"

With no trouble getting out of Popham the Bashers headed first to Kemble, then to Shobdon for an infamous bacon sarnie. "It was then that Dave insisted on flying G-BASH over the Brecon Beacons fully loaded" said Dave Leddy. He continued, "Steve had a bad experience with rotors and downdrafts in the Brecons when flying G-DRAG the Sarum C150 so we insisted that Dave climb to FL45 before we got to the highest bits". "With clear skies the views over the Beacons were magnificent, and it was with some regrets that we let down towards Swansea".



The views over the Beacons were magnificent, and it was with some regrets that we let down towards Swansea".



Nice shot of the Roberts family posed by G-BASH

The Bashers had tried calling Swansea on the phone but the number was cut off, and calling them for joining information revealed them to be less than welcoming, having no fuel. The Bashers diverted to Pembury, where they needed a whip round for cash to buy a "get me home" quantity of fuel, and lost £10.00 on the deal. They then returned to Popham via Dunkeswell.

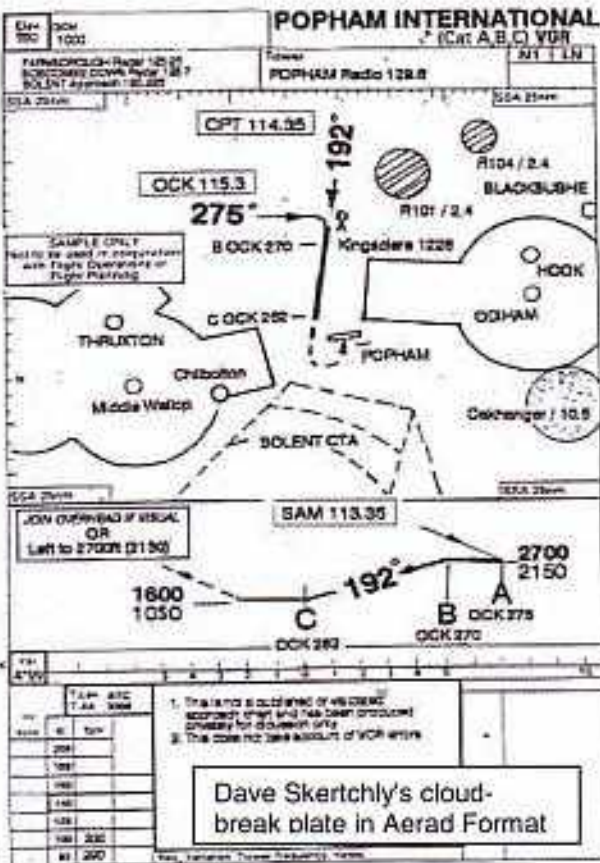
Just one week later Dave and Terry made another attempt. This time they filled up at Kemble and then flew direct to Swansea. The misty weather cleared over the mountains and Bashers routed direct over the Brecon VOR. Again though Swansea was less than welcoming and the Bashers were told that, not only was they're no fuel, but there were no refreshments. Still not put off the Bashers landed only to find that the water had been cut off and there were no toilets either! In desperation Dave and Terry lugged a container of water up the stairs to fill the cistern in the staff loos.

From scuttlebutt on the Internet it appears that Swansea are financially challenged at present. Those based at Swansea, when flying in to other local airfields are asked sarcastically whether they would like to taxi first to the toilets or the fuel.

The Approach Plate

The cloud break plate for Bhutan in the Himalayas, published in the Pilot Magazine some time ago, brought to mind a cloud break plate, which I drew up some time ago for Popham, and now resides in the back of my knee-board. I wanted an approach which was legal and with which I was thoroughly familiar. Being the new boy at Popham, drawing up a plate would be a good way to understand the local airspace.

First thing that I found was that Aerad plates are actually half mil scale just as our charts are, so I could trace the airspace layout onto an Aerad format from my map. The second thing I discovered is that the approach to runway 26 or 08 as well as being off centre line, would take me smack through the Wallop or Odiham Matz in IMC, forget it!



There is of course no way such an exercise could be considered an approach plate. Real IFR approaches are legally protected from obstructions such as balloons, tower cranes and skyscrapers, so my plate could only take me down to the legal IFR Minimum Safety Altitude of 1000ft AGL. This is derived from Rule 5 (500ft from any person place or object) + 300ft for obstructions erected without planning permission, and another 200ft for altimeter errors. Even so I preferred 1000ft QFE, I have seen people struggling round the circuit with a 600ft cloud-base and it doesn't look to be any fun. Less than 800ft and I am off to Southampton for an ILS and a pint in the bar!

The problem of course is that the IMC Minimum Safety altitude North of Popham, in uncontrolled airspace is 2300 ft due to that infamous needle in the haystack, the Kingsclere mast. I decided that the best way to avoid it would be to try and hit it! I therefore started my approach overhead the mast at 2700ft by tracking OCK (Ockham) 275 radial (095 TO) intercepting CPT (Compton) 192 radial (192 FROM), and then using using cross cuts from OCK and CPT in lieu of the DME which G-BASH doesn't have. I would fly outbound tracking Compton 192 from the mast for 5 miles to maintain the MSA and descend on a 3 degree glide-slope to 1600ft QNH, fly level for 1 minute which should see a cloud break over

Bullington cross. If not left to 2700ft to avoid the Odiham Matz, the Solent zone and that wretched mast, then call Solent Radar for Radar Vectors and that Pint!

It was great fun drawing up the plate, and rather less fun trying to ensure that I had taken into account all the various VOR errors. Even so it was certainly more fun than trying to work it all out while descending through cloud.

I have tried the procedure using Foggles in VMC once (with Kevin as look out) and twice in anger, once with Steve Custance and once on my own. In practice Farnborough are really helpful, and will happily "facilitate a cloud break" even on a busy day so you can be sure of not hitting anything.

I am now much happier flying back high in the clear blue sky (there are no bumps above the cloud) knowing I can get down again. Ian Todd reckons that airfields such as Compton Abbas, which have NDBs on the field have probably got unofficial NDB approach plates, but I have never seen any. If you find one you know who is interested.

Now Gwyn uses the GPS for his cloud breaks, and looking at my GPS 90 it will work out descent profiles. Ian also has thought of some good procedures using the Skyforce GPS, now that is an interesting prospect for another issue of Bash News. Meanwhile don't forget, GPS approaches in IMC to below the Minimum Safe Altitude are not legal!

A Fine Excuse!

John Wrayton tries to explain to Bash News just why he missed the last Group Meeting

I have just been to Ireland for a two-day horse sale; the weather was appalling with 60-mile hour winds. I flew with Ryan Air from Bournemouth and managed to get a seat at the front emergency exit, loads of legroom and the must window seat. On the approach there were screams from the back as it was quite bumpy to say the least. The pilot made a great landing and after the reverse thrust had died down everyone in the back began clapping. Is it worse in the back in bumpy conditions? On my return trip I was lucky enough to get the same seat, little did I realise that I would not need it.



"Captain Les Hounsome welcomes you aboard flight FR 992 to Bournemouth."

I could hardly believe my luck an old friend from way back; A quick word with the stewardess and within a couple of minutes Les was welcoming me onto the flight deck. It was very nice to see him again after such a long time I believe the aircraft was a 737 but you plane buffs will know with the accompanying picture. Les was climbing to flight level 270 with lots going on, he could also hold a conversation with me explaining what was happening. I had a headset so was also able to listen in on air traffic. I was astonished how much hands on this aircraft required although Les said it was Cat 2 however today because of faults it was not. Half way across the Irish Sea we went IMC. It was odd seeing us using old nav aids like what you and I use, i.e.



Compton VOR & SAM. This was a very hands on flight, When the decent came it was 3000 ft per min. Down to FL 40 to intercept the ILS for Bournemouth and manually fly down the approach, Les broke cloud at 500ft and it was very bumpy with the approach lights just visible. We were fast because of the wind shear factor and the runway looked very short. It was a perfect touchdown and I could hear in my mind the guys in the back cheering & clapping. Les came into flying the hard way; no scholarships for him just sell the house and study. I believe he instructed then flew the Channel Island rout, he also flew for Virgin. I was in awe of his flying skills. A memorable trip. The turnaround time is about twenty-five mins then Les was off to Dublin then Luton. I will be an airline pilot in my next life!

Don't Forget!

*The next group meeting Wednesday
5th April 7.30ish at Popham.*

*Aircraft cleaning day Sunday 8th
April 9.00 until 12.00AM followed by
Local flying and chatting at Popham.*



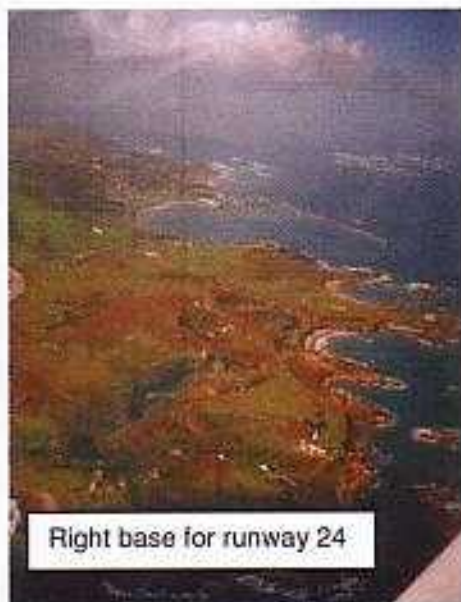
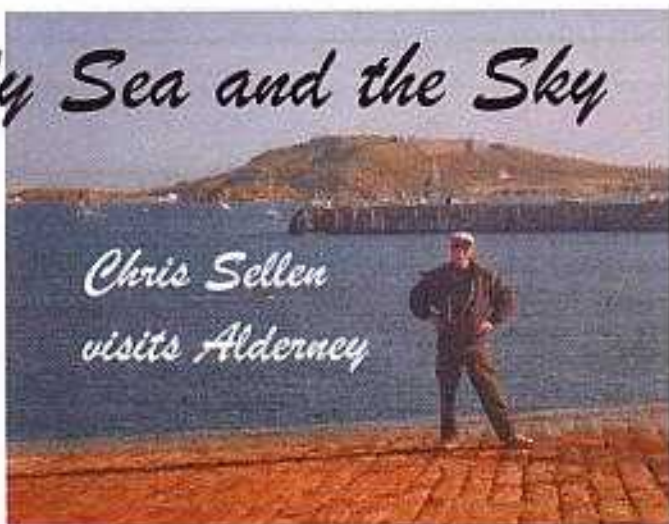
You may want to be all-alone, but you certainly wont feel lonely if you are

talking to Solent Radar! The great thing about flying is that flyers are such a great bunch of guys, and I really enjoy flying with friends. In august last year Chris Sellen and I met up at Popham for a trip to Alderney.

The previous evening we had filed our flight plan and faxed customs and immigration so that we could leave and return direct to Popham. The day was superb, and we routed via Chilbolton, Romsey, and the Needles under airway Romeo 866 Alpha with a base of 3500ft to Ortac. Where is Ortac I hear you say? Ortac is an airway intersection at the FIR boundary, positioned conveniently at 51 North 2 west. Intersections are built into most

The Lonely Sea and the Sky

Chris Sellen
visits Alderney



Right base for runway 24

GPS databases so they are a very convenient method of planning, particularly over the sea. Ortac is the ideal entry point to the channel Islands class A airspace (that's right class A, even an IMC rated Pilot can only take a special VFR clearance). We were cleared into controlled airspace, popped through a few fluffy bits and joined on a very long right base to Alderney's runway 24, Chris snapping away all the way.

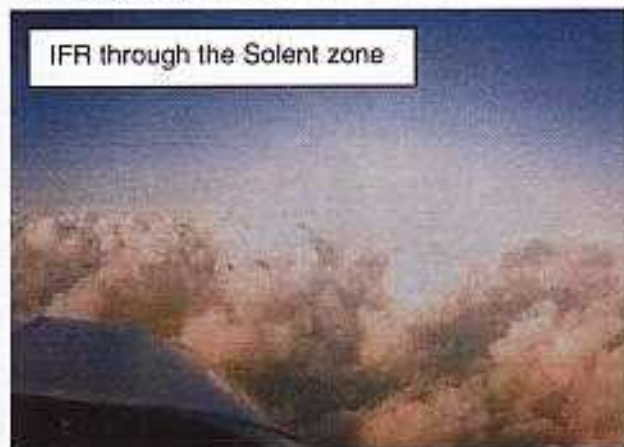
We were told that fuel would not be available until later since the Fuelers wife was giving birth and they had both gone to Guernsey for the occasion. We walked into town through the unusual windswept tropical paradise, which is the Channel Islands. We had lunch at the Belle View Hotel and then continued our walk around the Island, which is almost infested with fortifications from those of Napoleon to those of Hitler.

Back at the airfield we fuelled up with fuel at 40pence per litre, half the cost of that at Popham, and taxied to the hold. We had chosen to Route home the long way via Cap Flamannville routing around Cherbourg airspace to Mike Papa NDB. Here we climbed to FL55 to comply with the French Semi-Circular rule. Descending to FL50 at

FAWBO, (another intersection) where we obtained an IFR clearance through the Solent zone to Popham.

Now that Chris has flown to the Channel Islands and France, there is nothing to stop 3 or even 4 strutters from packing themselves into Doug Rangers Cessna 172 G-AXBH and sharing a similar trip with Chris. With cheap fuel at Alderney and drawback at 23p per litre this makes for cheap flying.

The CAA positively encourages cost sharing but Pilots cannot advertise, so how about giving Chris a call and arranging a trip to the Channel Islands.



IFR through the Solent zone



No place for an engine cut