

BASH NEWS



Journal of the Bash Flying Group Issue 8 July 1999

John Wrayton visited Duxford, in May and recommends this destination as a good day out. Of course there are aircraft to see which Bashers can only dream of including the Science Museum collection and the fighter collection. The aviation associated paraphernalia is also fascinating, and includes things like the V1 launcher, Freya radar and RAF narrow gauge railway.



John Wrayton at Duxford

John sent Bash News an e-mail "It was interesting reading the May BASH NEWS... Yes the culprit yanking off the mixture control was !! It appears you can't get away with anything in the group, even slipping into Birmingham, I actually flew to Derby because



Approach to Birmingham

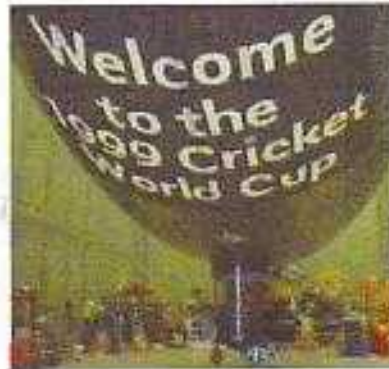
there was a free landing. Beware Bashers it is quite small and fairly difficult to make out from the air. The runways are not marked very well and a good circuit was difficult. Apparently it is the smallest licensed airfield in the country! The local flyers were very hospitable and took a great interest in BASH. They had not seen an AA5 before! Over a coffee decided to call in at Birmingham as it was on the way home. I can truly say that air traffic could not have been more helpful. The landing fee hurt but it could include four hours parking. (£33.5.) The ILS on 15 did work but was not required as good VMC prevailed. (Photo enclosed)"

Call them crazy if you like, but at the beginning of May, Dave and Steve achieved an ambition. For some months they had been plotting to fly to Blackpool, so that they could make the radio call "Blackpool Tower this is Golf Bravo Alpha Sierra Hotel". The trip was pleasant enough, and took about 1hr 40 mins each way. They chose to use the low-level route between the Manchester and Liverpool zones, but noted that the VRPs at either end of the corridor were not on their GPS databases. On the return trip the pre-programmed GPS lost lock and since the fixed GPS in Bash did not have the required waypoints it was back to map and compass, Bashers beware!



Steve Roberts at Blackpool

On the way back from Blackpool the hardy bashers stopped at Halfpenny Green, despite the extortionate landing fee. They spotted an airship shed. Peering inside the astonished Bashers found the Lightship companies airship being readied for its first flight of the season (see below). Sponsored by the Natwest Bank the airships role is as camera platform and flying billboard. Treated to a guided tour, Steve was surprised to find out that the Airship was quite tiring to fly, due to the huge size of the control surfaces and the tendency for the airship to flex during turns.



Dave Leddy at Perranporth



Dave Leddy took a trip to Perranporth, routing over Dartmoor and the infamous Dartmoor Prison at Princelton. Finding fog and low cloud at Exeter Dave diverted in order to wait for the fog to lift before setting off across Dartmoor. The approach to Perranporth was on zero 5 approaching over the cliffs. There are no facilities at this little airfield. A curious little monument commemorates the Spitfire pilots killed during training at Perranporth, but the prop on the monument appears to come from an Anson. After an arduous walk into town, Dave was horrified to find that his favorite Pub was in the process of being knocked down, "my brother will be most upset" sniffed Dave. Later Dave returned along the Cornish coast past Tintagel to Bude, and then home via Dunkeswell and Henstridge for a free Landing fee.

John Wrayton took Dave Skertchly for a trip to Lands End and thence to the Scilly Isles. At FL40 they were surprised to be given a Radar service when they had asked only for Flight Information, obviously things aren't too busy in Cornwall this time of year. After stopping at Lands End to check fuel, file a flight Plan and put on life Jackets, they set off for an approach to runway 09 at St Marys. John had flown to the Scillies before and explained to Dave that the runway is short, half grass and half concrete, and with an enormous hump at the upwind threshold. Windshear was anticipated and, ever cautious of banging, the nosewheel and entering an oscillation, The Bashers went round 3 times from what were probably acceptable landings. Finally they begged a fourth approach. Getting it just right they landed on top of the hump instead of "on the numbers". Even so Bash eventually needed only half the runway. The Bashers were surprised (but grateful nonetheless) to find that the crash truck had been manned, during their attempts! The Scillies are a quite beautiful destination, but Dave conceded that the approach was difficult enough with a lightly loaded aircraft and good weather, it would be dangerous in anything but ideal conditions. *(And John and Dave keep well in practice, so Bashers beware please..Eds)*

Bash News was intrigued to find that John has been flying for some 20 years, and has at various times owned shares in a Jodel, often flying them from farm strips. *(So what about some photos and a few yams then John?....eds)* It was encouraging to know that John finds G-BASH an ideal aircraft for getting around in comfort.

John Wrayton refuels at Land's End



View from the passenger's side on the approach to St Mary's



Dave Skertchly, stirred but not shaken at St Mary's

Steve Roberts and Kevin Jacobs took a day out to Seething south of Norwich, stopping first at Dave Skertchly's home town of Rochester. The guys at Seething were pleased to meet the Bashers, and I understand a Barbecue was on hand too. Makes a change from a £13.00 landing fee and a canteen coffee at Exeter!

Next Group Meeting:

WED 14th July at 7.30pm

POPHAM

BASHERS' DAY OUT IN

ALDERNEY



Dave Esp leads "Bash Formation" onto runway 26 at Alderney

Rather rashly Dave Skertchly proposed a Bash group trip out to Alderney, "we could hire all the aircraft we could lay our hands on and divvy up the costs between us" said Dave, full of the confidence which goes with never having done it before! Nonetheless on a sunny Saturday morning in May the "Golf Bravo Alpha Sierra Hotel formation" set heading for Alderney

The trials and tribulations of getting 9 Bashes, 9 customs and immigration clearances, 3 aeroplanes, 2 flight plans, 9 lifejackets, 9 meals and 1 dinghy all in the same place at the same time, now paled into insignificance, as Dave Esp led a formation of 3 aircraft out across the English Channel for the first time.

The day had started at 6.00 am with the Met, fortunately the Bashes seemed to have picked a suitable slot in between rather poor weather generally. A strong westerly wind would be down the runway both at Popham and at Alderney. Plogs were produced on Quick Plan, and the GPS programmed. 3 Data packs including Instrument approach plates for a diversion into Guernsey were prepared.

The Bashes met at Popham on time at 9.30am and all 3 aircraft, (G-BASH our AA5 and 2 Cessna 172s, G-TASH owned by Tony Ashpitol and G-AXBH owned by our very own Doug Ranger), were checked and fuelled with a generous reserve. This would still maximise our duty free fuel uplift at Alderney, which eventually saved some £40.00.



Dave Esp flies G-BASH while G-AXBH formates.

The Bashes at Alderney, Left to right, Gwyn Jenkins, Ian Todd, Steve Roberts, David Esp, Dave Leddy, Steve Custance, Dave Skertchly, and Kevin Jacobs.



Ian looked after G-TASH having only been checked out on it by Irv Lee 2 days before (Thanks Ian). One anonymous Basher was heard to ask, rather loudly, if Irv had checked out OK? Gwyn looked after G-AXBH on which he is already a check pilot. This meant that 4 Bashers were able to try out flying a 172.

We had hoped to formate over Chilbolton but the Cessnas had difficulty catching Bash, lesson number 1 was learnt, and we all slowed down on the return trip. We had decided on an air to air frequency of 118.0, and obviously someone else had decided the same, so in Bash we were receiving 2 crowded channels at once and were finding difficulty following the situation. Further with auto and COM 2 selected there was feedback through the intercom, which made talking difficult too. Despite this we successfully navigated round the Southampton zone and in no time were cleared into Channel Islands class A airspace "special VFR direct to Alderney". We ducked under a little bit of low cloud to find the island right there in front of us. Approaching from the east over the cliffs, in no time we were down and parked by the fuel bowser.



Steve and Kevin investigate a German Bunker

At this time Daves patience with the Paperwork deserted him, and he handed out the Gendecs for the Bashers to fill in. In no time the planes were fuelled (saving nearly £40.00) and we headed off to lunch. The town was only a ten-minute walk away. When we arrived at the Belle View Hotel a table was quickly laid out for us, and the waitress asked if we were a cricket team or something? She was quickly put right by Steve Roberts! The Bashers tucked into sausage and chips. Washed down with Shandy, and then (probably from a sense of guilt) set off to walk off the lunch, and to take a look at the curious blockhouses and other fortifications. Dave Leddy was somewhat put out by this hike since on his last trip in Bash, only the previous week, he ended up on a 3-mile route march to Perranporth!



Lunch in the Belle View Hotel, after Steve Roberts had ensured that the waitress knew the difference between a Basher and a cricketer!

Having filled up with duty frees; the Bashers piled back into their aeroplanes for the return trip. At a slower speed, the return trip was easier. With Solent Approach vectoring a Trilander Directly over the Bash Formation, Solent asked Dave Skertch if he was climbing from his cleared level of 1500ft. "Negative" bullshitted Dave "I just went through a bit of a bump", with all the Bashers "listening in" he is unlikely to hear the end of that one!

Finally the formation turned hard right and Steve Custance was unable to slow down sufficiently on the inside of the turn and acting on Ian's advice ducked Under Bash. The crew in Bash got abit panicky while keeping G-TASH in sight under the nose. Lesson number 2 had been learnt, the guy on the inside needs to slow a lot more than one might think during a turn. Finally the formation broke up and the Bashers crowded the circuit at Popham. Well what about next year, how about La-Boule on the Cote D'Amour?