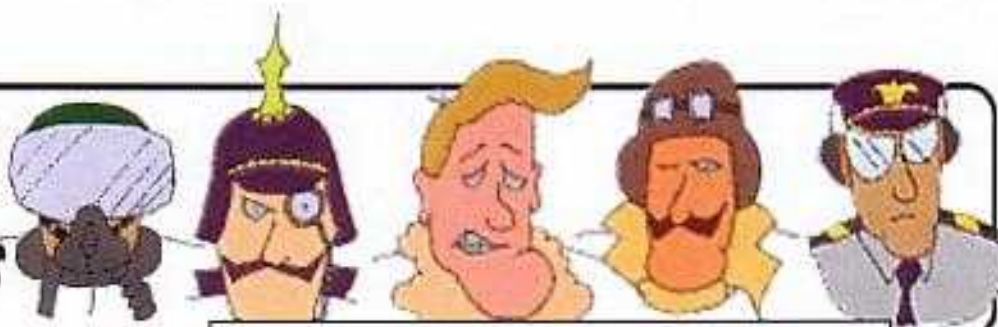


BASH NEWS



Journal of the Bash Flying Group Issue 13 June 2000

New Member

It is some time since a new member has joined the Bashers, so Gentlemen please welcome Chris Sellen. Chris is a friend of the Dave's and hails from Chandlers Ford. He is the Newsletter editor for the PFA Solent Strut and is also involved in building the now infamous Pieterpol Aircamper, and this qualifies him as a Basher, a Strutter and Camper all at once! It would appear that Chris's trip to Alderney and France last year in G-BASH, left a sufficiently lasting and positive impression to prompt him to part up with cash for a share. Chris has been flying Doug's Alpha India and Bravo Hotel for some years, so he is thoroughly familiar with Popham. Chris has a total of 150 hours (I think) in his log-book and is part way through an IMC rating.



Chris Sellen in Bravo Hotel

Chris has already checked out with Gwyn, and has taken an IMC lesson in BASH with Irv Lee. When Chris observed innocently that the ADF was not working he was met with a somewhat wry smile from the other Bashers!

A plea now on behalf of Steve Custance, who reluctantly sold his share to Chris after prolonged medical wrangling, and that is that he would still like to fly as a passenger, so please think of Steve from time to time. I will leave him on the Bash News distribution, a kind of honorary Basher as it were!

Doom and Despondency

There can be few Bashers more discouraged than the Editor right now. Every trip planned so far this year has been abandoned due to bad luck, bad weather or worse. The first trip of the season to France was abandoned due to 3K visibility. The rightness of this decision was confirmed by a local trip to Compton Abbas the same day during which scattered clouds were observed under G-BASH while still in the circuit!

Landing and take off distances

	Landing		Take off	
	Sea level	Sea level	Sea level	Sea level
	15C	15C	15C	15C
	All weights	2200lb	2000lb	1800lb
Handbook distance	426	469	365	297
Dist @25 deg C	449.4	536.8	423.5	326.7
Dry grass	539.28	644.16	508.2	392.04
Wet Grass	584.22	697.84	550.55	424.71

Total (metres) including CAA Safety Factor

Concrete	629.16	751.52	592.9	457.38
Dry Grass	771.1704	856.7328	675.906	521.4132
Wet Grass	859.436	928.1772	732.2315	564.8643

* safety factor included 7h

1800lb is equivalent to an 11 stone pilot full fuel and no luggage
2200lb is equivalent to 3 X 13 stone people, full fuel and no luggage

A trip planned to the AYA fly in at Sherbourne in Elmsett was abandoned when the landing runway was changed to 31 due to mud and standing water on the main runway 20. Ever cautious the Dave's decided that 600metres of wet grass was not suitable for G-BASH so they diverted to Gamston.

Sitting in the crew room at Gamston they were engaged in conversation by a pleasant gentleman of mature years who recommended a trip cross country to Welshpool via Allon Towers, and Ironbridge. The Wing commander, for that is what he was, then unscrewed his right arm (known by his grandchildren as Gladys) and fitted a special one with neat fittings to match the throttle, carb heat and other controls of his CAP 20.

The recommended trip was quite spectacular although

from time to time The Bashers found themselves in solid IMC, which cleared to CAVOK over Wales. After refuelling at Welshpool the Dave's continued via Aberystwyth to Pembury, where Dave Leddy relished the opportunity tell the FBO where he could poke his expensive fuel (cash only) after the Bashers last visit (Bash News passim).

The last straw came when Bash News organised a trip to Sywell for the planned Aircamper fly in this time with 2 friends. Again the runway was changed to 30 which is 530metres of wet grass. Still disappointed he took his passengers one at a time for local flights, and again was convinced of the correctness of his caution as the wheels skidded and locked on the wet grass at Popham (where there is plenty of room). In a fit of irreconcilable gloom the editor re-did his landing calculations in the hope that he was wrong and the results are presented herewith. Don't forget that distances vary with Density Altitude, temperature and runway gradient which are not shown on the table, so this is just a rough guide, if you are P1 do the full calculations in detail just in case, remember you are responsible. Safety sense leaflet 7b is a good reference, and this was distributed with Bash News about 18 months ago. The allowances table for take offs and landings are attached just in case you have lost the original.

The UK AIP

At the last but one group meeting Ian Todd pointed out that the CAA were selling a trial copy of the UK AIP on CD ROM for a mere £5.00. Knowing that the UK AIP contains the official approach plates for all the UK licensed airfields, Bash News got hold of a copy and found it to be very good indeed once the fishy self-installation routine is abandoned that is. This routine has a habit of installing an unwanted and very UN-CAA like screen saver (no not pornographic mores the shame). There is also a bug in the WGS 40 co-ordinate database, which is fixed by a patch, supplied on a floppy disc. This too doesn't seem to work. The information is best viewed direct with an Acrobat reader, which can be downloaded free (yippee), from the Internet.



The approach plates are to a very high standard and can be printed in colour. Although not fully up to date they are certainly better than nothing for practice, or for use with a simulator eh Ian.

I have always wondered why Pooleys, Aerad and Jepperson guides exist when the UK AIP has it all to a better clearer standard. This CD ROM makes the mystery even deeper, the CAA are missing out on a major marketing opportunity. It is a shame that the formal version when it is released will no doubt be priced beyond the pocket of the average PPL, even though this is the definitive legal document that we should all refer to regularly. So come on CAA, what about an annual CD-ROM with the VFR guide and safety sense leaflets as well I would pay a Tenner for it?

Hints and tips: Good Landings

- Flying is the second greatest thrill known to man. Landing is the first!
- A "good landing" is one which you can walk away from, a "great landing" is one after which you can use the aeroplane another time.
- The probability of survival is equal to the angle of arrival.
- Flying is not dangerous; crashing is dangerous.
- There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.
- It's a good landing if you can still get the doors open.
- Try to keep the number of your landings equal to the number of your takeoffs.
- Take-off's are optional. Landings are mandatory.



Oil level



Herewith some more notes from Gwyn. Make sure the oil is between levels 6 and 8 quarts, however I personally have found that 6 quarts is the best level for this aircraft as when filled up towards the 8 quarts mark it appears to blow it out through the breather. I do feel that people have been operating the aircraft below five quarts. And although this is within limits it is close, and should the person using the aircraft next, not have access to oil it could render the aircraft unserviceable. The aircraft manual states an absolute minimum by saying do not operate aircraft below 4 Quarts. Further on in the manual it does in fact say that the engine will run with 2 Quarts but presumably that is whilst level on the ground. In summary I recommend to the group that the oil level be kept at 6 Quarts and that if it falls below this it be topped back to 6.

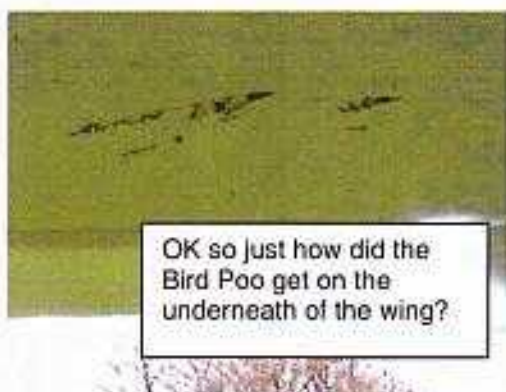
BASH CLEANUP

The Bashers decided that, after an extended period of spring sunshine, the beginning of April would be a good time to clean up the aeroplane. G-BASH had not even been flown before it started to rain and for the next week there was hail, rain, snow and frost. Nevertheless 3 Bashers had turned up with the aim of cleaning the mud off the underneath, and waxing the areas exposed to the sun, (and while they were at it polishing G-BASH as well ho ho ho). While they worked they chatted, and in the absence of any evidence to the contrary John Wrayton was assumed to be the culprit who performed his run up on top of an ants nest, a good reason if one were needed for ensuring that the carb heat is set to cold when on the ground except for power checks of course.



Concern and alarm broke out among the Plane Polishers when bird droppings were found on the underneath of the wing, which of the Bashers had been flying low and inverted again, definitely a subject for the next group meeting!

Finally Dave (S) decided to investigate the ADF connections. He disappeared under the dash, much to the alarm



of Dave (L) who appeared from under the fuselage to find Dave's leg sticking out of the cockpit. And what did Dave (S) find? "Nothing" he muttered in disgust "all the connections were obscured by the altitude encoder which is screwed rather roughly to the bottom of the ADF".

TERRY'S QUICKIE

Always on the lookout for a good story, Bash News caught wind of a scoop.



Had Terry Francis once built his own aeroplane? Flight Level 40 over South Wales seemed to be a good place to put the question, and soon Terry confessed. Yes he had indeed built his own aeroplane, and that it was one of the high performance Burt Rutan designed "Quickies" a Q2 to be precise. These radical little aeroplanes with the Canard layout were the first design from Rutan and shortly before he formed the now world famous Scaled Composites organisation.

The Quickie design was begun in early 1975 with Tom Jewett and Gene Sheehan asking Burt Rutan to assist with designing an airframe for a small engine. The first flight was November 15, 1977. After the flight test program was completed in the spring of 1978 Burt Rutan became inactive so he could pursue other projects. Gene and Tom continued with marketing the Quickie kit. The Quickie design is a tractor canard aircraft with the main landing gear located on the tips of the canard. The original Quickie was marketed with an 18 hp Onan engine and had the following astonishing performance specs:

Maximum Speed: 127 mph
Cruise Speed: 121 mph
Takeoff Distance: 660 ft
Landing Distance: 835 ft
Fuel Economy: 100 mpg

Quickie Aircraft Corporation marketed the Quickie design very successfully until early 1986 when they lost a lawsuit to a person who had modified the Quickie he built and proceeded to injure himself in an accident.

Terry's Quickie Q2 however had a Revmaster R2100DQ piston engine and 2 seats, the photos show it to be beautifully appointed and nicely finished. Terry even built a special container for it. Terry's Quickie was built between 1987 and was officially completed in 1991. Most of the building was done in Germany.



Working on the instrument panel.

Sadly Terry wrote off his Quickie in a take off accident at Thruxton. After carrying out normal engine power checks, Terry lined up on Runway 25 and applied full power to begin the take-off run. Initially he kept the aircraft straight with small rudder inputs but between 40 and 45 Kt he began to need large rudder inputs for directional control. When the aircraft veered to the right he applied left rudder but the aircraft departed off the side of the runway with the swing to the right becoming worse. Terry realised that he had lost control and closed the throttle but he was unable to stop the aircraft before it hit a hedge, cartwheeled and came to rest the right way up. Losing directional control on take off appears to be a common problem with Quickies. Terry is not sensitive about his Quickie crash despite the obvious heartbreak it caused. G-BASH has of course inherited G-BNCG's magnetic compass, so it is not all bad.



Terry building, was it all done in the Dark Terry?

Building his own aeroplane was an outstanding achievement for Terry, and I guess the insurance money paid for Terry's share in G-BASH, but that is another story.

Ian Todd retires after 50 years service?



Ian's first command over the pyramids

Working to their usual Journalistic standards (i.e. if you don't have the facts just make them up), Bash News reports on Ian Todd's life in aviation

In June one of the great characters of the Bash Group, and renown Bash Group check Pilot, Ian Todd, hangs up his headset for the last time.

Ian was born in the early years of the last century in Corbridge Northumberland, into a family of landed gentry. A curious and precocious child, Ian was fascinated by the flight of birds. As befits a child of his inquisitive intelligence he was lead to experiment. Many a footman plunged to his death at the controls of one of Ian's experimental machines. Not to be discouraged Ian took flying lessons at Hamble; little realising that this would lead to a lifetime's fascination with aviation.

At the end of military service Ian had accounted for 60 old Fokkers and 3 Zeppelins. Now at a loose end he and companions Algy, Bertie and Ginger set to work as aviation adventurers, winning major air races, testing radical new high performance aircraft and setting long distance records. Between whiles as soldiers of fortune, they funded thier flying by battling with slitty eyed Chinese dope smugglers, and fighting fuzzy wuzzy cannibalistic, headhunting stereotypes.

It was love at first sight though, when vogue model, debutante of the year, and wife to be Anne, first set eyes on Ian. As he leapt from his Spitfire, pipe clenched, as ever, between his teeth, this was a Condor moment? After a whirlwind romance Ian proposed marriage. Anne's parents were horrified, with millionaires film-stars and playboys beating a path to her door, how could she even consider marriage to an itinerant Pilot? Love overcomes all and in due course they were married.

Ian settled down to life as a flying instructor at Fairoaks flying appropriately, Rollason Condors. Despite promotion to Chief Flying Instructor, Ian had set his heart on becoming an airline Pilot, and thus it was that he took command of Vickers Viscounts flying on local routes in the highland and Islands of Scotland. Many are the stories told by him of navigation in the Mountains of this wild and uncivilised country.



Angelic schoolboy huh?



When asked by Bash News to recommend a route from the Shetland Isles back to the South, Ian suggested that it was better to fly through the valleys since the roads and rivers always follow the valley floor. This it transpired is what they did in the Viscounts. Apparently too many Pilots had hit mountains flying in IMC.

Ian rose through the ranks of British Airways airline pilots converting to 757s.

Ian's innovation and curiosity continues unabated, despite the onset of old age. One of Ian's most recent inventions is the elastic ADF, which performs considerably better than the electronic one in G-BASH.

To members of the Bash Group it seems hardly possible that Ian could now be approaching 65 and even less likely that he could be eligible for a bus pass and Saga car insurance. So what of Ian's future in retirement, will he be content with his pipe, his paper, his pint and his pot plants, or will his eyes continue to lift skywards at every passing vapour trail left by a "75" stuck in the hold. No chance, more likely he will be thrashing the flight simulator around the world, and in between negotiating a pensioners discount for landing fees at Henstridge. Happy retirement Ian.

