

# BASH NEWS



Journal of the Bash Flying Group Issue 7 May 1999

March and April are not renowned as the best flying months but hardy Bashers have managed to get out and fly. Congratulations to Steve Roberts, who achieved a renewal of his IMC rating (the first ever known in the Bash Group I suspect). Surely this counts too for the infamous JAA biennial review, now there's a thought. Steve let himself down however by grovelling to world class standards. He got 2 free ILS approaches to Southampton, shame on you Steve.

Philip Stoye and Dave Skertchly took a trip to Welshpool and Shobdon, confirming Bash News's assertion that Shobdon has the best bacon sandwich in England, although the Popham variety have improved greatly of late (according to Dave's mum!).

Dave discovered that Philip once owned a PA 28, a Cessna 150 and an aerospace thingy. He flew the 150 to Ireland and back in a day, nearly 8 hours in the air non-stop and his wife was still talking to him afterwards!

It was Philip who spotted that the AA5, which had just landed, had the preceding sequential registration to BASH, yes Golf Bravo Alpha Sierra Golf, and if you don't believe it here is the picture.



Bash playing with the big boys at Southampton



Philip Stoye, one of the Bash Group commercial pilots



G-BASG spotted at Welshpool

Departing from Shobdon, Dave and Philip determined to follow the noise abatement procedures but found difficulty in finding the turning points, despite the presence of what appeared to be an ancient ditch marked on the map.



Steve Roberts took Bash to York, landing at Relford Gamston, for coffee. This was an hour and 40 minutes each way. You really don't understand how flat Lincolnshire is until you fly over it. No wonder they made so many bomber airfields there. The funny thing is that there isn't an airfield capable of taking Bash within 20 miles of York, so Steve had to satisfy himself with just flying over it.

The trip to Alderney is booked for the 22 May. This is also the backup day for the old Sarum Fly out too, so we will need to equip Bash with some 303 brownings. The arrangements have been e-mailed to the Bashers but it seems some Bashers didn't read their e-mail so please let Dave Skertchly know if you are coming ASAP.

John Wrayton quietly slid off to Birmingham and Derby. Now Derby has a free Flyer landing fee in April but Birmingham International would need a mortgage. Bash News wouldn't have known about it except for the entry in the Bash Log. So what was an ILS at Birmingham like John, and what about the photos for Bash News?

Ian Todd is a bit of a dark horse too popped over to Jersey without telling Bash News. Despite the fact that Ian is the only Basher who could fly there direct in airway Romeo 41 (if anyone else did it they would get busted) Ian flew VFR via Carteret lighthouse. (If you don't want Bashnews to find out the details then don't leave your plug in the tech log Ian!)

Steve Roberts found that Bristol is a good destination, with a superb flying club in a new modern 2-story building. A return via "The Bridges" and "Avebury Ring" stone circle made a pleasant enough trip out. That reminds me, did you know that the Middle Wallop Model Flying Club is called the flying Druids, hmmm.

*Unt you sort ze Bashers ver joking Ya?*



Dave Skertchly took Dave Terry (a friend taking his PPL who had been delayed by medical problems) to Pembury for some encouragement. Bash charmed the new face of course and Dave T commented on how smooth Bash is. Pembury is of course next to Pendine Sands where the likes of Alan Cobham, Parry Thomas and Sir Malcombe Campbell fought for the world speed record during the 20s and 30s. Pembury is trying to improve its profile and attract visitors, but with the worst RT ever, and an approach through a danger area this seems a forlorn hope. A copy of their splendid brochure is attached. 1 week later Dave returned with Steve Roberts. On leaving Dave skimmed low over the beach to have a look at Pendine Sands only to find he had accidentally buzzed the Golf Club hidden in the dunes, shame on you Dave.



*Dave Leddy on the Byfleet Banking at Brooklands.*



*Approach to runway 19*

Dave Leddy received an invitation to fly into Brooklands, said to be the home of British Aviation, and also the home of British Motor Racing. The famous banked racing track was built before the First World War. During its heyday in the 30s crowds would flock from London to watch the monstrous 6 litre Bentleys and Railtons charge round the banked track at 140mph. The track was vandalised during the war, and the Club House, famously became Barnes Wallis's design office for the famous Dam Buster project.

Generously Dave invited Bash News to go along. The historic airfield at Brooklands is at risk since it is not actually part of the Museum and is only opened for a few fly ins, by invitation only. That stamp in the logbook was going to be very much covered.



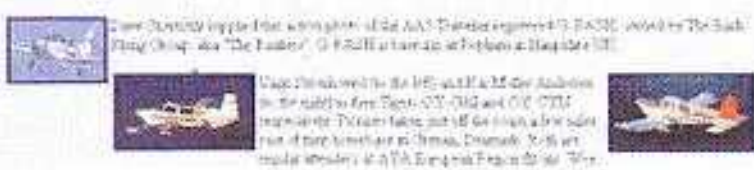
*Bash parked by the Byfleet Banking*

The problem for BASH is that runway 19/01 has been cut in half with only 503m of dusty concrete remaining. A copy of the approach plate is attached. The approaches are either over the trees or over the Byfleet banking. The Bashers got

themselves checked out by Ian before trying this tricky approach, and on the day it all worked out fine, the Bashers arrived exactly on time and enjoyed busting the London TMA legally!

**GRUMMAN-GANG**

**The Gang's Gallery**



Special treats included the £800,000 Napier Railton being run down the runway, and a close up view of a Sopwith Camel with a running, original, Le-Rhone Rotary engine. When leaving, the Bashers were asked by the organisers for a fly by and they duly flew an overshoot, before setting heading to Popham to fight it out with the Microlights!

Take a look at <http://www.grumman.net> for Bash on the world wide web.



As most will have noticed the mixture control broke and has been replaced. A well known Basher was said to have told Doug "it just come off in me hand mister", a likely story! To stop the engine, if the mixture control breaks, apparently one throttles down to very low revs, then turns off the mags.

In conversation with Doug it seems that Bash does not really need a mixture control except to stop the engine, which it does very well. Leaning the mixture will increase the engine temperature and increase wear on the engine at the altitudes at which we fly. Leaning might save some fuel above our usual levels but we pay for the aeroplane by the hour not by the fuel used. Saving fuel might just be a false economy. What about a definitive statement on leaning for the next Bash news eh Ian?



*Bash doesn't really need leaning at the altitudes Bashers normally fly*

*Don't hog the Bashnews Yvonne, we all want a good laugh you know!*



VOR 1s OBS broke, due apparently to a snapped drive belt, perhaps that is why VOR 1 appears to read 5 to 10 degrees out, we shall see. Phil Acock is still trying to improve the ADF thereby demonstrating dedication beyond the call of duty, thanks Phil. He would like some actual readings of bearing and range to help. Bash News took some GPS tracks to Southampton and Bembridge, but didn't note the range, so 2 out of 10 (and a blue star for trying) for that one.

Gwyn pointed out that Bash is being allowed to get a bit low on oil. Historically it is best to keep it topped up to above 6 on the dipstick. Dave Skertchly's notes on his checklist (from when he was a student flying AA5As) indicate greater than 5. Gwyn



*Thanks Ian*

pointed out that if it is overfilled it will just blow the surplus out of the breather so better safe than sorry and **BASHERS BEWARE PLEASE.**

Thanks are especially due to Ian who has not only been co-ordinating the maintenance, but also doing a bit of cleaning. It is so nice to turn up and find Bash clean, especially inside, where passengers can be rather put off by a dirty interior.

Ian has asked Bash News to remind everyone that the map light (the rocker switch by the pilots left hand) can get left on. **THE MAP AND DOME LIGHT IS NOT IN LINE WITH THE MASTER SWITCH.** It was recently left on and flattened the battery and nearly caused us to buy a new one, cost to the Group could have been £60.00. **BASHERS BEWARE PLEASE.**

*The rocker switch is Off in the middle, forward is the map light backwards is the dome light. It is not in line with the Master switch.*



## Getting the met



The met is now available from the met office Internet site <http://www.met-office.gov.uk>. Getting the met before leaving home can prevent that apprehensive drive to the airfield, followed by further bitter disappointment when the met is duff. Also the winds can be entered into that flight-planning programme before leaving home and an accurate PLOG printed out. Met form 214 is available but not 215 (lower winds), which makes an airmet at 1 point (about 50p) the best value. I found the appended log form useful since it includes all the standard airmet terminology. This will help when there is "a front from Frazerborough to Strumble" since we can now find out where such obscure places really are!



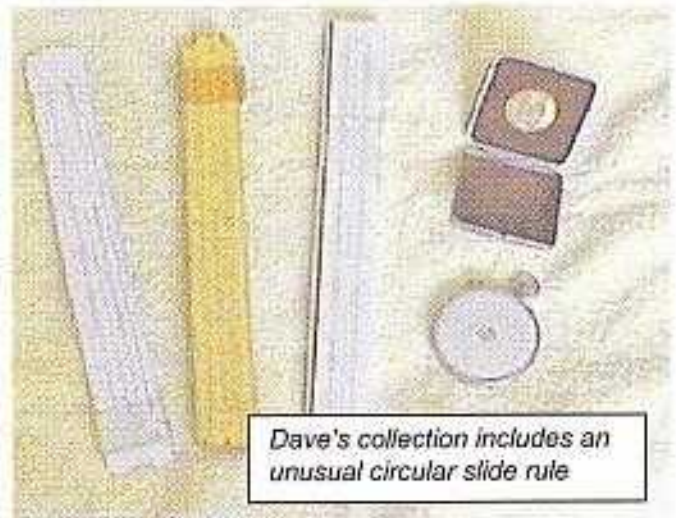
## Slide Rule

To those of us over 45 the slide rule (or slip stick as it was commonly known to engineers, who always were a crude bunch) is now nothing more than a mathematical memory.

The slide rule was based on the principles that adding the exponents effectively multiplies the mantissa, and that adding lengths can effectively be used to add numbers, (the principle of old Napier's bones you know). The slide rule was the Pentium of its day and those who could use it (just like those who can install Windows NT) were held in awe by the mere peasants.

Neville Schute Norway, the engineer and novelist, (who worked with Barnes Wallis on the R100 air ship, and later at Portsmouth Airport for Airspeed on the Ambassador airliner, project), immortalised the slide rule in his autobiography called "slide rule". This now gives a historical insight into aviation design before the ubiquitous computer was invented. Neville Schute incidentally is commemorated in Portsmouth. The approach road from Norf End towards the Airport site is called appropriately Norway Road.

The only surviving use of the slide rule is now the Navigational Computer or wizzy wheel, much loved of all PPLs who have to learn to use it to get their



Dave's collection includes an unusual circular slide rule

license. Lets face it, if it was good enough for the R101 (which crashed in 1930) then it is good enough for the CAA in 1999!

There is a certain satisfaction to using a slip stick or wizzy wheel, but I must admit to having flown with a few real boo boos of calculations on my kneepad, good job I had a GPS.

I have a collection of slide rules (see photo) which includes the odd rarity, so if you see a slide rule at a boot sale, or have one stashed in the loft, please remember that I can give it a good home. In particular I am looking for one of those gurdy 1970s plastic things. Also should you come across Neville Schutes book "slide rule" I would be very grateful.

Please contact me [david@sketch.freemove.co.uk](mailto:david@sketch.freemove.co.uk)

