

BASHed News



Journal of the BASH Flying Group

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THE BASH CRASH ISSUE



So BASH is being repaired after all. It is funny how things at Popham get exaggerated. The Belgian authorities assumed that BASH had been written off and yet 3 weeks later BASH is back with new wing skins being rolled, the root fairings being fixed and Doug's merry men ready to bond and rivet the wings back together again. The most frightening prospect (after Terry's experience of course) was the thought of telling Gwyn that his favourite aeroplane had been bent, well done

Ian! The forecast for completion is about the end of October, just in time for the winter! Inspection of the wing interior shows BASH to be in very good condition. The Annual inspection is now in progress and lots of repairs and improvements are being made, such as fixing the NDB, installing the strobes, fitting new rear interior panels and fitting the rack for a Skyforce GPS.

Perhaps the best thing to come out of this accident is to find that the BASH group really are a great bunch of guys, who have worked together to overcome the problems and better still we have managed sort out some improvements which should further improve the group and the aeroplane for next season. I have tried to sit and write some grand prose for the occasion, but really listing some of the key points seems much more appropriate.

BASH is a high performing aeroplane and the flaps are not very effective. Even Popham can be short when the grass is wet. As actioned Bash News has included a copy of CAA safety Sense leaflet 7b Aircraft Performance which has a useful table on allowances for landing. It is interesting to see that an allowance of up to 60% is recommended on short wet grass. Just the conditions which Terry encountered at Hasselt.

We can all look forward to being cleared out to fly short field landings with Gwyn or Ian. Bash news visited the new Specialist Flight Training School on the Isle of Wight hoping to find a short field flying syllabus to recommend to members, but they didn't have one, but I believe the Tiger Club do.

Some time in the past BASH has had the nose leg modified by 3 degrees. (All done officially we are assured) to improve the prop clearance.

It is very important to have the correct personal paperwork available for the insurance company after a crash. Terry's planning before the flight was superb and there was nothing to criticise, but Bash News has included a copy of the appropriate page of the claim form for interest. After all it helps to know the questions before sitting the exam!

BASH back at Popham looking forlorn outside Doug's Hanger



After a crash the locals can do more damage recovering the aircraft than was actually done in the crash. We were lucky this time since Terry's friend, Alan Loveage took control and prevented more damage being done. Alan also provided the photos so thanks Alan. Thanks also to Rene Hoffman who provided hanger space for BASH after the crash.



The initial Damage to BASH looked quite alarming (Top left) with wrinkling of the wing skins on both sides. Great gouges had been pushed into the leading edges where the concrete posts had impacted.

Once back in the UK the damage could be seen more clearly (top right). This inspection revealed a surprising strength in Jim Bede's AA5 design. The wing and spars are in replaceable (or repairable) sections so Damage doesn't tend to spread throughout the structure as it would in a more conventional design. With the thin 22 gauge ally skins cut off the damaged sections the simplicity of the wing structure can be seen (bottom left) where only one wing rib requires repair. The massively strong wing spar can also be seen

The inside of the wing structure was found to be in good condition since it had been sprayed regularly with a corrosion inhibitor. Since BASH has a public transport C of A the rib can be repaired by Doug using an approved repair scheme which will make the repair as good as new.



COMPETITION

What is the name of Yvonne's dog? Is it:

- A. Bye Chararmoff
- B. Poochy Woochy
- C. Rover
- D. Ben

Answers on 0800 123456

Your call will cost £5.00 per minute the make Bash News rich campaign.



A DIP IN THE DUNKER

The certificate says "Empire Test Pilots School" in big bold gold letters, and as far as I am concerned an inch is as good as a mile as far as bar room bragging is concerned. Was it the inverted spins in the Hunter or VIFing a Harrier which was most exciting, well neither actually, it was inflating a lifejacket and dinghy for real in a simulated ditching. This half day sea survival course uses the notes and techniques developed to train RAF pilots to survive a ditching, so it just has to be the best there is. The first couple of hours is spent in the classroom looking at the facts of survival in the sea. In winter, in the North Sea, it is only a matter of minutes before you are dead, and precious

little more English Channel. Hypothermia is the main risk and once hypothermic being rescued the wrong way can actually kill you too.

Next the kind of equipment which will help you last those vital minutes before help arrives is discussed. The pros and cons of everything from immersion suits to dinghies are illustrated, demonstrated and enlarged upon with real life examples. For example did you know that a stroboscope or a heliograph is far more effective and safer than distress flares for attracting attention. Of course BASH won't lift all the safety gear available, well not if you want to take some fuel as well, so the objective of the lectures was to give all the facts, so that the pilot is in a position to make a good risk assessment in his particular circumstances at the time.



Awell Dunked Dave Esp



After the coffee the fun started as we all dressed up as real Tornado pilots, with real pilots overalls and bone domes. We were then lead out to a small outdoor swimming pool. In the middle of summer the temperature was not too bad, but we were assured that the RAF pilots get dunked in the middle of winter. The Dunker itself is located in one corner of the pool. It is just a frame which simulates a cockpit. As it was lowered to splutter level (not right under I am glad to say) I took a deep breath, opened the window and dived through. The lifejacket was then inflated and I climbed into the dinghy. Easy wasn't it? Well er no, actually it wasn't. For a start I let go of the dinghy which would have drifted off towards Calais without me. Then I just couldn't climb into the dinghy unassisted, the trick I found was to find the bit of rope in the middle and pull myself in. It took me 9 whole minutes to find this out and climb in, quite sufficient time to become incapacitated by hypothermia had this first time been for real in the middle of the Channel. Once in the dinghy with the curtain closed the first 4 of us warmed up quickly. Having forgotten the playing cards we decided to entertain ourselves with some community singing while waiting for rescue. We had got to 7 green bottles when those on the side decided it was time we went back into the water! This course is serious fun, yes a serious subject, but fun to learn nonetheless. The Empire Test Pilots School cant advertise but a group of 10 can be dunked for a mere £300. This amounts to £30.00 each or less than an hours flying, including that precious certificate and a stamp in the log book. Courses can be booked via Paul Budge on 01202 480087

More on that Autopilot

"That was a load of old rubbish about the Autopilot" said Gwynn. I felt rather put out, but realising that 2000ft over Oxford was no place to start an argument, I politely asked why. "It does track a VOR but it is about 20 degrees out,"..... "Wouldn't do it when I tried" I responded, petulantly, being more than a little miffed. The subject was passed over but it continued to rankle with me for some weeks after.

It was a while before a chance to try it out came. Dave Esp and I were half way across the channel tracking SAM, in perfectly calm weather so we decided to give it a try. We turned slightly off course, switched on the autopilot, and it corrected, just as Gwynn had predicted. We adjusted the OBI and tried again. The reaction was different, so it seemed that the autopilot was trying to track a selected radial. This significantly implies that it might even track FROM a VOR. Dave went home with the theory book to investigate further....watch this space.