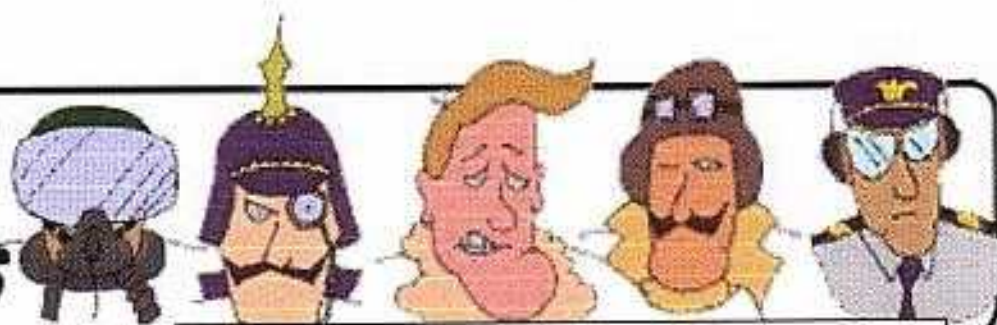


BASH NEWS



Journal of the Bash Flying Group Issue 15 September 2000

Holland Again

The offer made help spend a hoard of Dutch Guilders had elicited a huge response from the Bashers, all of whom were keen to spend someone else's money. Consequently a second trip to Holland was required to satisfy demand. This time Bashers included Steve Roberts and John Wrayton. Initially they headed east again to Ostende. After arrival they walked to the tower and paid the landing fee, then wandered around the Russian freighters parked on the ramp. Only Dave indicated a desire to fly one, declaring a long cherished ambition to drop a tank out of an aircraft, how odd.

John took control for the short hop to Midden Zeeland, where the Bashers filled up with fuel at 56p per litre, very strange, but that is what the freeserve currency converter made it. Lunch was taken on the patio in the sun overlooking the airfield.

John took the controls again for the trip to Calais, but had to shut down when it was found that Dave had entered the UTC time incorrectly and a 2 hour wait would be required! Dave re-filed the flight-plan, and paid for the Ice Creams as a penalty. While sitting on the patio at Calais, watching a Cri Cri flying circuits and bumps, the Bashers were alarmed by the arrival of a customs helicopter, had their cut price fuel uplift at Midden Zeeland been rumbled and were they about to have their collars felt? They need not have worried Les Douanniers had simply stopped for coffee, and in due course the Bashers arrived back at Popham at 6.00pm.



Steve and John in front of an Antonov at Ostende

Other Trips Out

Despite a proliferation of electronics cameras Bash news is still short of inside information and incriminating evidence. Mutterings have been heard in the club room that wherever you go you are likely to run into G-BASH. John Webb complained bitterly that even on his arrival at Bonn Hangalar the first thing he saw was G-BASH parked beside the tower! Gwyn also visited Brittany again, giving Steve and Kevin the chance to enjoy some night flying. This time they hired a car to save the excessive cost of the taxis, which had spoil Gwyn's earlier trip.

Ian, Gwyn and Alister (Ian's son who is at present taking his PPL) beat Dave and Steve to the Isle of Man, and benefited from better accommodation, out of town and out of season.



G-BASH on finals

David Esp took two trips across the channel, with friends. On the first trip he went to Le-Touquet, routing down the French coast from Boulogne. On the second he went to Alderney, a familiar but nonetheless pleasant trip.

Evadne and Hilda (alias the two Daves) took a trip to Compton Abbass. On a straight in approach Dave Leddy gave way to a training aircraft on finals. The anonymous pilot called that there was an aircraft doing a funny join in the overhead. Quick as a flash Dave responded "Golf Sierra Hotel overhead doing a funny join". On another trip the Daves brought the Bashers into disrepute when the cook at North Weald declared the Bashers to be whimps since they could not eat a whole rock cake each.

Starlight Day

The annual Starlight event at Popham is the annual opportunity for Pilots to make a good impression for GA. Annually the Starlight foundation has arranged this event for seriously ill children and their families to enjoy a day out. This year 4 Bashers supported the event. As ever John Wrayton brought some horses, while Dave Leddy, Dave Skertch and Philip Stoye flew 2 half-hour trips each.

This year there were a larger number of aeroplanes including a helicopter and some professional instructors flying a new PA28. There were 3 parachute teams, one of which was dropped from the AN2 which is operated by John Wrayton's friend Tiggs, who was happy to fly the Ant dressed as a woolly bear hmmm.



Philip Stoye sorts the seat belts



Dave Leddy reassures his passengers

Of course it was the children and their parents who were most important. It was great to hear the kids expressions of amazement as they looked down on a miniature world from 2000ft. All those who flew in G-BASH were thrilled to know that they were now honorary Bashers, a title, which seemed to appeal to the more extrovert young lads rather than the demure young ladies!

Starlight has its tough side though. With as many as 10 aircraft flying long circuits and queuing up on finals, flying requires concentration and care. Sadly Dave spotted a family whom he had flown last year, and their little very poorly daughter was missing, was that a tear in Dave's eye? We will never know.



G-BASH has certainly been uncharacteristically expensive of late. At the last meeting the Bashers decided to upgrade the radios in anticipation of the need to comply with new FM immunity requirements. It would have been possible to

downgrade to VFR only, but one of the great safety benefits of G-BASH is that those with an IMC rating can accept an IFR clearance into Southampton or Bournemouth if caught out by the weather.

At the same time it was hoped that the performance of COM 2 could be upgraded to overcome it's tendency to squeal and also to get the ADF working. Alan Watkins at Mann Aviation was chosen to do the job. The new radio has been fitted; the old COM 1 has replaced the squealing COM2, and guess what, the ADF still doesn't work. Philip Stoye has generously donated a replacement ADF, which needs checking out with its cables which are apparently matched. Ian is also on the track of a second hand unit. Incidentally the old ADF has gone missing from Doug's Hangar so please keep a look out. Still outstanding is to fix the OBS attached to NAV1, which misreads at 060 degrees (parts now available). After a few hours there was some squelch breakthrough on the new COM1, although the fix was for the passenger to hold his hand just above the dash, effective but uncomfortable for the passenger!



To add to this the annual C of A came up for renewal, fuel gauges packed up, there was a hydraulic fluid leak on the port brake and the engine had started to get a bit rough. All this was fixed, although there was a bit of a scare finding some brake fluid in the foot well (an overfilled reservoir) and at the time of writing one fuel gauge still needed fixing.