

BASH NEWS



Journal of the Bash Flying Group Issue 9 September 1999

Sandbanks from the Poole Harbour (controlled airspace)



Photo John Wrayton

John Wrayton sent Bashnews one of his enthusiastic e-mails along with some superb photos so here goes: "Hi Dave, Some Pics and some waffle after a great evening. I normally fly midweek due to my business, but on Sunday 25th July, I took some friends flying. I flew from Popham to Sandown over Portsmouth Harbour, how the hell do these Navy pilots land on those tiny aircraft carriers? Then on to Sandown and tea at John Woodhouse's hangar (Incidentally John started the G-BASH group). At Sandown there were Harvard's, Cessna's, Tiger moths Yaks, you don't see all this activity mid week!

AA5 G-NASH arrived and I asked if he could park a little closer to G-BASH on the off chance that they might mate and produce a G-WONDER (*I think our aeroplane might be a little Bashful about such things.....ed.*). Then off to the Needles, Studland beach, all the boats returning to Poole harbour. Then north to Compton Abbas. What a delight, More tea and who should arrive but G-POOH the Cub, have you seen Pooh bear sitting proudly in the front, I can just imagine him grumbling at any untimely arrival at the threshold. Then homeward bound, why not fly over Salisbury Cathedral and land at Old Sarum for yet more tea and an assortment of aircraft arriving. Back to Popham and have I made a mistake £37.00 for flying this epic trip?"

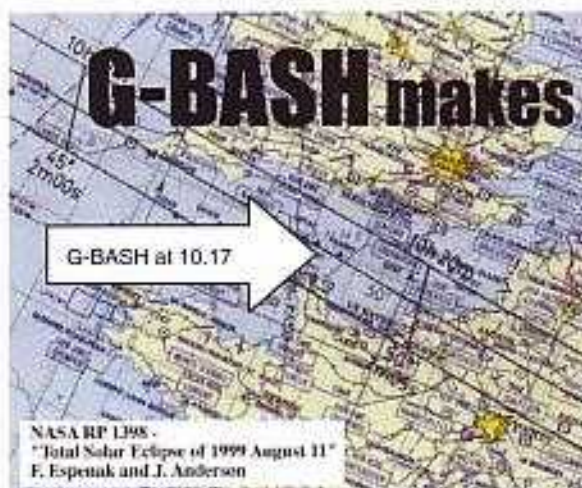


Photo John Wrayton

G-BASH makes the Totality a Reality

As soon as the new Diary had been issued in January, Dave Esp, booked August the 11th to view the Solar Eclipse. His intention had been to fly to Bodmin, and view the eclipse from there. Discussions in the clubhouse over the following months determined that there was only a remote chance of viewing the eclipse in the UK due to the perpetual blanket of cloud which could be expected during the holiday season. The Bashers decided to climb above the cloud in the hope of viewing the eclipse from the crystal clear air at high level.

Using eclipse timing information from the NASA web site, a route was calculated which would position Bash at N50.05 W000.55 midway between NEVIL and FAWBO at 10.17 Zulu, inside the zone of totality and also inside British airspace, so that IMC and night ratings would be valid. As it turned out the strategy worked perfectly, routing at 1500ft from Popham to PEPIS (Hayling Island) Bash then climbed for 20 mins at 80 knots and at 400ft/min to FL85, arriving on station with 5 minutes to totality. London Information would not give a flight information service, but by staying on frequency it could be deduced that 4 or 5 other aircraft were in the vicinity. As totality



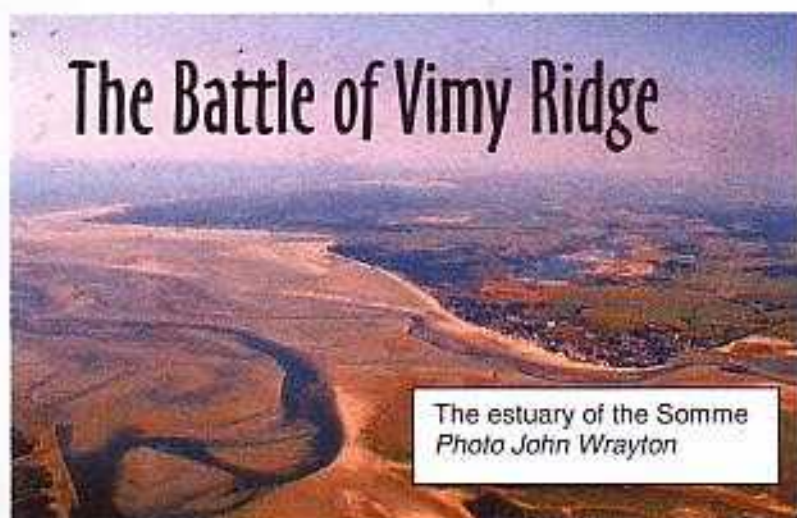
NASA RP 1998 -
"Total Solar Eclipse of 1999 August 11"
F. Espenak and J. Anderson

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approached the shadow could be observed racing across the cloud tops towards us, Bash was turned onto the path of the totality so that the passengers would get the best view. The blank white carpet of cloud beneath us turned a silvery textured finish highlighting the texture in a way not at all familiar. The horizon lit up and the sky darkened so that first Venus then the other stars could be viewed. To the pilot it was strange flying Bash in the dark with the dash board lights glowing warmly. It was still possible to fly VFR and three or four other aircraft soon showed up with Nav lights, landing lights, beacons and strobes winking like so many coloured fireflies dancing in the distance.

The passengers could see the diamond necklace effect and the sun's corona, which was larger and more colourful than expected. In a mere 2 minutes it was all over the cumulus clouds over Cornwall lit up bright white and in one more minute the shadow raced away from us.

Tracking back towards Goodwood VOR the Bashers spotted a Cherokee diving through a large hole so they descended with moderate revs and carb heat through the same hole to the lower levels of FL40, thence via Corfe to Henstridge for lunch.



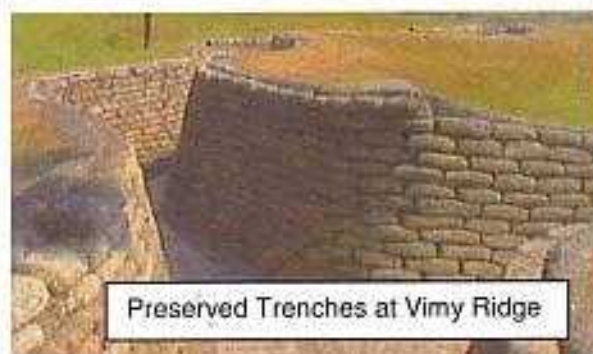
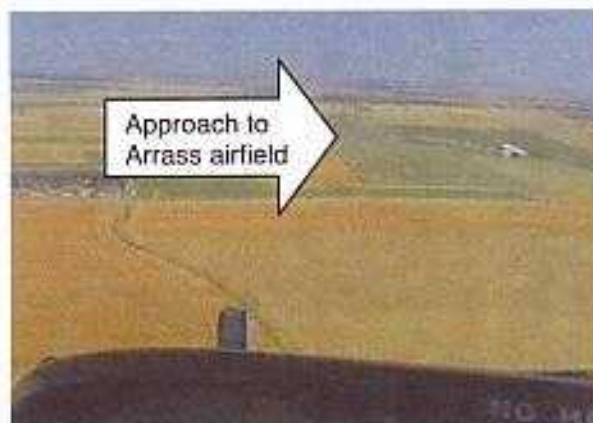
The estuary of the Somme
Photo John Wrayton

A trip to the First World War battlefields of the Somme, was an unusually long day out. The Bashers chose to enter France via the small field at Amiens to try and avoid the more costly airfields with customs facilities. This had necessitated a phone call (in French) the previous day to give the statutory 6 hours notice "oh pour la douanne... OK". In France the safest minimum altitude to avoid low flying Military aircraft is 1500ft as opposed to the 1,000ft in the UK. While flying along the Albert to Bapaume Road at 1500ft a German Tornado was spotted crossing right to left, at about 1000ft, a position which would have been nearly impossible to spot. "I am convinced he knew I was

there and must have spotted my squawk, but I have a tiny suspicion that it might just have been the ghost or the successor to the Red Baron, checking out another Tommy incursion into his airspace". "Beware the Hun in sun," thought Dave.

Arrass is a tiny field with a long grass runway (the grass is long not the runway!) and only a Unicom frequency. A short Taxi ride to Vimy Ridge enabled the Bashers to see the memorial to so many Canadians who gave or wasted their lives capturing Vimy Ridge in 1917. The shell pocked battlefield has been preserved as a wood, while nearby some trenches have been reinforced using concrete sandbags and duck boards, to give a lasting impression of what trench warfare was like. The Bashers were struck by the closeness of the German and Canadian front lines, barely the width of Doug's Hangar apart. The craters left by mine charges too were impressive.

There is no need to clear customs when leaving France, so the return flight routed direct from Arrass to Popham (flight plans had been filed with London the previous day). "Lille information strangely cleared us through the Le-Touquet zone at FL 40, and in just 1.5 hours we were back at Popham." concluded Dave.





Steve Roberts and Basher for the day, Dave Terry waits for the courtesy bus.

Steve Roberts had booked the arrival slot at Duxford for 8.30AM and by 11.30 they finally arrived, having diverted to Enstone due to fog. Steve joined "downwind number 10" in the circuit behind a formation of 4 Dorniers.

Until then Bash News had always regarded Steve as a patient and considerate kind of Pilot, but having already flown one overshoot, Steve spotted the Mooney which had mistakenly called long finals (8 miles?) and promptly swung in front of it calling "...Short finals to land"... "And he can sod off too!" added Steve as an afterthought!

The fighter collection display was everything the Bashers had hoped for, with 30 WW2 vintage piston engine fighters in the final fly past. Other treats included the Cosmic Wind "Ballerina", the only airworthy Blenheim, and a rare Westland Lysander. After the display the Bashers had time to look around the Imperial War museum collection and view the restoration of the worlds only potentially airworthy Beafighter, a superb day out.



Left, G-BASH hides behind a Mustang. Centre, 2 mustangs beating up the field. Right, Beafighter rebuild in the workshops.

Next Group Meeting:

Wednesday 8th September
7.30ish in the clubhouse at Popham

In the next issue:

The Run to the Sun, Steve Roberts flies to the South of France and Back overnight, Bash News tests a computer navigation programme and we find out what really happened at the EOW rollover, and not forgetting News of the 3 year C of A. all in the Next Bash News.





Dave Leddy and Dave Skerchly finally made it to the Rally

PFA Rally 1999

The fog rolled down the runway, the water tower faded in and out of view, and from time to time even the Little Chef was veiled in a cloak of mist. Phone calls established that the weather was perfect in Basingstoke, and that crowds were turning up at Cranfield in near perfect conditions. By twelve, after 3 hours of coffee drinking in the clubhouse the cloud-base started to lift. Anxious eyes were cast in the direction of the Kingsclere mast. It was not until 12.30 that we felt that we could take off safely and fly a low circuit if anything went wrong. Eventually, BASH departed runway 26 and almost immediately climbed into IMC. Farnborough Radar were strangely silent, so whether the Katana from Southampton,

who was also tracking Compton en route to the rally, was alarmed by an AA5 breaking out of cloud just in front of him we did not discover. Some 50 minutes later we landed at Cranfield.

With our schedule now much more compressed we set off round the exhibitions. After obtaining a bargain priced "Delage Guide" in French with a free Pooley's supplement (I am such a sucker for a bargain), and an Aircraft Spruce and Speciality catalogue, we headed for the homebuilder's tent only to be distracted by a fascinating project. The Rhapsody is clearly inspired by the Edgley Optica. It offers a helicopter like view from a nearly conventional light aircraft. The design relies on placing the Jabiru engine behind the Pilot and Passenger seats, and drives the tractor prop through an extension shaft. The aircraft is being built first and drawn later, and some stress work has already been done.

We finished up in the aircraft-park admiring the lines of homebuilt aircraft, and contemplating our own favourite projects should we be forced to retire with a substantial pension or a lottery win! Then we found my dream machine, a Thorpe Tiger. With the rumoured handling difficulties of this design, the Pilot must have been a man of steel; or else there is some exaggerating the poor handling qualities. This is what Cranfield dreams are made of.

Finally Dave Skerch put his dreams aside, and settled instead for a new baseball cap! We queued at holding point "Charlie One" for departure at 5.30pm while the Tannoy implored those staying overnight to tie their aircraft down, since storms were forecast. It was a great rally and a brilliant day out, so here's looking forward to next year.



Rhapsody, Optica inspired,



Thorpe T18



Part of a radio nav chart, Can you find Popham

△ Intersections

Bashers may have noticed that one of the waypoints built into the GPS database is called "intersections". These are actually Airways reporting points, rather like an invisible VRP. Such intersections are given on "low altitude radio navigation charts" such as EUR/1 and EUR/2. Intersections have names some of which are cryptic, such as ORTAC (N50 W002 00.3) and FAWBO (N50 W001 19.2). These 2 are useful when crossing the channel, since they are both at the FIR boundary. Others have slightly humorous names such as NEDUL (near The Needles) and THRED in the channel. Still more intersections have identifiers related to nearby places, however they are not necessarily over the place itself, e.g. BEWLI is overhead Bournemouth and not at Beaulieu at all! Popham by the way is PEPIS.



One or two Bashers now have the JAA certificates of experience for their log books rather than the Old log book stamps. Either way would Bashers please ensure that Certificates of experience and medical are up to date? It could spoil your day if there is accident and you are out of currency.

The Bash Book is now back in the Club House, although the club house is now often secured after 5.30pm so you can't always be sure of checking the book before flying. It is still worth booking by phone before departing to Popham.

Dave Leddy with help from Dave Skerch, spent 2 days getting the individual accounts up to date. Dave has circulated Excel spreadsheets via e-mail for checking, if you would like it in another format please contact Dave. The individual account balances will be maintained manually in future, so that this chore can be passed around from member to member without the problems of software compatibility. Please clearly label cheques and receipts, it takes some detective work to allocate some receipts. The individual account status will be available for examination at the group meetings and a balance can be obtained from Dave over the phone. Graham of course remains Treasurer and has the chequebooks and formal accounts.

There is one lifejacket in Bash which has been tested and is OK. It is a lightweight airline type so I suggest it be retained for use in unexpected circumstances only. Doug has some nice SEMS aerosafe constant wear lifejackets, which I think he is prepared to hire out, or some of the old red ones which have been recently serviced