

The Go-Around



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President's report

By Iain Farmer

Firstly, I would like to say thanks to those who attended the AGM and to all the members of the club for their support. We look forward to your continued involvement as we approach our 60th anniversary next year. As we approach our 60th anniversary the clubrooms and hangars need or are going to start requiring extensive maintenance sooner rather than later. The committee is currently looking at replacing the timber decking on the veranda and entry ramp. Some of the older hangars may also need structural or general maintenance repairs soon.

I would also like to acknowledge three members retiring from the committee.

Diane Cavanagh. Diane has a broad experience with other committees and boards and brought that experience to our committee with many good observations and suggestions. This occasionally involved research and analysis to bring to the meetings.

Wayne Fisher. Wayne has been treasurer for several years and after reviewing the monthly financial figures presented reports or summaries to the committee. It undoubtedly took up time away from committee meetings and I thank him for his commitment in the role.

Paul Morrissey. Thanks to Paul for looking after the aircraft side of the operation and always presenting timely and accurate reports to the committee. Paul, while not on the committee, is continuing as the club's "Head of Aircraft Airworthiness and Maintenance Control" - HAAMC, for which we thank him.

We still require three committee members to fill positions on the committee. If you are full member and would like to be more involved in the club, please consider joining us by contacting myself via the admin@bunburyaeroclub.com.au email address. Committee members are expected to attend monthly meetings.

Although not Aero Club related as such, Mr Nigel Archibald the airport reporting officer who looked after the airport for 16 years recently retired from the City of Bunbury. There is no doubt Bunbury Airport is one of the best in regional Australia for its size and a lot of this can be attributed to Nigel's efforts and dedication to his position. At a recent farewell function, Alex Karatamoglou and myself spoke of his efforts and service to the airport and assistance to the club. The club presented him with a "Certificate of Appreciation." It was pleasing to see a quite a few club members present. I would like to acknowledge Pam and Blair from the Bunbury Flying School for organising the farewell function.

Instructor's moving up in the world

Carmelo

Carmelo achieved his grade two instructor rating in June, and shortly after attended job interviews with Singapore Flying College and Goldfields Air Services. He decided to take the job with Goldfields as a flying instructor based out of Jandakot. His last day with the Aero Club was the 19th of July, and he starts his new job on the 24th of July.

Carmelo was employed with Bunbury Aero Club for 13 months. In this time, he celebrated 1000 total flying hours as a result of delivering hundreds of hours of RAAus and CASA training. We wish him all the best with the rest of his aviation career and hope to see him flying a Kingair soon!

Vince

Vince also achieved his grade two instructor rating in June alongside Carmelo. You can now book in your pre-solo check flights, flight reviews and KDR's with him.

Catherine

Catherine travelled to Sydney in June to complete training to be able to deliver training on Cirrus aircraft. She is yet to be contacted by the winner of the JetLife lottery regarding training in their new Cirrus SR22...

Ronan

Introducing our new flight instructor, Ronan Kelly. A family man with a love for aviation that began in 2009 at Sligo Aero Club on Ireland's picturesque Atlantic coastline. At Air Australia in Jandakot he earned his Private Pilot License in 2011 then Commercial Pilot License in 2017. In 2022 he earned his instructor rating with Bunbury Aero Club and joined our team in May 2023. We look forward to working with him on the weekends and during school holidays!

Rate Increase

Late last year we introduced a variable fuel surcharge to cover the rising cost of aviation fuels. This was reduced as prices stabilised to keep prices as cost effective for members as possible.

The cost of aviation fuels has somewhat stabilised however other running costs for our fleet dramatically increased, particularly insurance and maintenance. Unfortunately, we are not immune to the widespread increases occurring in every industry and we are required to increase our rates for the first time in 12 months.

The current rates below are those inclusive of the most recent 5% fuel surcharge. Rates below will be effective as of 1st August 2023. We would like to thank all members for their ongoing support of our club.

Aircraft	Current Dual	New Dual	Current Hire	New Hire
Tecnam (Prepay Rate)	\$270	\$275	\$185	\$185
Cessna 152	\$351	\$360	\$257	\$255
Cessna 172	\$404	\$390	\$246	\$270
Cessna 182	\$488	\$490	\$363	\$380

Nigel's Retirement

On the 4th of July 2023, Our Airport Reporting Officer Nigel Archibald retired. Nigel has been our ARO for 16 years, and oversaw the construction of the RAC helicopter base and numerous other hangars, the installation of the LED runway lights, resurfacing of the runway, and construction of the taxiway which extends to the runway 07 run-up bay.

Prior to Nigel commencing his duties as the ARO in 2007, the airport was maintained by a committee. When the committee was dissolved and Nigel appointed as the ARO, there was no doubt in anyone's mind that he would take the utmost care of the airport.

On the 7th of July, Bunbury flying school hosted a small social event to celebrate Nigel with many of our members and friends in attendance. Our club president, Iain Farmer, presented Nigel a certificate of appreciation and shared some kind words. The event was suitably pleasant and we hope to see Nigel at our big breakfasts in the future.

Our New ARO

We would like to welcome **Ian Rathbone** to Bunbury Airport. Ian will be taking over Nigel's role as the ARO. You may contact Ian via his email irathbone@bunbury.wa.gov.au or by mobile 0419 969 219. Here is a picture of him so you can give him an Aero Club welcome if you haven't met him already.



Stories From Our Members

Mountain Flying - Just Because You Can

By Michael Companti

Ever been confronted with a fear of flying into a blind canyon or emergency landing on a snow field? A common problem whilst flying around WA, I'm sure you'll agree. Problem solved! Undertake a 3-day New Zealand Mountain Flying Course.

These courses are mandatory for NZ pilots as 60% of their country is considered mountainous.

I really just wanted to fly through the mountains, and by doing the course, I get an instructor to save me as required and take care of all the complicated mandatory radio calls - as if anyone can hear you in the next valley. (and besides, it's too much trouble to register my RAAus certificate in NZ)

I got to fly 10 hours in the L) seat of a Cessna 172 around the most exciting scenery the South Island has to offer.

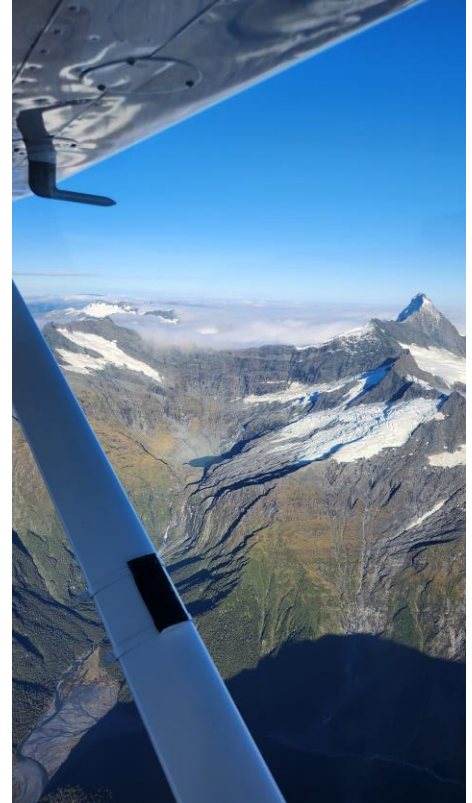
First day, after some pretty good instruction on mountain and valley flying without a horizon to guide you, we headed off from Wanaka Airfield to Mt Cook, the tallest peak in NZ at 12,300ft. We spent time practicing sharp 360 and 180 degree turns in Valleys to get experience in distance and perspective as they are both really difficult when everything is on such a large scale. I landed just below Mt Cook for lunch then flew up close and intimate to the snow! Just awesome on a beautiful sunny day.

Day 2 we worked our way over multiple saddles and through valleys to enter Milford Sound from the ocean end. Absolutely awesome flying down so close to the walls....and just as the briefing says, you place your R) wing tip in the gap between the top of one tree and the base of the one above and suddenly you are on final for runway 11. Landing and taking off from Milford Sound is, so far, my aviation highlight. On leaving, you need the full length of the Sound to reach an altitude high enough to get over the saddles.

Day 3 was spent flying right up and close to Mt Aspiring and the multiple glaciers surrounding it, over to Glenorchy at the head of the Queenstown Lake system, then on through the valleys and saddles practicing picking the best lift side of the valleys and keeping out of controlled airspace as well as mountain peaks! Pretty cool flying at 10,000 ft and still being below the real estate. (NZ pilots are allowed 30 minutes at up to 13,000 ft without O2.)

The Details: Learn to Fly New Zealand is based at Wanaka Airfield on the South Island, an hour from Queenstown. The course is \$3900nz, but if you wanted to just fly for the day and were very experienced, it is about \$330-\$390 per hour with the instructor.

Sure beats just tasting wine and shopping with your partner!



A Rainy Flight to Jandakot

By Warren Endres

In May this year I decided to fly into Jandakot. The weather wasn't great but conditions were still VMC so I was happy to fly. The cloud base was at about 2000 feet so I decided to fly at 1500 feet. That gave me the required clearance below and because I was below 3000 feet, I would only be required to remain clear of cloud. I filed a flight plan and took off heading for Jandakot. I could see the weather deteriorating ahead of me but conditions were still VMC so I continued towards Jandakot. As I was flying I was taking careful note of the airfields I passed just in case I was forced to land before I got to Jandakot. When I was overhead the boathouse I called Jandakot to let them know I was inbound and Jandakot tower cleared me to Adventure World asking me to remain at 1500 feet. This is when the weather took a turn for the worse. It started raining, not heavily, but enough to make me wonder whether I should turn around and head back to Bunbury. I had never flown in the rain before so this experience was quite new for me but I could still see the runway and wasn't too concerned. Visibility dropped to about 8000m but conditions were still VMC so I continued. When I got to Adventure World, Jandakot Tower asked me to join left downwind for runway 24R. I joined downwind flying into the rain. By now I was committed so I would have to land. The landing wasn't actually that different to a landing in dry conditions, probably because the runway is so long that you don't notice the difference. I waited for about twenty minutes for the rain to pass and requested takeoff clearance to head back to Bunbury. Quite a new experience.

The Telegram

By Ted Rees

I can't remember when I first watched The Captain Fortune Show but it must have been at my mate Robert Mallard's place as they had a TV set long before ours arrived in mid-1958.

One of my ambitions from early in life, which started in October 1945, was to be a pilot and living in the Sydney suburb of Oatley we were about 1 km from the flight path to runway 07 at Mascot so planes coming in to land were clearly visible. The frequency of arrivals in those days was nothing compared to today so a big airliner coming in was a sight to behold.

I was watching The Captain Fortune show one morning when The Captain himself introduced Captain Friendlyway of TAA (Trans Australia Airlines), TAA the Friendlyway was their motto. Well Captain Friendlyway told us that they were going to start the TAA Junior Flyers Club and they would have a segment each week with stories about planes etc. and future competitions and prizes with the possibility of "Joy Flights". Well I could not sign up quick enough.

I cannot remember how it was done but I was selected to go on a joy flight, it may have been a draw with names revealed on the Saturday morning segment anyway I could not believe my luck. I cannot remember the date, or how I got to Mascot, but the flight was on a Saturday afternoon. This was to be my first ever flight and our Fokker F27 Friendship was awaiting on the tarmac (I think it was named Dirk Hartog). When I walked into the cabin, I could not get over it; it was luxurious. We flew over Botany Bay then up the Harbour and along the coast to Palm Beach and back to Kingsford-Smith Aerodrome, the weather was perfect and I still have photos that I took that day. The most memorable part of the flight was getting airborne; I can still feel the sensation.

Sometime later Captain Friendlyway announced a big competition with 1st prize being a trip for two (one chaperone) to Brisbane in a Lockheed Electra and 2nd prize a valuable watch. The competition consisted of naming as many airports of the world as you could. Today one could bring up a list on the internet and print it in 5 minutes; not so in 1960 so it was a difficult task, however I did the best I could and sent off my entry.

We, like most households in those days, did not have a telephone so urgent correspondence was delivered by Telegram. One such telegram was delivered to our home on Thursday the 8th of September 1960. The telegram advised me that I had won 2nd prize in the airport naming competition and I had to telephone Captain Fortune on WL 0111. Captain Fortune was duly telephoned and instructions were issued. I had to attend the studios of ATN7 at Mobbs Lane Epping to collect my prize from Captain Friendlyway on Saturday the 17th of September (I think), all of this occurred nearly sixty years ago

In 1960 Epping was at the other end of the earth according to a 14-year-old from Oatley however a check on Google © Maps today reveals a distance of only 26 kilometers. Father was called upon to transport me to Epping and we set off on the Saturday morning, both wearing our "Sunday Best." When we arrived at ATN7 we were ushered to a position at the side of the studio and behind a curtain with a view of the proceedings. The studio was jam packed with kids and very few of my age.

Captain Fortune posed a question to the assembled masses with the promise of a nice prize to the one who could provide the correct answer. The question was; "What sort of meat do Elephants eat?" Well answers came thick and fast; pork, chicken, roast beef, sausages, ham, lamb chops, frankfurts and on it went. I could not stand for any more so showed myself and raised my hand, Captain Fortune asked me for an answer and I replied that Elephants do not eat meat. I think I won an ice cream and something else but Captain Fortune told the masses that I would be returning to centre stage later for the TAA Junior Flyers Club competition presentations.

I was duly called again, this time to meet Captain Friendlyway. First place in the competition, and the trip to Brisbane, went to a girl of Italian descent and I received my prize of a watch, we both received another "Joy Flight" from Mascot in an F27 Friendship (VH-TFJ "Fred Brockman"). Most of the family travelled to Mascot that day, Mum, Dad, and my younger brother Brian who got a seat on the flight due to quite a few Junior Flyers not turning up. That flight turned out to be quite interesting. The Captain informed us that we would be heading to Wollongong as the previous joy flight went north. There were a few dark clouds about and when we were just past Cronulla, we struck what we used to call an "air pocket" and dropped at least 30 meters in one hit. This was too much for most of the joyriders and the Captain advised us that we would be turning around and doing the Palm Beach run again, it was a good decision as we had a smooth flight.

My appearances on TV were witnessed by friends who were not aware that I was going to be on so that was quite a surprise for them, appearing on TV in 1960 was a really big deal. My ambitions of becoming a pilot took far longer than I had hoped for but the 17th of August 2012 was the day that I passed my flight test for the RAA Pilot Certificate and I have subsequently gained a CASA Recreational Pilot's Licence.

According to me the 1950's and 1960's were the best times to be alive in Australia. They were exciting as well as easy going times, things were much simpler and we had a lot of fun. Aussie TV shows like The Captain Fortune Show were educational and entertaining and simple clean fun for kids of all ages.

Committee Members 2023

President - Iain Farmer

Chris Forknall

VACANT

Vice President - Chris Jilley

John Borserio

VACANT

Treasurer - Michael Comparti

Colin Matthews

VACANT

Staff Members

CFI, Grade 1 Instructor & Examiner - Catherine Forknall

Cat has been with the club since mid-2015 and is now a grade 1 instructor with instrument, tailwheel, night teaching, flight examination approvals, as well as Senior RAAus qualifications, and has recently achieved her Cirrus instructor approval.

Grade 2 Instructor - Vince Zampogna

Vince completed his flight instructor rating with Steve Goodrick in 2019 and has been an instructor with the club since March 2020. He is also a Senior RAAus instructor and occasionally provides flight training services to Manjimup Aero Club. His most recent achievement was his grade 2 upgrade in June 2023.

Grade 3 Instructor - Ronan Kelly

Ronan brings nearly two decades of educational expertise to the table, currently serving as the Principal of St Mary's School in Boyup Brook. This background in education has enriched his abilities as a flight instructor and will undoubtedly contribute to the growth of aviation among people of all ages. Ronan completed his instructor rating with Bunbury Aero club in early 2022 and we have welcomed him into our instructor team as of May 2023. You may see him at the Aero Club on the weekends or during school holidays. Ronan also has his RAAus instructor approval, so he can assist with both CASA and RAAus needs.

Office Coordinator - Rebecca Jones

Bec has been with the club since January 2018 as our office coordinator, and looks after all things accounting. You may find her behind the front desk on Wednesday's.

Operations Coordinator & Charter Pilot - Shayla Trautman

Shayla achieved her CPL in August 2022 then joined the BAC team shortly after. You can catch her at reception Mondays, Tuesdays, Thursdays, and Fridays - unless she is in her pilot uniform conducting charter flights!