

# The Go-Around



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## President's report

*By Iain Farmer*

Firstly, I would like to thank the staff and committee for all their dedicated work over the summer. And it goes without saying a huge thanks to the volunteers who so successfully assist with the monthly breakfast. It is hard to believe we are already 2 months into the new year.

The last few months have been great on the weather front apart from the frequent strong winds, sometimes making training a bit difficult at times. In the past Bunbury pilots were known for their knowledge and skill of crosswind landings. It may be these skills are now passed on to future pilots.

The Autumn forecast is for a drier and warmer than normal. Autumn and Spring are always good for flying, so if you have not flown over the summer period, give the club a ring and book a flight. If you want a check, why not book an instructor for an hour. It is always money well spent.

After a couple of trying years because of Covid and economic downturn it appears that things have started picking up and our hours are now starting to hold up in the last several months. Due to the economic conditions and aircraft availability, we have unfortunately seen a reduction in aircraft charter, so we need to keep the training and private hire hours up in order to keep costs down.

As a not-for-profit club if you private hire an aircraft from the club, you are getting it at close to cost price. So please take advantage and book a flight!



## Club Events

### Big Breakfast

On Sunday 5<sup>th</sup> February we had a lovely summer breakfast with 93 attendees and dozens of planes flying in, including a Pilatus PC-7, Beechcraft Baron, and a Tiger moth.



Thank you to Kim Taylor for these beautiful photos.

On Sunday 5<sup>th</sup> March we also had 93 attendees, with another vast array of aircraft parked on our apron, including a Nanchang CJ-6A, Stinson Reliant, Cessna 177, and a Glasair.



Thank you to Les Napier for these beautiful photos.



## Club Events

### Wings festival

Thank you to everyone who came to our Wings Festival on Saturday 4<sup>th</sup> February 2023.

Unfortunately, we did not have the turn out we had hoped for as we were competing with the Scorchers game, but we did put the game up on the big screen for our attendees to enjoy.

We had catering provided by 'Tapalicious', with delicious tapas treats including Prawn & Avocado Cream Savoury Cones, Fig Prosciutto & Mascarpone Blinis, Chorizo & 3 Cheese Croquettes, Roast Pumpkin Spinach & Fetta Tarts, Pulled Pork & Apple Slaw Sliders, and Crumbed Fish & chicken Soft Tacos, and yes, it was all as mouth-watering as it sounds.

The 38-degree daytime temperature combined with very light winds all day made the air conditioning very appealing during the evening. Our air-conditioners inside the club-room struggled to cool down all 30 of us, and we managed to trip the power several times, so thank you to all our patient and sweaty attendees.

The following students were awarded certificates for their flying achievements:

#### Recreational Pilot's certificate

- Stewart McVey
- Ainslee Brady

#### CASA Design Feature Endorsements

- Shayla Trautman
- Richard Schur
- Paul Barber
- Bryan Meijer
- Anna Yap
- Patrick Mudd
- Brian Watts

#### RPC Endorsements

- Danny Devenny
- John Starkie

#### Private Pilot's License

- Paul Barber
- Don Punch
- Ed Bellamy
- Mark Roesner

#### Recreational Pilot's License

- Brock Garlick
- Sam McQuoid
- Garrett Browning

#### Commercial Pilot's License

- Patrick Mudd
- Joshua Dethian

## Club Events

### CASA Avsafety Seminar

On the 22<sup>nd</sup> March 2023 BAC will be hosting another quarterly Avsafety seminar, delivered by CASA. This seminar will be held between 6:30pm and 8:30pm and we will be providing Subway catering during this time. Our speaker is Craig Peterson and he will be discussing risk management as non-controlled aerodromes.

CASA uses an online registration tool to track attendance at the seminars. Your assistance in encouraging attendees to register online is appreciated and essential. The registration process is easy - [Click here](#) to register now or log onto [www.casa.gov.au/events](http://www.casa.gov.au/events), find the seminar and click to register.

These safety seminars are a great opportunity to draw your awareness to safe flying practices and even our most experienced pilots continue to attend these seminars every three months. It also provides a platform for pilots to discuss safety concerns with CASA representatives.



The poster features a central white area with blue text and graphics, flanked by two vertical blue bars with white dots. At the top left of the white area is a circular badge with the word 'NEW!' in white. The top center contains the logos for the Australian Government Civil Aviation Safety Authority and AVSAFETY. Below the logos, the text reads 'NON-CONTROLLED AERODROMES- MANAGE YOUR RISK'. The main title 'REGISTER NOW FOR BUNBURY AVSAFETY SEMINAR' is in large blue letters. To the right of the title is a QR code. Below the title, the 'WHEN' section lists 'Wednesday 22 March 2023' and '6.30pm - 8.30pm'. The 'WHERE' section lists 'Bunbury Aero Club', 'Rear Car park Bunbury Airport', 'Off South West Hwy', and 'Bunbury, WA'. At the bottom, it states 'LIGHT REFRESHMENTS WILL BE SERVED'.

**NEW!**

Australian Government  
Civil Aviation Safety Authority

AVSAFETY  
AVIATION SAFETY ASSOCIATION

NON-CONTROLLED AERODROMES- MANAGE YOUR RISK

**REGISTER NOW FOR  
BUNBURY  
AVSAFETY SEMINAR**

**WHEN**

Wednesday 22 March 2023  
6.30pm - 8.30pm

**WHERE**

Bunbury Aero Club  
Rear Car park Bunbury Airport  
Off South West Hwy  
Bunbury, WA

LIGHT REFRESHMENTS WILL BE SERVED

## Our New Flight Examiner

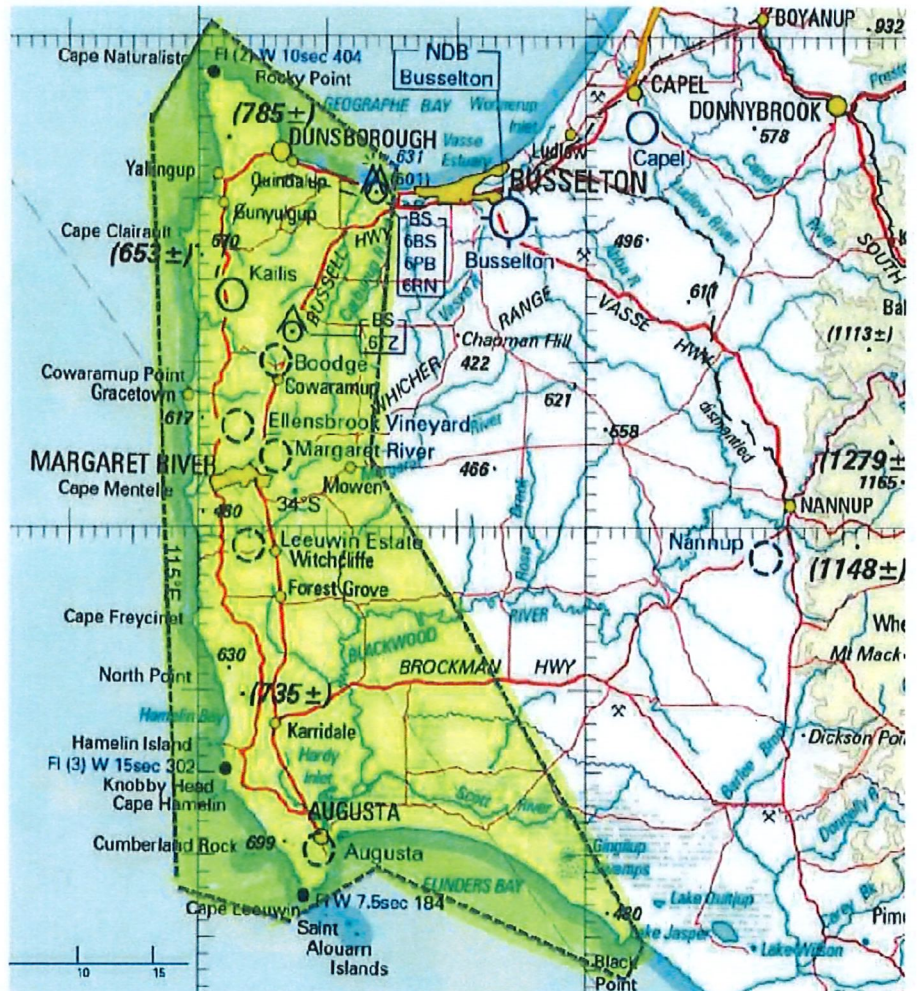
On the 19<sup>th</sup> of January 2023, Catherine celebrated a huge achievement receiving her flight examiner rating. Catherine can now complete CASA recreational and private pilot's license flight tests. Congratulations Catherine!



## Capes CTAF

The CTAF between Cape Naturaliste and Cape Leeuwin has officially changed to 132.25. This has been an initiative by CASA, after public consultation, to relieve radio call congestion on 126.7. This frequency encompasses are aerodromes in the area highlighted below, and spans between SFC and 5,500ft AMSL

If you would like to speak to a CASA representative about the change, please contact Daniel Smith at [daniel.r.smith@casa.gov.au](mailto:daniel.r.smith@casa.gov.au)



## So, Who's Behind the Reception Desk?

In March 2022, Rebecca Jones went on maternity leave and Sue Campbell took over the reception desk two days a week, with the assistance of Bronwen Prinsloo. Bronwen did an amazing job of giving our social media and website a makeover, as well as being a fantastic events manager. Bronwen returned to Manjimup in September to continue her role as a fire spotter, and Shayla took over from Bronwen. Sue has spent the last few months training Shayla in all things reception, and is now moving on from the Aero club. You can now find Shayla behind the desk on Mondays, Thursdays and Fridays.



## Housekeeping

With an influx of new members in the beginning of 2023, we would like to remind all of our students and hiring pilots of a few housekeeping items:

### “Locks, chocks, and socks”

Whether your aircraft has been parked on the apron or returned to its hangar, please replace the control *lock*, wheel *chock*, and pitot *sock*.

### Oil Bottles

If you have topped up the oil in your aircraft, please place any empty oil bottles in the recycling bin. Every aircraft should have two bottles of oil in the cargo compartment, so if you consume one of these please replenish what you have used from the workshop.

### Honour Box

We would like to remind everybody who uses the BAC facilities that the Nespresso pods are \$2 each, the beers from the fridge are \$3 each, and the soft drinks in the fridge at \$2 each. Please pay via the black tin box in the bottom of the drink’s fridge or via EFTPOS facilities in reception which any of our staff can assist you with.

### Considerate start-ups

When you have pulled your aircraft out of its hangar, we ask that it is parked on an angle prior to starting up to avoid blowing dust, grass, and gravel into the hangar and aircraft parked inside the hangar. See below for a correct example.



### Maintenance releases

Maintenance releases must be completed at the end of each day. If you’re not sure if the aircraft is booked after you, just ask any of our staff members. All BAC MR’s use the 3 columns on the right to record landings for that day, cumulative landings and oil top ups as demonstrated by the MR below. If unsure, ask an instructor!

| Date             | Daily Inspection Certification |             | Aircraft Time in Service |     |                   |     | Cycle Totals,<br>e.g.<br>Landing/Start<br>Pressurisation |       |
|------------------|--------------------------------|-------------|--------------------------|-----|-------------------|-----|--|-------|
|                  | (Pilot, LAME, MA)              |             | Flight Time              |     | Progressive Total |     | L  | OIL   |
|                  | Signature                      | Licence no. | Hrs                      | Min | Hrs               | Min |  |       |
| Brought Forward: |                                |             |                          |     |                   |     |  |       |
| 16-01-22         | <i>[Signature]</i>             | 785416      | 0                        | 8   | 1079              | 7   | 1  | 345 - |
| 11-1-23          | <i>[Signature]</i>             | 785416      | 0                        | 7   | 1080              | 4   | 2  | 343 - |
| 22-1-23          | <i>[Signature]</i>             | 785416      | 0                        | 3   | 1080              | 7   | 1  | 348 - |
| 25-1-23          | <i>[Signature]</i>             | 1093527     | 0                        | 6   | 1081              | 3   | 1  | 349 - |



## Spring trip to Lake Eyre and Uluru in the C182

*By Richard Schaffner*

We had looked forward to a spring break away from the cold and wet. The weather was always going to be a big part of events, especially as the roaring 40s hadn't yet moved south and regular cold fronts were still the norm in the south-west.

As luck would have it, our planned departure day was Sunday, and late on Saturday afternoon a mild cold front passed over Bunbury, moving steadily eastward overnight. Behind it was the typical broken low cumulus with scattered showers etc. Unfortunately, by Sunday morning the front hadn't moved as far as predicted, and our preferred first leg along the south coast to Esperance was abandoned in favour of the better weather forecast enroute to Kalgoorlie. We managed to avoid the worst of the low cloud and showers, and after refueling at Kalgoorlie cruised all the way to Forrest at 5,500 in smooth, clear skies.

We were flying "against the clock", losing one and a half hours of daylight as we headed east toward Ceduna in SA. A false start out of Forrest and a quick return to retrieve the situation put Ceduna out of reach in daylight. My night rating was not current, so it was Forrest for the night!



*BAC's pride, C182 JZF at Forrest Airport*

We strolled around the old settlement, visited the Forrest railway station - which is one of only a very few of the original station buildings left on the trans-continental line - and were delighted to see that someone (possibly one of the Forrest Airport Managers) had completed some basic maintenance to keep the old building going for a while longer. The old met station to the north of the town has a collection of fascinating exhibits outlining the history of the settlement. At its peak in the 1930s, the population of Forrest hovered around 50 people to support the overnight stops made by the regular Western Australian Airways flights from Perth to Adelaide, as well as maintenance of the railway line. Now there is a permanent population of 2 (Chris and Wendy Flood) together with their dog Jess.

The overnight stop was unplanned, but was one of the highlights of our trip. We were treated as family before an early night and an equally early start the next morning. We were off the ground at 7am Forrest time, over the cliffs along the bight and into Ceduna late morning (SA time!) for fuel. We didn't have time to duck into town for seafood, sadly!

Off to William Creek, north-east of Ceduna in smooth air. Woomera airspace was not active so we had a peaceful flight. The country was very dry from 50 nm north of Ceduna onward and we started to see salt pans



and dry water courses along the way. William Creek had a gusty cross-wind at 45o to the runways, but we made a respectable landing on runway 11.

The flight over Belt Bay and Jackboot Bay on North Lake Eyre was spectacular. There was very little water in South Lake Eyre, but the southern end of the north lake appeared to be quite deep. From 1,000 ft the salt flats to the north stretched to the horizon. The details of the coastline, Silcrete Island and Jackboot Bay (in particular) were quite spectacular, but we were disappointed that there was an almost complete absence of bird-life.



*North Lake Eyre, September 2022 - water, salt and desert.*

An unexpected feature were the huge bridges on the abandoned Maree to Oodnadatta railway spanning Pound Creek at Curdimurka at the SW corner of South Lake Eyre. The old steel structures have endured the ravages of floods and time, but the embankments on the approaches to the bridges have long since been washed away, stark reminders of the fickle nature of the climate in this harsh region.

During the evening the wind steadily strengthened and BOM issued a severe weather warning from Yulara to well south of Coober Pedy. Our planned departure to Yulara the next morning was not on!

The main front went through Coober Pedy in the early hours of the next (Tuesday) morning, and the wind swung to 240o and blew solidly all day. Gusts up to 45 kt were recorded at Coober Pedy Airport's auto weather station! Needless to say, we kept a good eye on the aeroplane.



*After the "bog blow" in Coober Pedy - still secure.*



Our day in Coober Pedy turned out to be really interesting. The Umoona Museum and Mine provided a great tour - and (inevitably) we ended up shopping for opals! The wind howled and buffeted everything above ground, and blew cupfuls of fine, red dust through our unit! Oh joy! We celebrated with champagne.

Wednesday morning brought great conditions for flying and we enjoyed the transition from salt pans and red dust to mountain ranges as we passed from the Great Victoria Desert to the plains surrounding Uluru. The scenic flight around "The Rock" and "The Olgas" (refer to ERSA!) was absolutely spectacular - we strongly recommend you make it some day!



*Uluru - September 2022*

Our 2 nights at Yulara were great. We really enjoyed our champers as the sun set, and one evening we wore silly party hats and sang "Happy Birthday" to my wife, Susie! The bus ride around Uluru was spectacular, and more so the walk to Mutitjulu water hole nestled against the rock itself. According to the bus driver, there are 400 species of birds in the Uluru / Kata Tjuta National Park! We saw only a few including budgies and zebra finches.

We departed Ayers Rock 8am central time in smooth flying conditions and arrived at Warburton in good time. After fueling up quickly with the help of the local airport operator we were on our way to Kalgoorlie with a 10 kt tail wind. Great! Even with a push, it's a long flight from YWBR to YPKG over some of the most inhospitable country you'll ever see. We were over the Great Victoria Desert (again!) to within 100 nm of Kalgoorlie. The salt pans and sand dunes seemed to stretch endlessly from horizon to horizon, and there were very few settlements (or airstrips!) close to our track. Options should something go wrong are pretty limited, and I was much relieved to see Kalgoorlie come into view. On this leg, I was particularly thankful for the Flight-Watch service and was relieved to be able to cancel our SAR time as we descended over the Super-Pit to land on runway 24 at Kalgoorlie.



*The endless salt pans and dry water-ways of the Great Victoria Desert*

The flight to Bunbury was a real plod against the headwind. The turbulence made it uncomfortable and upset "George" the autopilot no end. I tried cruising at 4,500', 6,500', 8,500' and for interest's sake at 10,000'. Turbulent headwinds everywhere - grrrrr. We settled back to 4,500' where the headwind was marginally less and put up with the discomfort.

I was getting tired and dehydrated, and it seemed to take ages to get anywhere. At least the scenery was cheerfully green as we passed over the wheat-belt. We could see water in dams scattered liberally across the landscape, a stark contrast to the seemingly endless red desert dust! 50 nm east of Collie we encountered cloud that thickened as we headed west and pushed us down to 2,500' before we crossed the escarpment and approached Bunbury airfield.

On reflection, what a fantastic trip! Lake Eyre with water in it is a "must see". The scenic flight around Uluru and Kata Tjuta (see ERSA special procedures) makes the trip across the country worthwhile. If you plan a similar trip, spend some time in Coober Pedy - it's a really interesting place. If you want transport in Coober Pedy, I can give you the number for the "Coober Uber" - you just won't meet a character like Barry (the owner/driver) anywhere else!!



## Committee Members 2023

*President* - Iain Farmer

Chris Forknall

Paul Morrissey

*Vice President* - Chris Jilley

John Borserio

Diane Cavanagh

*Treasurer* - Wayne Fisher

Colin Matthews

Roger Bunny

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## Staff Members

*CFI, HOO, 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 approvals, as well as Senior RAAus qualifications, and has recently achieved her flight examiner rating in January 2023.

*Grade 2 Instructor* - Aaron Van Luyn

Aaron has been instructing since 2018, and joined the BAC team as an instructor in July 2022. Aaron has become our tailwheel endorsement aficionado, so you will often find him flying our tailwheel C150! Unfortunately, he will be leaving us at the end of March to start flying a Chieftain out of Melbourne.

*Grade 3 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.

*Grade 3 Instructor* - Carmelo Alvaro

Carmelo began instructing in Melbourne in 2019 and returned home to WA in 2020. He then instructed at Jandakot until he joined the BAC team in June 2022. Carmelo holds an aerobatics rating and is a senior RAAus instructor who occasionally provides flight training services to Manjimup Aero Club.

*Office Co-Ordinator* - Rebecca Jones

Bec has been with the club since January 2018 as our office coordinator, and looks after all things accounting. She has been on maternity leave since March 2022 but is returning for one day a week in the beginning of February.

*Administration Assistant / Charter & Scenic Pilot* - Shayla Trautman

Shayla achieved her CPL in August 2022, joined the BAC team in September 2022 as an admin assistant, then took over the Charter operations in December 2022. You can catch her at reception Mondays, Thursdays, and Fridays - unless she is in her pilot uniform conducting charter flights!

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