

Club Updates & Events

2021 ANZAC Day



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The Anzac Day fly over of Donnybrook RSL was organised by one of our members, Ted Rees (rear gunner of Nanchang).

Captain Liam Kneebone (Bunbury Flying School) in the Nanchang VH-NNU along with our Club Treasurer Wayne Fisher in Vans RV- 6 VH XRV - loose formation flying, great fun had by all.



Committee Members

President - Zaki Dorkham

Chris Forknall

John Borserio

Vice-President - Chris Jilley

Colin Matthews

Paul Morrissey

Treasurer - Wayne Fisher

Diane Cavanagh

Roger Bunny

Staff Members

CFI & H.O.O - Alex Karatamoglou

Deputy H.O.O - Steve Goodrick

Manager & Grade 1 Instructor - Catherine Forknall

Grade 3 Instructor - Vince Zampogna

Grade 3 Instructor - Lachlan McVey

Office Co-Ordinator - Rebecca Jones

Receptionist - Isabelle Matthews

Club Updates & Events

Big Breakfast

On Sunday 2nd May our Big Breakfast sold 80 plates with 24 planes flying in!

Our next Big Breakfast is *Sunday 6th June 2021*, hopefully we can see you all there and the weather will be kind to us!

Monthly Breakfast Fly-in Schedule:

1st Sunday = Bunbury Aero Club

2nd Sunday = Albany Aero Club

3rd Sunday = Busselton Aero Club

4th Sunday = Royal Aero Club

***Please confirm with each aero club directly to ensure breakfast is going ahead or to RSVP.**

COME FOR BUNBURY AERO CLUB'S
Delicious Breakfasts
 FIRST SUNDAY OF THE MONTH
 FROM 9:30AM

B&S
 BarrandStandley
 REAL ESTATE

\$10 Buffet Breakfast

**FLY IN OR DRIVE IN - ALL WELCOME AT
 BUNBURY AERO CLUB**

REGISTER YOUR INTEREST 9725 4377
 www.BUNBURYAERoclub.com.AU

Manjimup Training Collaboration

Calling out all want-to-be Pilots or current Pilots in Manjimup and surrounds!

Our collaboration with the Manjimup Aero Club to conduct training operations out of the Manjimup Airport is well up and running!

The Manjimup Aero club have a Tecnam Sierra P2002 and a Cessna 172N available for use.

If you are interested in completing an RA-AUS Pilot Certificate or conversion, or even need a Flight Review completed, please get in contact with us!

We typically have an instructor going down to Manjimup every second week, next dates are:

- Thursday 3rd June - with instructor Vince Zampogna
- Thursday 17th and Friday 18th June - with instructor Vince Zampogna
- Sunday 4th July - with instructor Catherine Forknall

To book in call the office on (08)9725 4377 or via email at admin@bunburyaeroclub.com.au

Student Achievements

We would like to send out a congratulations to all of the following students who have put in an amazing effort and completed an achievement so far in 2021!

Recreational Pilot Certificate

Cali Calitz

Murray Pens

Daniel Devenny

Night VFR

Craig Dennis

Recreational Pilot Licence

Kristian Sikora

Flight Instructor Rating

Lachlan McVey

New Member's

Please give a warm welcome to the following new Bunbury Aero Club member!

Bryan Meijer

Murray Pens

Mark Griffiths

Rudolph Mouton

Chris Albonico

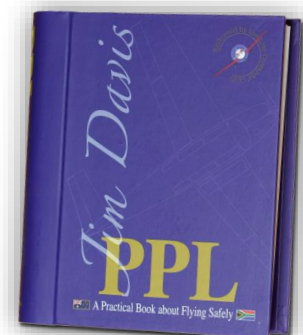
Chris Spence

Walter Slaven

WE SELL JIM DAVIS PPL MANUALS!

Please visit <http://jimdavis.co.za/> or call the office on (08) 9725 4377.

Don't forget we also sell maps, charts, ERSA's, logbooks and Bob Tait textbooks among other items at the club!



2021 Annual General Meeting

President's Report - 28th March 2021

It gives me great pleasure to deliver my President's report to this 2021 AGM. Although it does not cover a 12-month interval, as we had our last AGM in June 2020, it will reiterate the challenges we faced in the 2020 year and the general club position.

I'll start by saying that, despite all our challenges especially with the Covid pandemic, the life of the Club remains healthy, and many members appear to partake in the activities held. This is at the core of our existence as a Club serving its members. Our finances, which will be presented later by Treasurer Wayne Fisher, are still healthy and we are operating in the so-called "black".

As mentioned in my President's report last June, the committee has spent time on formalizing and anchoring the governance of the Club and formed several policies to help now and in the distant future. Naturally, any policy is subject to alterations dependent on the incumbent leadership and committee direction. However, this has become a testimonial about how the current committee feels about the management of our operations.

We continued this year to have the committee members looking after a portfolio each. Since the last AGM, the distribution of roles was as follows:

- Vice President: Chris Jilley
- Club Secretary: Diane Cavanagh
- Promotion and Marketing: Diane Cavanagh
- Social life: Colin Matthews and Chris Forknall
- Club Assets and Maintenance: Paul Morrissey
- Club Outreach: John Borserio

I thank each and every member for their diligent work and commitment to the Club.

Our aircrafts fleet is serving the club well allowing training under the RA-AUS rules and under CASA varying pilots' licensing. We have recently been presented with an opportunity to bid for a newer Tecnam P2008 (2018 model) at auction with Pickles, after the company Soar Aviation went into liquidation. If successful, we envisage that this aircraft will boost our availability for more RA-Aus. training and offer our members an opportunity for private hire of a very recent model Tecnam. This is only an advance information to the members, but nothing has been finalized at this stage. We should always remember that we also have opportunities to cross-hire and charter other aircrafts including the presence of the Piacentini King Air.

2021 Annual General Meeting

We have talked in the past about the expansion of our Club rooms. Unfortunately, and with the conditions imposed by the City of Bunbury, such a project cannot proceed, and we have decided to move on. The committee is however conscious about developing our clubrooms and hangars, but also careful about large capital expenditure in the current financial climate.

On the social front, the Club resumed our iconic Sunday Big Breakfast as soon as restrictions were lifted by the state government. This is still proving an attractive and successful event with attendance from far and wide. Our Wings Dinner took place last November and was a great success, though I would always like to see a bigger attendance of members to celebrate the training achievements of our Club.

Another achievement of our Club's outreach is a recent agreement with the Manjimup Aero Club where we are sending an Instructor to train local student pilots. So far this has been a good experience.

While the committee had set the vision and the direction of the Club, this can never be achieved without the input of our dedicated staff. So, I would like to publicly acknowledge and thank our staff for their work, namely our CFI, HOO and Chief pilot Alex Karatamoglou, our deputy HOO Steve Goodrick, our Club manager and Instructor Catherine Forknall, our instructor Vince Zampogna, our office manager Rebecca Jones.

Finally, you'll be presented soon with the end-of-year financials. They certainly reveal a healthy position but it should be noted that the Government's Jobkeeper subsidy has assisted us with what it was designed for, and this was complemented by the various pro bono services the club receives from various individuals who are so passionate for the success of OUR club.

A huge sense of gratitude and thanks to every committee member for our success. This is our effort and not mine. You will have to put up with me for another year!

Zaki Dorkham

Takeoff Safety Briefing

“Controls... full, free and correct

Departure Brief... we're departing crosswind runway 07, to the North and climbing to 3,500'

Take Off Safety Brief... given”

What exactly does Take Off Safety Briefing mean?

Many of us think about our Take Off Safety Brief as being limited to engine failures but have a think about how you might react in these situations:

- Tyre blow out
- Airspeed indicator not live
- Loss of directional control
- Structural failure

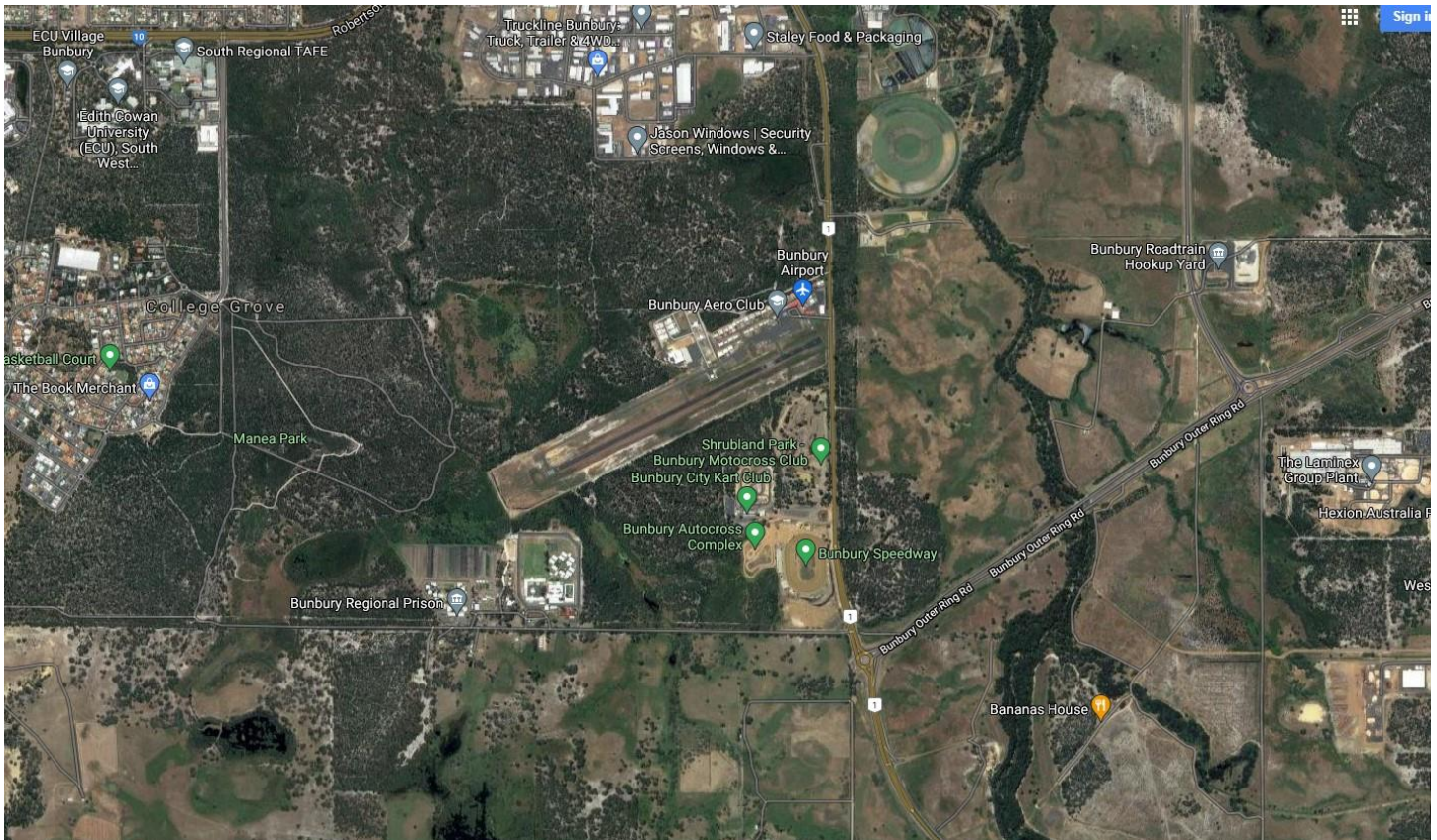
Would you still continue your take off and how do you determine if it's safe to do so? Your take off safety brief is such a small part of your flight but so important. Knowing how to address a malfunction in each phase of takeoff could be the difference between parking in your hangar or calling your insurance company!

Take Off Safety Briefings aren't a one size fits all type of briefing either. Every pilot, aircraft and flight are also different so rather than this being instructions on exactly how to do your briefing, here are some considerations we recommend when piecing together your own Take Off Safety Brief:

Surroundings

Have a think about how the terrain or vegetation around the airport looks. How does Runway 25 at Bunbury vary to Runway 07? Look at Google Maps if you're unfamiliar. Take Bunbury as an example:

Takeoff Safety Briefing



Of course, you can brief yourself to look for a place 30 degrees either side of the nose as we always learn but do you think it's even worth looking to your right on Runway 25?

Performance

Think about the conditions for the day and how your aircraft is loaded. Is it unusually hot and are you loaded more heavily than usual? What is your expected take off distance and what would you do if you hadn't rotated by then? Could you stop with the remaining runway if you aborted takeoff?

Malfunction Type and When it Occurs

Your airspeed indicator malfunctioning at 300' isn't really a reason to put your plane into a paddock but it may not be smart to continue flight. Your decision would most likely change if this happened at the beginning of your take off roll.

Takeoff Safety Briefing

Speeds

What is your rotate speed, speed for best rate/best angle, glide speed, etc.? This will vary greatly based on aircraft performance and configuration...which is exactly why we need to remind ourselves of what they are.

If you fly a number of different aircraft, how do you know you're using the right speeds? Think of our instructors who could fly a B200 in the morning followed by a C152 then an RV6!

If we remind ourselves of these speeds right before takeoff it's there ready in our short-term memory ready for takeoff and, god forbid, any emergency.

Turn Backs

This can be a "play with fire, get burned" situation as many pilots have unfortunately experienced.

It's not impossible but be very careful in determining when this may be suitable. Configuration, angle of bank and resulting stall speed, wind and your experience all play a huge part in this.

Example

If you're flying a Cessna 152 at Bunbury on Runway 25 your briefing might look something like this:

"For a malfunction prior to rotate speed of 55kts, close throttle and abort

After 55kts with runway remaining, land using flaps as required

With no runway remaining lower the nose to best glide of 60kts, look for a field to the front or left

If the malfunction permits us to continue flying, fly the circuit and land."

It doesn't have to be long and drawn out but just a little reminder of what you would do in a normal or emergency situation.

As always, our instructors are happy to help if needed!