

# New Busselton CTAF: 127.00

Effective from 19<sup>th</sup> November 2009, Busselton Airport will no longer be operating on the old CTAF frequency. The new frequency will be 127.00 whilst inside the Busselton CTAF area.

The change has been brought about because of a steep increase in Fly-In Fly-Out traffic to and from

Busselton. The heavy metal jockeys objected to the amount of broadcast traffic they were encountering on 126.70, so they requested Air Services to make the change.

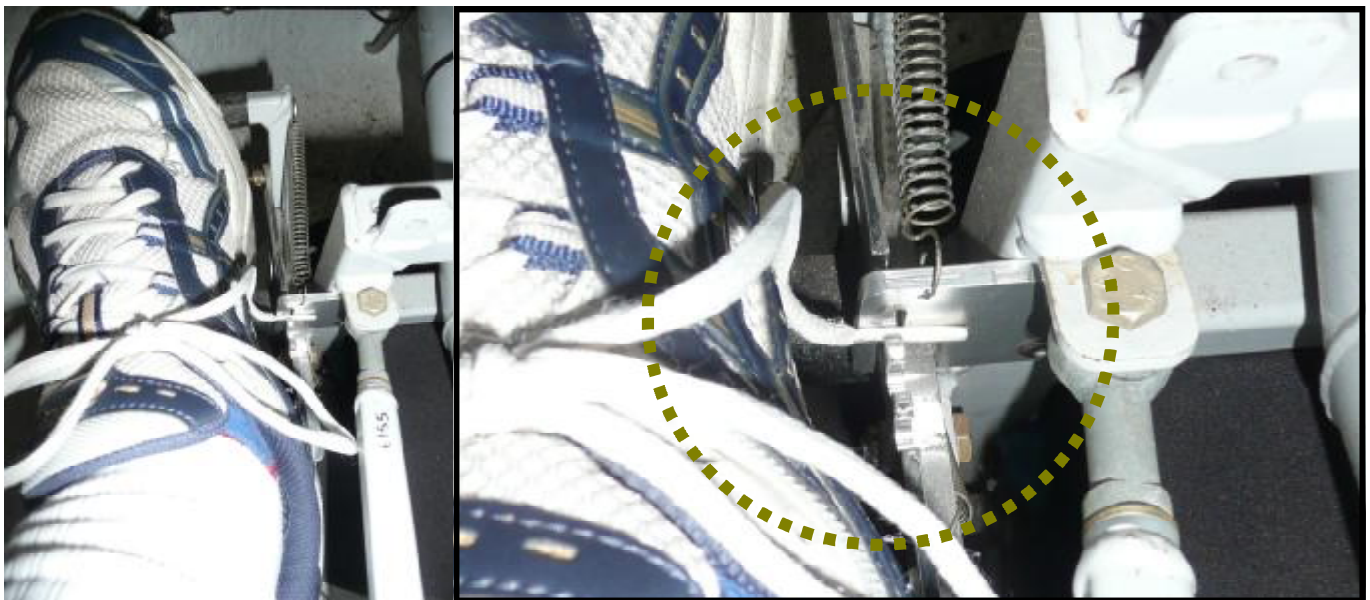
You need to be aware of this change and to be monitoring 127.00 if you are anywhere near Busselton – NAS2C rules require

that you must be monitoring the CTAF frequency before 10 nautical miles out and broadcast your intentions at 10 miles if inbound or overflying.

You can guarantee that these much larger, much faster, passenger aircraft will not be monitoring 126.70 – so, be warned! ■

# UNEXPECTED DANGERS

## *The sad tale of an errant shoe-lace*



I have never seen it happen before — I have never even heard of it happening before, but it happened to me. And, looking back on it, I can see how easy it is to happen and how it has the potential to cause a fair degree of grief.

I'd taxied away from the hangar to make my way to the apron and I'd given the throttle a bit of a squirt to stay well in front of another taxiing aircraft.

Even without extra throttle, the 912 engines develop enough thrust at idle to keep the aircraft moving forward at a good pace – in fact, faster than the walking pace we recommend.

Then, when I needed to slow down again for the corner leading

to the apron. I applied the brake and – absolutely nothing happened – I didn't even slow down.

It's amazing the thoughts that go through your mind at times like that. I was travelling too fast to make a safe 90° left turn from the taxiway to the apron, so I found myself assessing the possibility of continuing straight ahead and passing through the relatively narrow gap between the hangars directly in front of me.

I pushed harder on the brake and still nothing happened so I had no other recourse than to switch the ignitions OFF and coast to a halt before needing to decide if I would actually fit between the hangars.

Observe the photos above and

you will see the problem.

My shoelace had jammed itself in the teeth of the parking brake preventing the forward movement of the brake pedal needed to activate the brakes.

The likelihood of such a thing happening is remote but it did happen and it was enough to give me a bit of a fright.

This incident has given me a salutary lesson about taxiing faster than necessary, which is never a good idea. Whether or not I would have safely negotiated the gap is beside the point — I was travelling too fast. Also, I now make a habit of tucking my shoelaces firmly into my shoes. ■