

Bush Flying Series



The Pilot Club

"A last frontier, an experience you will never forget!"

February 28, 2024

8 pm EST (0100z)

Not a TPC Member? Click [here](#) to join!



- Recommended airplanes: single or dual engine, bush rated birds, float planes (Husky, Kitfox, Wilga, Gravel, Carbon, etc) - 130kts or less (low n' slow is the way we go.)
- Set the weather as you like, live weather is preferred but sometimes the snow isn't accurate so we can change it depending on snow levels (which can be inaccurate in MSFS).
- Live time, or a couple hours earlier if you want brighter conditions.
- Moving map GPS: LittleNavmap, FltPlan Go, stick n' rudder.
- Bring your camera and share your pictures in our Discord.

Suggested add-ons & charts

FSX/P3D	X-Plane 11	MSFS 2020
•	• Elelim	• Parallel 42's Campout - available for purchase through Orbx (if you want that extra little bit of immersion when camping out at the end of the night). • Got Friends Canoe • Powerlines and Solar Farms • MSFS Map Enhancement - allows you to replace the Bing Imagery with Google Maps, which tends to be more up-to-date • PNG and Western New Guinea Mega Pack • We Love VFR Region 3 (covers Indonesia and PNG)

WAJN - WAZE - WAYA - WAUC - WAVY - WAUF

Potential airspaces to consider:

- Jayapura (Bravo)

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Exploring the lands of the Dani peoples!

Bush Flying Series

Every 4th Wednesday of the month at 0000z we will embark on a new backcountry flight where the ultimate goal is to hone your off-field skills, bring you closer to the sim's wonderful scenery, and step outside of your comfort zone. Most importantly, *HAVE FUN!*

Briefing

Starting from **Elelim (WAJN)** we will proceed northeast for a bit, following a river, before turning east-southeast to continue following the same river. In the process we will pass by a highway. After passing another fork in the river we will turn southbound, passing by another river fork and a school before doing two touch and goes at airports serving **Wurigelebur (WAZE and WAYA)**. From there we turn east, following the Wurigelebur River for a bit. Taking care not to get lost by all of the forks in the river, we will turn southeast, doing a touch and go at **Bime Airstrip (WAUC)** before making a nearly 10000 foot climb up to Mandala Mountain. After that we turn northeast to do a touch and go at **Okbab Airstrip (WAVY)** before reaching the Borme River, which we follow northwest to reach our final destination, **Borme Airstrip (WAUF)**.

Departure

Name	ICAO	Elevation ¹	Runways
Elelim	WAJN	1513 ft	03/21

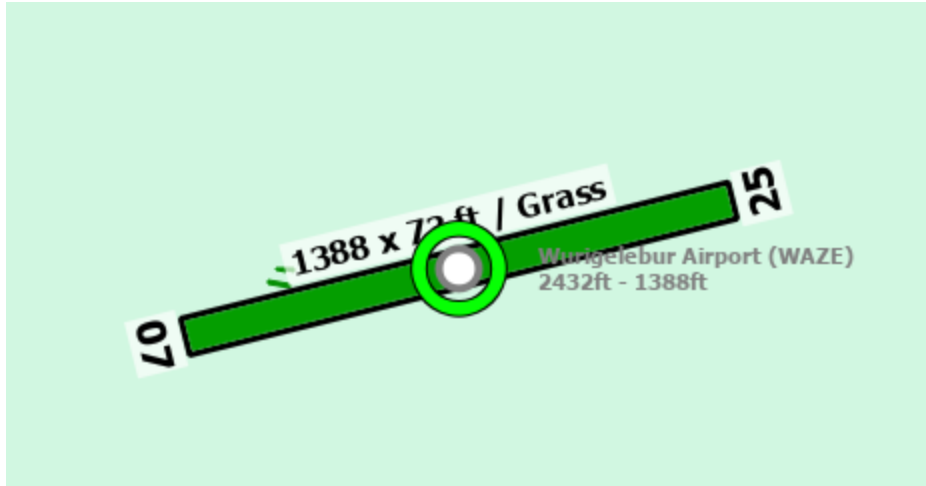
¹ All elevations are indicated as feet mean sea level.



Touch and Go

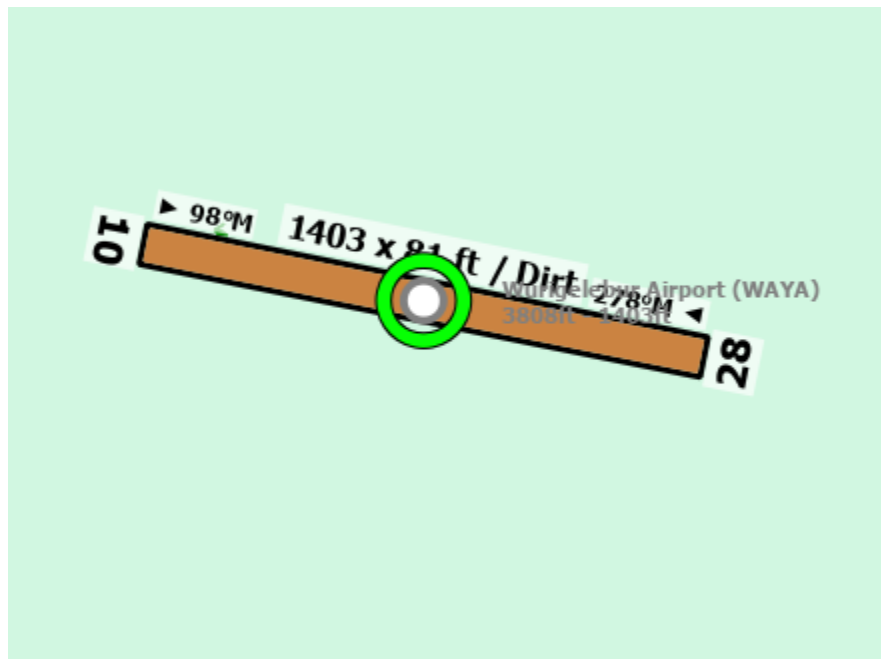
Name	ICAO	Elevation ²	Runways
Wurigelebur Airport	WAZE	2432 ft	07/25

² All elevations are indicated as feet mean sea level.



Touch and Go

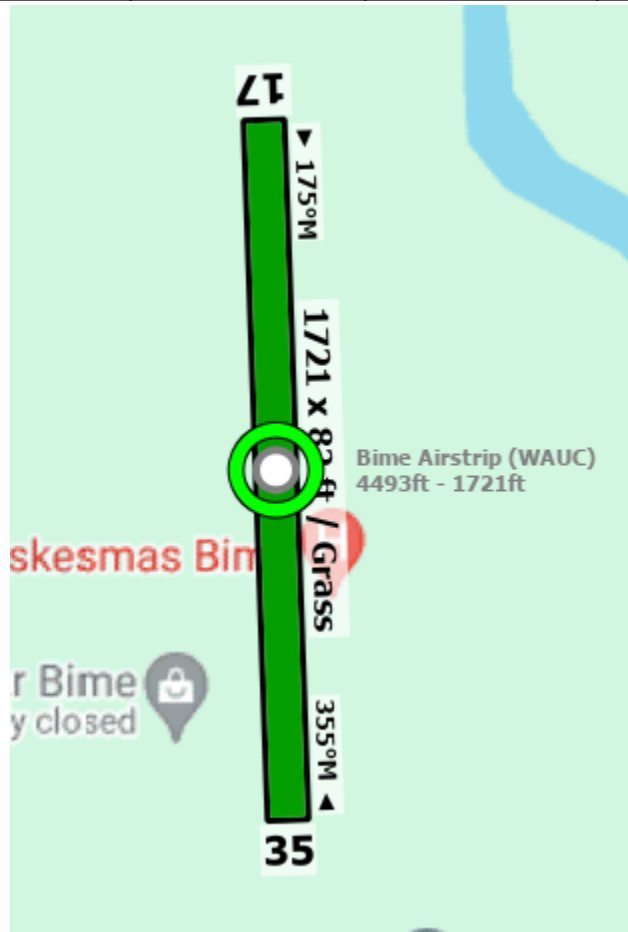
Name	ICAO	Elevation ³	Runways
Wurigelebur Airport	WAYA	2432 ft	10/28



³ All elevations are indicated as feet mean sea level.

Touch and Go

Name	ICAO	Elevation ⁴	Runways
Bime Airstrip	WAUC	4493 ft	17/35

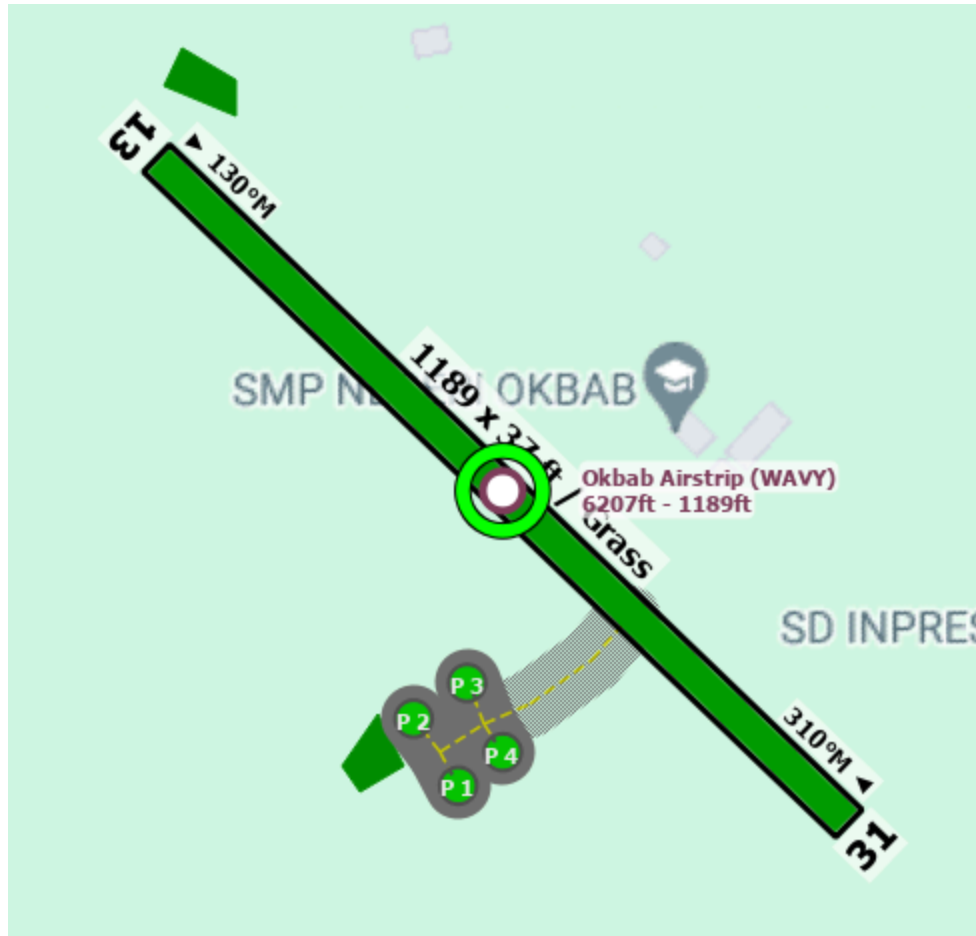


Touch and Go

Name	ICAO	Elevation ⁵	Runways
Okbab Airstrip	WAVY	6207 ft	13/31

⁴ All elevations are indicated as feet mean sea level.

⁵ All elevations are indicated as feet mean sea level.



Arrival

Name	ICAO	Elevation ⁶	Runways
Borme Airstrip	WAUF	3093 ft	05/23

⁶ All elevations are indicated as feet mean sea level.



Kick off your shoes, gather around the fireplace, and break out the cameras to relive your amazing flight through the Papua region of Indonesia. Feel free to explore the area more in the morning, and please don't forget one of the most important parts of backcountry flying - **Leave no trace.**

To keep backcountry airstrips and natural spaces safe and enjoyable for others, avoid leaving behind any trace of your visit. Perhaps the best way to protect the great outdoors is to adhere to the “pack it in, pack it out” practice. Before leaving, carefully inspect your campsite and rest areas for trash, leftover food, and litter. Dispose of waste properly and always try to leave an area better than you found it.

VATSIM

One of the goals during the flight is to have air traffic control support from real people through the VATSIM network. Register for a free account at vatsim.net and complete the new member orientation in order to join the network.



For the bush flights, Vatsim is by no means necessary. Should a flight ever be set up to be flown with Vatsim I will let you know in the briefing - but for the most part, we will be going where Vatsim coverage ceases to exist. Please monitor Unicom (122.8) for other traffic and to make the appropriate calls, and of course don't shy away from talking amongst the group if you so wish in the Discord server!

When filing a flight plan please use the following remarks to help boost visibility of The Pilot Club on Vatsim:

/RMK OPERATED BY THEPILOTCLUB.ORG

Flight Operations Team

- Andrew Crossin, TPC826
- Dylan, TPC1496
- Greg A, TPC810
- VACANT
- Lucas, TPC11
- Marc, TPC444
- Mike, TPC1079
- Ron, TPC142

SUNDAY-FUNDAY
BUSH / STOL / FLY-IN THURSDAY
FLIGHT OPS TEAM LEAD
CHALLENGE FLIGHTS
WORLD TOUR
GENERAL AVIATION
DISCOVERY FLIGHT
FRIDAY NIGHT OPS

For more information about this organization visit thepilotclub.org. There is also good information on the [Standard Operating Procedures](#) page. We also have a very active Discord server.

References

1. [Backcountry Etiquette: Best Practices for Flying in the Backcountry - Hartzell Propeller](#)
2. [Trek Papua](#)