



# Schofields Flying Club Newsletter

Schofields Flying Club Ltd – 60 Birch Street Bankstown Airport 2200  
(PO Box 200, Georges Hall, NSW 2198 AUSTRALIA)

Phone: +61 2 9709 8488 Email: mail@schofields-flying-club.com.au

Website: www.schofields-flying-club.com.au

## SCHOFIELDS FLYING CLUB NEWSLETTER – JUNE 2010

**W**elcome to the June 2010 edition of Schofields News. There are the most of the usual plus some new features - President's Notes by John Young, Taxiing under Class D by Latroductus, X-File X94 (Tachikawa Ki.94) by Anthony Coleiro, Blue Screen of Death contributed by Latroductus, Ready, Set, Go by Ric Mejias, Circuits at Bankstown by Peter Blackburn, Know your Director by Brett Tipton, Flying in Colorado by Jason Tuendemann, A Visit to RAF Hendon by Peter Blackburn, and The Last Word from Latroductus. As well, there's some of the usual administrivia that you used to expect. So, read on and enjoy!

### Visual Pilot Guide

The latest edition of the Sydney Basin VPG (9.8MB pdf) is now available for download from the CASA website. This publication was released on 3 June 2010 and provides a full coverage of Class D operations at Bankstown and Camden. The information contained in this guide is correct at the time of upload to the Internet, but is subject to change without notice. Pilots should refer regularly to the CASA website for the latest edition.

### Aviation Fun Day

Joyflights, Jazz, BBQ, Static Displays. Open hangar day with great Jazz by James Morrison, John Morrison and Jacki Cooper. Come and see the classic DC-3, Cessna 195, Kingair fire spotter and the all glass Cirrus. Enjoy a sausage sizzle and talk aeroplanes! This fundraising day in Tower Road on Sunday, 20 June will help save the airport on behalf of all flying schools. More...

### From the Tower

The June 2010 edition of the Bankstown ATC news circular has been published. This is a bi-monthly source of news and information to keep you informed of interesting and important events happening in and around the airport. In this issue, you can read about the changes to Class D from an ATC perspective. Download your copy as well as previous issues from our Downloads page.

### Go, girl power!!!

The Volunteer Duty Pilot Monthly Draw for May (\$50 free flying) goes to Dorothea O'Connor and Karen Heugh. The Club appreciates the efforts our tireless band of volunteers generously give in helping their Club and this is one small way of saying thank you!

### Aircraft washing day

It's that time of year again! In order to keep our aircraft in top shape we need to give them an occasional wash, polish and vacuum. So on Saturday, 19 June 2010 come between 9:30am to 4:00pm and give us a hand to give the fleet a general clean up - there'll be a complementary barbecue lunch as well!

### Last Light Drinks

This is a social activity introduced by the Clubhouse & In-house Events sub committee for members and their guests to join together with some of our committee members on the last Sunday of each month. It is an opportunity to discuss flying at an operational and social level and see the changes that are taking place at the Club. Drinks are available from our licensed bar, with complimentary savories served. It's a couple of hours of social interaction with an aviation theme that we can all enjoy. From 17:00 to wind up around 19:00. Come and join us on June 27.



**GPS theory course**

Here's another opportunity to qualify for a GPS enroute endorsement. This credential is a prerequisite for any IFR GPS capability, such as en route GPS, DME or GPS Arrival, RNAV (GNSS) [or GPS/NPA], or for a GPS endorsement on a Night VFR rating. VFR pilots desirous of using GPS to supplement visual navigation will also find benefit from this training. On successful completion of the course, you will be given a log book certification, a requirement for these activities. Our next course will be on Sunday, 11 July.

**Diamond Star DA40**

We proudly announces the latest addition to our aircraft fleet, the Diamond Star DA40, VH-DIV. This four-seat composite aeroplane is fitted with a Garmin G1000 and it is now available for training, endorsements and private hire. A special introductory package has been developed that includes a 1 day ground school and 2 hours flying training.

**New members for May 2010**

Welcome to the following new members who joined the Club in May 2010: Yvonne Koblar, Joseph Kam, Sean King, Gregory Timbs, John Pierce, Adrian Keller, Gregory Roberts, Nathan Charles, Monique Ryan, Chi Ho Tang, Alexander McGilvray, Kym Warner, Mohanakrishnan, Akhniel Prasad, Stefan Niezabitowski, Mani Yaidyanathan, Steve Duroy, Mark King, Philip Rossi, Ric Mejias, Neha Prasad, Edward Ruksens, Christopher Vickers, Scott Yates, Daniel Johnson, David Bell, Ankit Joseph, Grant Hilder, Benjamin Gunton, Peter Hill, Alexis Rantos, James Kerley, Dimitri Chrisis, Peter King, Stephen Thompson, Rebeca Islam, Mosa Cherjestan and Khanh Van Phan.



*A Spitfire and Hurricane in permanent 'fighter stance' at RAF Hendon Museum*

Prospective New Members of the Club can download a Membership Application Form from our Downloads page. Note that it is still necessary for new members to attend the Club in person with photo identification before applications can be processed.

**Diary dates**

The Club has a number of social and flying activities planned for the next few months of 2010 and you can check out the full details on our Coming Events page.

---

Thursday	03	June	2010	Class D air traffic services commence at BK and CN	YSBK/YSCN
Sunday	13	June	2010	GPS course	Clubhouse
Saturday	19	June	2010	Aircraft Washing & Detailing Day	Clubhouse
Sunday	20	June	2010	Aviation Fun Day	Tower Road
Monday	21	June	2010	Board Meeting	Clubhouse
Friday	25	June	2010	Night Circuits	Bankstown
Sunday	25	June	2010	Club Competition	Warnervale

---

Saturday	03	July	2010	College Presentation Night	Clubhouse
Sunday	11	July	2010	GPS Course	Clubhouse
Monday	19	July	2010	Board Meeting	Clubhouse
Friday	23	July	2010	Night Circuits	Bankstown

---

Sunday	01	August	2010	Club Competition	Warnervale
Monday	16	August	2010	Board Meeting	Clubhouse

---

**Next Club competition**

Our next flying competition will be our regular event at Warnervale on Sunday, 27 June. Sequence will be short field take-off, instrument climb to 2,500 feet, forced landing then spot landing. Cost is \$95 plus \$20 for a third circuit if in need of recency. Contact the Club to book your place or to ferry the aircraft to or from Warnervale at private hire rates.

**First solos**

Congratulations to all the pilots who soloed recently. Well done!

## PRESIDENT'S NOTES – JOHN YOUNG



*John Young*

**H**ello Guys and Girls. May has been a very busy month despite the poor weather with quite a few activities going on at the Club.

You will have noticed if you have been at the club that we are no longer allowed to park on "Warrior Island". We are now parking in line with the open hanger which is a bit of a longer walk. Please be careful crossing taxi ways especially when taking passengers flying with you. Also you will soon notice call sign markings for each aircraft. Each aircraft is to have it's own parking spot and is to be returned to its original parking spot and facing in the correct direction on completion of the flight. This way you will know exactly where to park and no more taxying around looking for a spot.

A very successful night circuit event was held on the 21st May with lots of fun being had by all. Another night circuits event is scheduled for the 25th June. Please come along and join the fun, it is a very pleasant evening of Flying, Food and Friends.

I am pleased to report that congratulations are in order for long time Schofields members Darren and Jean Swain who welcomed another future pilot to their family. Melinda Diane Swain was born on Tuesday 25 May 2010 at 11:33am weighing 8lb 13oz. Hank Langejans (Opa) is one proud grandfather.

The club has started running courses on the Garmin 1000/Diamond DA40 glass cockpit which is also very well attended. See the web site for additional information and contact the club if you are interested in attending.



*Captain John Killingback*

An aircraft washing day is planned for the 19th June, we need volunteers to come along and help us clean our aircraft and join us for a BBQ lunch.

Our Aviation Night was held on Saturday 29th May with special guest speaker Captain John Killingback who entertained the group with his presentation. John is a Senior Check Captain with Qantas flying the Airbus A380. We thank John for his excellent presentation and we are looking forward to seeing John around the club some time. Our Warriors aren't quite as large or as fast as John's plane, but they are fun. Thank you John.

Class D is here and the club ran an information day on Sunday 31st May. This was attended by around 120 members and friends and was a very successful and pleasant day with a BBQ lunch followed by Last Light Drinks. A special thank goes to Instructor David Bettridge, CP/CFI Bill Cooper and Director John Oldfield who manned the BBQ all weekend. NOTE: Remember to check NOTAMs before flight for any changes.

As you can see we have been quite busy with club activities and there are more to come. Keep an eye on the web site home page and coming events page updates. Wishing you all happy and safe flying. See you at the Club.

**John Young**  
President, Schofields Flying Club

### Newsletter contributions

The continued publication of this newsletter depends almost entirely on the availability of suitable content and members, staff (or anyone else) are urged to contribute an item for publication. Articles can be about almost anything with a vaguely aviation flavour. An e-mail contribution to the Editor is the preferred method of submission, although hard copy can be faxed, posted or left at the Club.

Schofields Flying Club Ltd – 60 Birch Street Bankstown Airport 2200  
(PO Box 200, Georges Hall, NSW 2198 AUSTRALIA)  
Phone: +61 2 9709 8488 Email: [mail@schofields-flying-club.com.au](mailto:mail@schofields-flying-club.com.au)  
Schofields Flying Club Website: [www.schofields-flying-club.com.au](http://www.schofields-flying-club.com.au)

**President's**  
  
**Notes**



*Melinda Jean Swain*

**TAXIING UNDER CLASS D – BY LATRODECTUS**

One of the changes at Bankstown and Camden with the introduction of class D airspace procedures on 3 June is the procedure for operating on the movement area of the aerodrome. The movement area is anywhere an aircraft can move on the aerodrome and comprises the manoeuvring area and the apron area.

**Apron area**

The apron area accommodates aircraft for the purpose of loading or unloading passengers, cargo, fuelling, parking, or maintenance. At Bankstown and Camden, no taxi clearance is required to taxi your aircraft on the apron; just monitor SMC (119.9 MHz at Bankstown or 121.9 MHz at Camden). From Schoies viewpoint, the apron area is all the parking and taxiway areas north of taxiway Kilo.

**Manoeuvring area**

The manoeuvring area is that part of the aerodrome used for take-off, landing and taxiing of aircraft. It comprises the runways and runway strips, and the taxiways outside of the apron area.

You will need one of the following types of clearance to operate your aircraft on the manoeuvring area:

- ✚ A 'taxi clearance' is required from Bankstown Ground to taxi your aircraft on a taxiway that is outside the apron area. The boundary between apron taxiways and manoeuvring area taxiways is marked by either 'intermediate holding position markings' or by manoeuvring area guidance signs. A taxi clearance is also required when you enter a taxiway when vacating a runway after landing.
- ✚ A 'runway clearance' is required from Bankstown Tower before you enter the runway (the sealed portions) or flight strip (the grass areas between the edge of the sealed runways and the runway holding points (now called 'holding positions')). It may be in the form of a clearance to enter, cross or back track on a runway, or to take-off or land.



*Intermediate holding position marking*

**Taxi calls**

A taxi clearance isn't required until you enter the manoeuvring area. Contact Bankstown Ground as you approach an intermediate holding position marking or a manoeuvring area guidance sign. The preference is that you don't make your taxi call from the Schoies flight line unless requesting a start clearance for circuit training, or departing into class C airspace. Here are some examples of taxi calls:

**Taxiing for departure into class G airspace**

**PILOT:** Bankstown Ground, Warrior SFM, received Charlie, taxiway Kilo / Mike intersection, for the training area, request taxi  
**SMC:** SFM, Bankstown Ground. Taxi via Kilo, to holding point Alpha, runway 29 right  
**PILOT:** Via Kilo, holding point Alpha, runway 29 right. SFM

This taxi clearance authorizes you to enter the manoeuvring area via taxiway Kilo, to enter the run-up bay to complete your pre-take-off checks, then to taxi to the Alpha holding point for runway 29 right to make your ready call.

**Taxiing for circuits**

**PILOT:** Bankstown Ground, Warrior SFM, received Charlie, at the Schoies apron, request start and taxi for circuit training  
**SMC:** SFM, Bankstown Ground. Start approved, taxi via Kilo, November, Lima. Hold in the run-up bay; report ready this frequency.  
**PILOT:** Via Kilo, November, Lima, hold in the bay. SFM

**Taxiing after landing**

When clear of the runway complex after landing, change to SMC and make a taxi call:

**PILOT:** Bankstown Ground, SFM, for the Schoies parking area.  
**SMC:** SFM, Bankstown Ground. Taxi to the parking area.  
**PILOT:** SFM

Note that there is no taxi route given in this instruction, although you should taxi via the most expeditious route. Next month, I'll discuss inbound and outbound procedures.

**X-FILE X94 – TACHIKAWA Xi.94-II – ANTHONY COLEIRO**

**E**arly in 1943, the Japanese Army Air Force (JAAF) was investigating the possibilities of a pressurised very high altitude interceptor. Tachikawa were contracted to design and develop such an aircraft. The aircraft that they came up with was a large twin-boom monoplane powered by two 2,200 hp radial engines located fore and aft of the cockpit. The aircraft was designated Ki.94-I. Tachikawa made a full-scale mock-up by late 1943 and presented estimate performance figures to the JAAF but they thought the estimates presented to them were rather optimistic and rejected the design.



*The Ki94 was powered by an 18-cylinder radial engine driving a 6-bladed constant speed propeller*

The new design was powered by a 2,420 hp Mitsubishi Ha.219ru 18-cylinder radial engine driving a 6-bladed constant speed propeller with an exhaust driven turbo-supercharger. The wing had a laminar flow cross section and the undercarriage retracted inwards with the wheels folding into the fuselage.

While the prototype was under construction, American B-29 raids were intensifying and every effort was made to complete the aircraft quickly. It was finally wheeled out in August 1945 and scheduled to fly on the 18th of that month but it never occurred as Japan surrendered before that date.

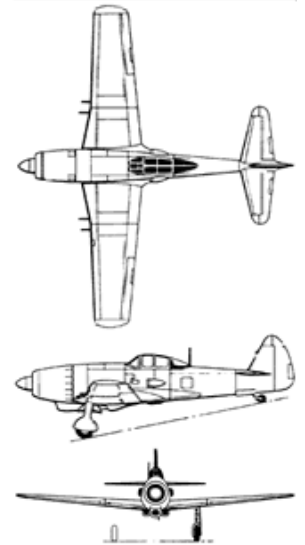
The estimated maximum speed for the aircraft was 302 mph at sea level. It was to be armed by a pair each of 30 mm and 20 mm cannons.

### Acknowledgements

War Planes of the Second World War - Fighters Volume Three - William Green

**Anthony Coleiro**

## X - FILES



In early 1944 the requirement was renewed with a specification that the aircraft had to be single-engine. Tachikawa revised their design to something resembling the Nakajima Ki.87, which was competing for the same contract. The aircraft was designated Ki.94-II.

The new design was powered by a 2,420 hp Mitsubishi Ha.219ru 18-

**WINDOWS AND THE BLUE SCREEN OF DEATH – CONTRIBUTED BY LATRODECTUS**

**I**n a surprise announcement today, Microsoft President Steve Ballmer revealed that the Redmond-based company will allow computer resellers and end-users to customize the appearance of the Blue Screen of Death (BSOD), the screen that displays when the Windows operating system crashes.

The move comes as the result of numerous focus groups and customer surveys done by Microsoft. Thousands of Microsoft customers were asked, "What do you spend the most time doing on your computer?"

A surprising number of respondents said, "Staring at a Blue Screen of Death." At 54%, it was the top answer, beating the second place answer "Downloading XXX Scans" by an easy 12 points.

"We immediately recognized this as a great opportunity for ourselves, our channel partners, and especially our customers," explained the excited Ballmer to a room full of reporters.

Immense video displays were used to show images of the new customizable BSOD screen side-by-side with the older static version. Users can select from a collection of "BSOD Themes," allowing them to instead have a Mauve Screen of Death or even a Paisley Screen of Death. Graphics and multimedia content can now be incorporated into the screen, making the BSOD the perfect conduit for delivering product information and entertainment to Windows users.

```
A problem has been detected and windows has been shut down to prevent damage to your computer.
The problem seems to be caused by the following file: SPAMDCCN.SYS
PAGE_FAULT_IN_NONPAGED_AREA
If this is the first time you've seen this stop error screen, restart your computer. If this screen appears again, follow these steps:
Check to make sure any new hardware or software is properly installed. If this is a new installation, ask your hardware or software manufacturer for any windows updates you might need.
If problems continue, disable or remove any newly installed hardware or software. Disable BIOS memory options such as caching or shadowing. If you need to use safe mode to remove or disable components, restart your computer, press F8 to select Advanced startup options, and then select Safe Mode.
Technical information:
*** STOP: 0x00000050 (0x01094C7,0x00000001,0x00000001,0x00000000)
*** SPAMDCCN.SYS - Address F8E7617 Base at F8E1000, DateStamp 306367C
```

The BSOD is by far the most recognized feature of the Windows operating system, and as a result, Microsoft has historically insisted on total control over its look and feel. This recent departure from that policy reflects Microsoft's recognition of the Windows desktop itself as the "ultimate information portal." By default, the new BSOD will be configured to show a random selection of Microsoft product information whenever the system crashes. Microsoft channel partners can negotiate with Microsoft for the right to customize the BSOD on systems they ship.

Major computer resellers such as Compaq, Gateway, and Dell are already lining up for premier placement on the new and improved BSOD.

Ballmer concluded by getting a dig in against the Open Source community. "This just goes to show that Microsoft continues to innovate at a much faster pace than Open Source. I have yet to see any evidence that Linux even has a BSOD, let alone a customizable one."

## READY, SET, GO! FOR THE WARNERVALE COMPETITION - BY RIC MEJIAS

I booked in early for the YWVA competition on 23 May, considering this as a good opportunity for a GFPT pilot to practice the skills needed for emergencies and a great chance to add more NAV training for the PPL by ferrying XSN, a PA28 that needed to be positioned at Warnervale for the event. So, keen to fly and compete, I booked a return airfare from Hong Kong to Sydney to be at the event (as I was working abroad that week). I arrived from an international flight and touched down (as a paying passenger not in command unfortunately) at 0630 on May 23. With a quick passage through the terminal I expected to be at YSBK at 0730 to ferry XSN for the event with an old instructor of mine, John Latinovic, who had recently also joined the Club team.



*Ric Mejias*

Around 0730 I called YWVA to check the local conditions, hoping a long international flight was not wasted. Fortunately someone answered at YWVA and confirmed the conditions as scattered cloud above 4000ft and nil wind and, with similar reports at YSBK, it was ready, set, go! for the YWVA Competition. John and I departed YSBK from 29R at 0740 and had a nice climb and journey till we passed just north of Gosford on a heading of 013M. We descended a little to 1500ft to keep clear of the cloud but that was not going to be enough as ahead was a heavy path of showers and cloud. The fun and mid-air maths calculations, otherwise known as navigating, was to begin. I enjoy maths and love flying so the low and heavy cloud ahead was a welcomed challenge and I hoped and expected we could overcome the obstacle to ensure the YWVA Comp went ahead.

With a heading of 013M it necessary to divert west away from the clouds and we turned to a heading of 283M which was the obvious path. We continued for 3 minutes before turning back to a heading of 013M to track parallel to our original heading. Once we were clearly past the cloud base we 'reorrected' our track by turning east to a heading of 103M. Having originally diverted west for 3 minutes and having nil wind it seemed an obvious calculation that we should track 103M for another 3minutes before picking up our original flight path. Almost to the second of our 3 minute correction we found ourselves, remarkably, just 1 NM from YWVA. With it in clear view in what could be described as a simple maths calculation of which as pilots call 'navigation'. Being found of maths, I was impressed the right angle diversion away from and return from the cloud base was so precise and John was equally impressed at how lucky we were to be at the exact location we needed to be. Some luck perhaps but, with John's help confirming the highest terrain to keep above and his affirmations confirming our headings, it was more good instruction and navigation than luck that made this a great diversion with a perfect start to a great competition.



*Ric Mejias practising from the RH seat*

The YWVA Competition involved a short-field take off, an instrument climb and manoeuvres, followed by a forced landing to a landing on the runway, then a touch and go with a circuit at 500ft, then a spot landing to a full stop. There were only minor interruptions to the competition due to isolated clouds and showers although the taxiways at Warnervale were affected by overnight rain. Ensuring the aircraft was not bogged taxiing to and from the runway was as much a part of the competition as the event itself.

Having just come off an international flight I expected the wait between competing and the return Navex back to YSBK was going to prove boring, but it was nothing of the sort. A terrific group of competitors made the day pass with relative ease before John and I returned to YSBK in time for last light on a trouble-free flight.

Thanks to John Latinovic, John Hook, Peter Cunningham and all involved in organising the fun day of competitions, and thanks to all the competitors. My decision to rush back for the competition was vindicated with a pleasurable event and great company. I'm certainly looking forward to attending the next one!

**Ric Mejias**  
Flying Member

**CIRCUITS AT BANKSTOWN UNDER CLASS DELTA - PETER BLACKBOURN**

To maintain my currency and satisfy the need for some aviation, I recently completed a few laps of the YSBK circuit. As it happened this was on the 3rd June and apart from being my birthday was indeed "D" Day, the date that Class "D" took over from GAAP. In preparation for the day I attended one of the workshops the club held the previous Sunday as well as reading all the available documentation I had received from CASA as a private pilot.



*Peter Blackbourn*

The flight ops part was the usual stuff with impending rain providing a circuit area for the sole use of me and Archer SFR. Some good cross wind practice was had during the course of the flight, however the reason I share this activity with you is a couple of things I learnt in practice using Class "D".



*RWY 11 looks much the same under class D*

The first was the taxi clearance (in addition to start-up clearance for circuits) where the Tower provided a series of taxiways whose names I was partially familiar with but not enough to competently track as directed. I have no doubt these would have been the ones I have always used, but for the sake of good airmanship I opted for an eastern side track to the 11R run-up bay (yes the long way around) as I was familiar with these. The message here is to ensure you know the taxiways as well as you do the Runways for future operations.

ERSA and our discussion material handout stating when finished to vacate the runway, tune and monitor ground frequency which is what I did. However as I was taxiing along

"Lima", the tower (SMC 119.9) contacted me and in a friendly manner advised I should request a clearance back to my starting point.

Whilst the airfield displayed new "Manoeuvring Area" signage around heavy traffic areas, there were no taxiway markers yet installed (I assume this is coming) so that's another reason to have a handle on their names and locations.

Finally when I tied down SFR it had its new default code of 3000 on the Transponder, the class D area replacement for 1200.

**Peter Blackbourn**  
Flying Member

**KNOW YOUR DIRECTOR – BRETT TIPTON**

Hello, Club members and friends. Just a short note about me. I have always wanted to become a pilot since the age of 4. My parents took me to the Qantas jet base at Mascot to have a look around and we then took a joy flight in a Boeing 747 Jumbo Jet, that was it for me.



*Brett Tipton at the Qantas Jet Base*

My parents always said if that is what you would like to do, start to save your money, so I did. They said I would appreciate it more if I earned the money all by myself.

Having saved some money, I started flying lessons around 9 years ago at Camden with Airborne Aviation and gained my Private Pilots Licence. I then came over to Bankstown around 5 to 6 years ago in search of a twin rating and discovered Schofields Flying Club. Now at Schoies, I have my multi engine rating and I am studying for my Commercial Pilots Licence.

Needing a regular job to fund my flying, I am lucky enough to drive an Airbus around Sydney Airport. Not an Airbus with wings (yet), but an Air "Side" Bus to deliver passengers from the terminal to the Aircraft and return. I am getting closer and I get to watch planes all day.

I enjoy the club and its atmosphere and I am keen to help where ever I can if you see me, please introduce yourself and have a chat.

**Brett Tipton**  
Director - Facilities Maintenance

## FLYING IN DENVER, CORORADO – BY JASON TUENDEMANN

**W**hile on a quick trip to the US for business I was able

**Views fantastic, airfields amazing, performance minimal!**

to take a day out to go flying in Denver Colorado. One of my friends I grew up with, Reuben Bakker is a flying instructor there with the Rocky Mountain Flying School. You may recall an incident earlier this year where a Cirrus had a mid-air collision with a glider tug which resulted in a fireball, three deaths and the glider which had passengers on board releasing and flying through the fire ball before returning safely. Reuben was the glider pilot.

So now in good hands we grabbed a C172 and set out on a local flight around the area. Denver the mile high city at an elevation of over 5,280 ft is situated on the east side of the Rocky Mountains which ascend to about 14500 ft.

Apart from the general lack of performance due to the elevation the biggest concern about flying around this area are the winds aloft coming across the Rockies from the west. These cause very strong downdrafts on the lee side of the mountains and extreme rotor turbulence. Deciding on whether to go flying is based on the winds aloft not the winds on the ground so much as it is nothing to have 160kts at 16,000 ft with 8kts on the ground.

After a quick brief from Reuben as to what to expect or rather not to expect in the climb we opened the throttle on runway 08 at Boulder Municipal and waited... at 5288 ft the performance of the old C172 was underwhelming as we trundled down the runway and eventually got to rotation speed. We rotated quite gently and remained in ground effect a bit before establishing a climb at 300ft/min. There is plenty of time for photos at this rate! It was a beautiful CAVOK day and we climbed (slowly) to 7000 ft for a local flight.

There are several airports in the Denver area both class D and CTAF and all of them with Kms of sealed runways of up to 4000 meters in length.

Control services in the US are great. We were VFR without a plan and wanted to do a practice ILS at the Rocky Mountain Metropolitan Airport (Metro). We called Denver approach with the request and without missing a beat the controller gave us a code, alt and vectors through their Class B airspace onto the 29R ILS Metro. We got handed off to Metro tower which is Class D, cleared for the ILS with the 'option' which is a touch and go. After departing Metro we did a scenic of Denver city and returned to Boulder Municipal via Longmont.

The winds on the day were too strong to go up in the mountains but on a fine day mountain flying and gliding are very popular. There is an airfield at Leadville which has an elevation of 9,927 ft a circuit height of 10,900 ft and they will give you a certificate for landing at the highest airfield in the US. I would be more comfortable in something with a bit more performance than the trusty C172 for that trip! If anyone has the chance to go flying in the Denver area I would thoroughly recommend it on a good day but make sure you have an instructor that has plenty of experience in the mountains before venturing up there. I am sure Reuben at the Rocky Mountain Flying School would be only too happy to take you flying or gliding.



*Jason and Reuben fly a practice ILS at Rocky Mountain Metropolitan Airport*

### **Jason Tuendemann**

Flying Member

## A VISIT TO RAF HENDON (LONDON) MUSEUM - PETER BLACKBOURN

**T**he last time I went to RAF Hendon was in 1990 with my brother in law Bill, an English sea Captain (British Merchant Navy) who also shares a passion for aviation. It was in the mid 70s after the release of war records from 1945 that he discovered his father (an RAF Mosquito pilot) was shot down over Berlin in one of the last missions of the war. His navigator/radio operator on that flight was Australian, somewhat ironic given Bill married an Australian, Vivianne's sister. It was some years later that Bill visited his dad's grave in Germany and noted his Australian co-pilot was laid to rest next to his father.

Bill once again suggested I make a visit to Hendon, perhaps not Viv's cup of tea but certainly something I would enjoy. So on our third day in London I caught the Northern Line Underground train service to Colindale, followed by a 10 minute walk to the museum while Viv went shopping to the Notting Hill area. It had not taken long for our endorsements on using the Underground. For anyone thinking of this transport, get an Oyster card.

I knew I was at the right place when both a Spitfire and Hurricane appeared in permanent 'fighter stance' at the front, albeit on stands. Surprisingly for the UK, there was no entry fee or donation request, however I obtained a Guidebook and History of the RAF booklet which cost me GBP 5 pounds, a fair sum for a great exhibition of aviation history.



*Peter Blackbourn*

The RAF have two museums with aircraft collections. One at Hendon in London and also at Cosford which is located in the West Midlands. For anyone who has not visited a RAF museum it really is the place to check out static displays of aircraft that legends have been made from. Australia's heritage in aviation is English based so most of the aircraft here are what our aviation industry grew up on. The attached pictures show only a couple of examples of this heritage and for those of you who may find themselves in the mother country, have a look at the RAF website and make sure you put Hendon or Cosford on your agenda.



*More flying boats, helicopters as well as all types of propeller and jet engines are there.*

there. Support vehicles of the time are also well represented. So I got the trifecta - planes, trains and automobiles. Who would have it any other way?

And finally, Captain Bill, a dedicated mariner, had a medal I had not previously noted on his dining area side draw. This was for services to the Merchant Navy and upon enquiry the only other person to receive this on the night was the Captain of the QE11, surely an acknowledgement of his services over a 50 year career with the Merchant Navy.

**Peter Blackburn**  
Flying Member

## THE LAST WORD – BY LATRODECTUS

### More class D changes

Now that the Bankstown and Camden control zones are now designated as class D airspace, there are a number of VFR procedures, applicable to all class D control zones (including Tamworth, Coffs Harbour, Albury, etc.), that you should be aware of. You should refer to the June 2010 From the Tower for details, but here is a summary of some of the main ones:

- ✚ Taxi clearance required for all operations on the manoeuvring area of the aerodrome. There's an article on this subject earlier in this Newsletter.
- ✚ A clearance is required to enter class D airspace. There are a number of options available to ATC when issuing this clearance. Some of these are listed below.
- ✚ In the case of runway 29, you will normally be given a full clearance, including an altitude at which to enter the zone. You can expect clearance to enter the zone at 1500 feet and you must maintain your assigned altitude until 'cleared visual approach' (which you must read back). You may then descend in the circuit as necessary, while maintaining separation from any aircraft you have been instructed to follow.
- ✚ In the case of runway 11, your clearance will not usually include an altitude although it is expected that you will enter the zone at 1000 feet as published in ERSA. You will normally be cleared for a straight-in approach and you won't receive a 'cleared visual approach' instruction. You may descend when established on the final approach profile while awaiting your landing clearance.
- ✚ As a general rule, if you are assigned an altitude with your clearance (runway 29), you must maintain it until 'cleared visual approach'. If you are not assigned an altitude (runway 11), you won't receive a 'cleared visual approach' instruction.
- ✚ VMC criteria have changed from the previous 'clear of cloud' prescription that applied under GAAP. In class D, VMC exists when you are able to maintain a separation of at least 500 feet vertically below cloud.
- ✚ Special VFR, with visibility of as low as 1600 metres, is now available. However, this procedure is intended to be used to recover inbound or circuit aircraft suddenly encountering reduced visibility (because of a rainshower, for instance) and won't be given to allow you to conduct circuits in reduced visibility. And you won't be given a SVFR clearance to depart the zone - remember that the visibility required in class G airspace is still 5000 metres!
- ✚ Transponder code 3000 Mode C (ALT) is required for all VFR operations in class D control zones. Select 3000 ALT as part of your line-up checks and change to 1200 when clear of the control zone. Select 3000 again prior to making your inbound call. If remaining in the circuit, leave your transponder on 3000 unless ATC instruct you to 'squawk stand-by'.



- ✚ The former 'GAAP reporting points' have been designated as 'VFR approach points'. While it is not longer mandatory to track via and report at 2RN or Prospect, it is highly recommended that you do so.

### Contributions & feedback

Well, that's your Newsletter for this month. You should check the latest news on the Club's website at [www.schofields-flying-club.com.au](http://www.schofields-flying-club.com.au). Contributions, comments, feedback, and suggestions to [latrodectus@schofields-flying-club.com.au](mailto:latrodectus@schofields-flying-club.com.au).

### Thought for the month

"Many of life's failures are people who did not realize how close they were to success when they gave up." [Thomas Edison]

Until next time.

***Latrodectus***

**This space intentionally left blank  
For YOUR article!**

Schofields Flying Club Ltd – 60 Birch Street Bankstown Airport 2200  
(PO Box 200, Georges Hall, NSW 2198 AUSTRALIA)  
Phone: +61 2 9709 8488 Email: [mail@schofields-flying-club.com.au](mailto:mail@schofields-flying-club.com.au)  
Schofields Flying Club Website: [www.schofields-flying-club.com.au](http://www.schofields-flying-club.com.au)