



# LFC Newsletter

The Newsletter of the Limerick Flying Club

[www.limerickflyingclub.com](http://www.limerickflyingclub.com)

August 2015

## **FROM THE CHAIR- Joe Sullivan**

Although its hard to be sure what season we are currently in by looking out the window, you can accurately tell we are well and truly inside the peak of the summer season by the number of excellent air shows that are on around now such as Bray, which has grown rapidly in recent years, Foynes and of course our own local show at Shannon, to mention just a few. I attended the Shannon show and enjoyed it very much, especially the display by our own Gerry Humphries in EI-HUM(the cow) and his son Harry in the very unusual mini-Mig bi-plane. In general I have to say the gig was very well organized with little or no traffic disruption in the town, easy access for all, and plenty to keep kids occupied. This is in stark contrast to my experience of the Galway show from a few years ago where traffic jams of 5 hours were the order of the day. The entrance fee was a modest €5 with the additional benefit that your wrist band gave you access to other attractions in the area like Bunnratty Folk park, for the week-end. None the less I noted a lot of instant, and insane grumbling on social media related to every aspect of the show. I'm not sure if this says anything about the nature of people, Irish people or social media but it is certain that any and all of this type of comment needs to be taken with a massive grain of salt. The effort that goes into something like an air show is monumental and few are ever pursued (or expected) to make money. I would just like to say well done to the organizers of the Shannon show. In the very same breath I would like to say the same to the organizers of our own Open Day/Fly-In (detailed below). The efforts made by so many members to make this the success that it was, was monumental and it was a great day out and in the Woodfield Hotel despite the weather not co-operating with us. It has come to the stage that people will not now book holidays when the Coonagh fly-in is on, for obvious weather related reasons. As I look out at the gloom and listen to the howling wind I wonder are we every going to get a break this summer.

## **LFC FLY-IN 2015**

The weekend of the 11th July saw the Limerick Flying Club annual fly-in take place and everyone certainly seems to be in agreement that the weekend all went very well.

As always, lots of advance planning went in to the occasion with volunteers meeting regularly by phone, email and in person weeks ahead of the activity. Preparations had been made to cater for adults and kids, pilots and non-pilots, visitors and locals. We did radio interviews, notified local press and even put signage on the Coonagh roundabout to ensure as many people as possible know about the event. This year we also decided to make it a charity event and invited Down Syndrome Limerick to the event to collect from the public at various points around the field-Denis Griffin of Down Syndrome wrote to Mark-"Well done to you and the organizing team, we were delighted that your event chose Down Syndrome Limerick as your charity".



Of course the only thing we can't ever plan is the weather and we were let down on Saturday with showers, low cloud and gusting southerly winds. The poor weather kept most of the crowds away and also unfortunately many of the visiting pilots. A few brave souls did however cross the Irish Sea from Haverfordwest in their RV7s. They came for the Guinness they said and were understandably disappointed when we said we didn't have any! Not wanting to let down our only visitors, some kind soul drove to Tesco to buy a few cans so pints of Guinness could be served.

The bouncy castles and ice cream proved a very big hit with the little ones and although it seemed the crowd was kept away we did keep Gerry busy cooking over 100 burgers and dozens of hotdogs.



But despite the weather, many members and visitors did drop in.



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Hum didn't disappoint us with his standard arrival procedure. The Air Sea Rescue chopper unfortunately had to cancel. The evening meal saw us gathering at the Woodfield Hotel for 8pm. The intended location outside the hangar didn't appeal to anyone given the wind and rain but we soon took over the conservatory at the Woodfield and made ourselves at home. This year was a bit of a break with tradition to go to an outside venue but it seems to have paid off. Last year most people had drifted away by 11pm but this year we still had a good crowd at 1am. 20 euro a head got us steak, chicken curry, desert, coffee so that certainly was good value.

Throughout the day and on the evening we had been selling raffle tickets for a grand prize draw which raised another €500 for DSL. Once dinner was finished we drew the winning tickets. The prizes were:

- First prize of Ballymaloe house voucher worth €250 was won by Sarah O'Brien
- 2nd prize of an introductory lesson at Coonagh was won by Liam Galvin
- Sarah Taylor won an aerobatic flight with Gerry Humphreys
- Peter Bagnell won a trip around Limerick in Alpha Mike.
- Terry Brendan won a bottle of vodka.
- And finally, Aidan O'Rourke won a trip in a tail dragger

(which is of course a bit ironic so he has more time in tail draggers than most of us)

Paul Keane won the coveted Clubman of the Year award for his stellar work throughout the last 12 months in promoting the club, organizing most facility improvement works and helping with aircraft maintenance. In addition, Gerry Humphreys won the John Keane cup for the most airfields visited in the year and the team from Haverfordwest won a bottle of Jameson for the furthest distance flown. Daniel Mortell was presented with his wings.

Sun 12th started slowly as people arrived at the field one by one. We did not have any activities planned, but the day turned out to be a far nicer than Saturday and many visitors who had held off on the Saturday decided to drop in on Sunday instead. We had 12 aircraft visit us, which is probably a record for a Coonagh fly in. Many members of the public were flown including some of the prizewinners from the raffle.

So, all in all, a very successful weekend and a heartfelt thanks to all those who contributed. We all lead busy lives and it means a lot for us as a club that we are willing to take time out to put in the time and effort to make an event like this worthwhile and to make a very meaningful contribution to the status of the club and to a worthy charity as well. We might not always remember to thank everyone that helped out but I have every confidence that these unsung heroes know who they are and are happy that their contribution made a difference.

**SHANNON AIRSHOW**-was held on the 18<sup>th</sup> July and luckily the weather cleared just in time and up to 40,000 people attended on the day to see an interesting flying display and many and varied ground entertainment. Personally, I would have liked to have seen a static display also of the various aircraft on display for photo opportunities at least! A good day out though, especially for families.

**FOYNES AIRSHOW**-The weather was not kind to this show and restricted it to a certain extent.

**RIP**-Sadly, Howard Cox who was flying his Bede BD5 from Waterford to Foynes was tragically killed when he crashed near Dungarvan.

**ULSTER FLYING CLUB**-hosting an Open Day on 15-16 August at Newtownards, no landing fees and a BBQ weather permitting.

**Coonagh Visitor**- EI-ROK is a Bristell NG5 LSA, which paid a visit recently and is a very nice machine indeed. It is based at Newcastle Airfield in Wicklow and is another fine design from the Czech Republic, which seems to turn out a never-ending supply of superb aircraft. It is powered by a Rotax engine and has a MTOW of 600kgs.



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## Bi-Annual Flight Review USA

By Harry McNamara



Apart from my EASA licence I also hold an FAA PPL, which is issued on the basis of a foreign licence. To exercise the privileges of the FAA PPL you must operate within FAA guidelines which in some respects are quite different to ours. On the basis I was getting my Biennial Flight Review (BFR) done while on a trip to the USA in June (at SunState Aviation in Kissimmee), the Editor (Foncy) asked me to pen an article for the newsletter outlining the processes and to highlight the differences between what we do and what our American cousins do.

The PPL's in Coonagh are familiar with the certification for the renewal of their EASA licence every two years. This involves twelve hours of flight time in the previous twelve months

including a recent session of at least one hour with an instructor. The PPLs then present their licence, logbook and evidence of the instructor flight to the IAA. The consequence of missing the certification deadline means a full flight test - which some have discovered is an expensive and inconvenient process.

However when it comes to the instructor refresher flight the FAA process has significant differences to ours. The BFR has two distinct stages to it each of which must be completed and certified by the instructor carrying out the review.

The first phase is a minimum of one hour of ground school with the instructor. What this involves is a no holds barred quiz. It covers every conceivable aspect of what is involved in flying. Some FBO's (Fixed Base Operator) or flight schools will have you complete a questionnaire in advance.

The second phase of the BFR is a flight lasting not less than one hour. In reality by the time you get all the elements of the flight done it typically takes up to an hour and a half. The flight is akin to a flight test and includes the pre-flight inspection, start-up, radio calls, taxiing, take-off and departure to the training area. In my case, the flight involved slow flight (with and without flaps), half a dozen fully developed stalls in different configurations, tight turns and simulated engine failure at three thousand feet all the way down to five hundred feet. Without the use of GPS I had to find our way back to Kissimmee (good old map reading and compass) before hitting the pattern (circuit to us) where I had to demonstrate standard, short field and flapless landings.

One cannot fail the BFR. You either pass or you don't. There are no sanctions or reports to the FAA. However it means you cannot fly solo until you do pass. If you fly without a BFR your insurance is invalidated and you could be up before the FAA, which could lead to suspension of your licence or worse. When you do pass the BFR, the instructor has a two-part certification to complete in your logbook, which as the name implies is valid for two years.

Before doing the BFR I had to complete the aforementioned questionnaire with over fifty questions. I also had to do density altitude and take-off distance calculations. Again as part of the BFR flight you have to demonstrate the ability to do a weight and balance calculation.

However, where Sun State differ from many FBO's is the requirement to take, complete and pass up to five online courses or safety quizzes under the auspices of the Air Safety Institute which is a division of AOPA. These are excellent and a fantastic refresher. They cover a wide variety of topics including pre-flight preparation, radio usage, Airspace, Runway and Airport Signage, Thunderstorms, Engine and Airframe, VFR into IFR, and Accident case study analysis.

When you complete these you download the certificates in PDF, which include your name and licence number and email



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them to SunState in advance of doing the BFR. No completion certificates - no flying!

Before the BFR I had to produce licences (EASA and FAA), Passport (with US Immigration Entry Stamp), Drivers Licence, logbook and medical and sign a plethora of forms.

When I met my assigned instructor, he went through all my paper work again. He quizzed me on my flying experience and recent time on Cessna 172s. As it happens I had not flown a 172 since my last visit two years earlier in June 2013. Then the hundred or so six-markers started including a review of the questionnaire and maps. For foreign pilots there is a particular emphasis on knowing the local rules, which often differ to those at home. Before I knew it, seventy-five minutes had passed and I had (successfully) completed the ground portion of the BFR.

We then briefed for the flight, which was scheduled for early the following morning. Such flights are usually flown early in the day before the afternoon thunderstorms and instability of a Floridian summer set in. Because it was two years since I had flown the 172 the instructor indicated he would be doing a bit more than usual with me.

The following morning after I had completed the pre-flight, we were off the blocks at 9.30. Over the following ninety minutes I was put through all of the aspects of the flight review as described earlier. One unusual aspect was trying to fly the aircraft with my eyes closed. I also had to describe the manoeuvres the instructor made, again with my eyes closed. The obvious lessons - get some hood time and avoid inadvertent IFR.

Once the process was over and with my logbook certified I was free to rent the 172 and do a few local trips during the rest of my holiday.

The biggest difference between the USA and us is the ground school review. While it is not required under the EASA rules, it is one that would bring great benefits if it were. It forces you to review the text books and think about what you are doing when flying and of the wider issues of which to be mindful. Finally if you are a member of AOPA you could do worse than dabble with a few of the online courses.



**Editor's note**-Harry sampled some other types too, enjoying some time in a Tecnam Sierra-almost the same as our P2002 at Apopka airport.



But I don't think his wallet could have afforded the \$3,500 per hour charge for this two-seater P51 Mustang which just happened to pass by at Kissimmee Airport in Florida!



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**NEWS-** I was going to put in a bid for Spain's Ciudad Real airport which was sold for-wait for it-€10,000! It was built for €1billion!! Now, I wonder if they would give me unused Galway airport for the ten, don't you know they would charge millions for it here.

**"Both Feet Off the Ground - a Memoir"** from former instructor at Coonagh Denis Leonard has written his story of flying experiences and is available from the author at a cost of €5 His contact is [denleonds@eircom.net](mailto:denleonds@eircom.net)

FH Editor

## Articles

The LFC Newsletter is published quarterly, in the first week of the month. All articles, letters, etc. must reach the Editor at least two days before distribution. All club members, and non-members who are interested in our club, or flying, are invited to publish articles. Please submit your article by email to [newsletter@limerickflyingclub.com](mailto:newsletter@limerickflyingclub.com) or in person or by post. They may on any subject you wish, information, gossip, fun, logistics, or anything else.

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