



LFC Newsletter

The Newsletter of the Limerick Flying Club

www.limerickflyingclub.com

Dec 2011

The avid determination victory...

By Paul Ryan

My obsession with flying started at the early age of eleven when, on my confirmation day, my parents organised a surprise flight with Gerry Humphreys from Coonagh airfield, Limerick. From that day onwards, my love of flying has just grown and grown and I was delighted to have been the first Irish Young Eagle.

From birth I have had medical monocular vision, which essentially means the sight in my left eye is below 20/200 (first letter on the eye chart). When I turned 17 I contacted the IAA medical department about getting a class 1 or class 2 medical to enable me to get my licence. A few days passed and I was contacted by Dr Roodenburg of the IAA, to whom I explained my condition but I was informed by her that flying would be impossible for me and that I should go and pursue other interests. To say that I was disheartened was an understatement but I didn't give up. I started looking at the American FAA route. A few years passed and Dr Kileen in Dublin managed to secure a Class 1 FAA medical for me, but with the requirement for a medical flight test to gain a SODA (statement of demonstrated ability). With this medical, I began to look at the European (JAA) medical situation again. Once again I approached Dr Roodenburg but I was given the same unsatisfactory and negative answer. Even though you may think that the JAA should have the same medical requirements for each member state I decided to contact the UK CAA to see if this was the case. From the beginning, the CAA could not have been more helpful. I had an in depth conversation with Dr Adrian Chorley who invited me over for an extended ophthalmology report. A few weeks later I was on a flight to CAA headquarters at aviation house, Gatwick. After two hours of in-depth eye testing Dr Chorley was satisfied with my vision even though I did not meet the official standards as set out by the JAA. He then invited me to take an initial class 2 medical examination following on from my ophthalmology results. **JAA standards state that monocularity is satisfactory if it occurred after the age of 5.** This seems ludicrous as it would make more sense to be monocular from birth which would mean that the person has never experienced a better

standard of sight. After a tense wait, then to my delight I had passed the initial class 2 medical. However a number of conditions were placed on my medical which included having to wear eye protection during zero G manoeuvres and open cockpit flying and also completion of a medial flight test during my skills assessment as part of my flying exam. This essentially meant that my examiner would have to complete a form during my test which stated that he/she was satisfied with my ability to control the aircraft safely. I was also advised to complete my training before April 2012 in case any new regulations were introduced by EASA in the meantime.



With my medical now secure I flew to Bournemouth and completed a one week intensive ground school programme with Derek Davidson. With my ground schooling finished, I was on a tight time schedule so I decided that an intensive PPL course with one to one tuition was my best option. I narrowed down my venue choices to Sue Virr in Limoges France and booked my course which was to commence on the 26th of September 2011. In the meantime I joined Limerick Flying Club based in Coonagh and began taking lessons to start my training. The staff and instructors were a great support to me and I owe a huge debt of gratitude to the instructors, in particular Neil Rankin and Gerry Humphreys. The week before I was due to depart for Limoges I received word that Sue Virr had been taken ill and would be unable to facilitate me on her course. Unfortunately, a few weeks later, Sue Virr passed away and my thoughts and condolences go out to her family at this sad time.



LFC Newsletter

The Newsletter of the Limerick Flying Club

www.limerickflyingclub.com

Dec 2011

I began to look for alternative schools where I could pursue my training and I must thank Neil Rankin for his help and guidance at this time in finding another flight school. I settled on a school based at Sandown airfield located on the Isle of Wight which was run by Jim Bernie. My decision to pursue my training here came from the recommendation of Derek Davidson who had facilitated my ground schooling. Over the 5 weeks I spent in Sandown, Jim and Brian Cheek trained me to the skills test standards which I completed on the 1/11/11 at Old Sarum airfield with just over 47 hours logged.

I would say to anyone in a similar situation as mine not to give up until all avenues have been explored and exhausted time and time again. I will always be grateful and will never forget all those who helped and supported me during this whole experience. Without these people I would not have gotten to where I am today and would not be holding in my hand my much sought after PPL.

A more conventional outcome...

We wish to congratulate Mr Seán Byrne who has flown his first solo during last week. Very best wishes for continued success in your training.

Flags ahoy...



The committee wish to thank Mr Don Wallace for his contribution of 3 flags and 200 badges to the club in the past few days. Don of course has been a past chairman of our club and although he is not

actively flying at the moment it is very nice to have his continued contact and interest in our day to day activities, thank you very much Don.

Christmas tippie...

I am informed by Mr Mark Lloyd that the annual little drop of refreshment is likely to be offered for consumption this year on 17th December. The venue and the time has yet to be finally confirmed but if you keep an ear to the ground around the Sunday breakfast you should have no problem getting the full story.

The Internet snail eliminated...

Many of you who have been using the Internet in the clubhouse over the past couple of years will be aware of very slow operating speeds in there. It was time to do something so last week Willie Flood and SNW got their heads together and Willie came up with a brilliant reason for the slow motion. Since the problem was identified I did a little re-wiring and provided a special electrical outlet for the Internet line receiver. The speeds in the clubhouse are now on a par with the main terminal in the portacabin.

We wish all our readers a very Happy Christmas. We hope that the New Year will bring some good times and that our club will continue to operate and prosper with its usual resilience. There have been hard times before!

Articles

The LFC Newsletter is published in the first week of the each month. Articles, letters, etc. must reach the Editor at least two days before distribution. Club members, and non-members interested in our club, or flying are invited to write. Please email it to newscoonagh@gmail.com or give in person or by post. You chose the subject you wish, information, gossip, fun, logistics, or anything else.

Disclaimer

The articles, opinions and ideas published in the LFC Newsletter do not necessarily reflect the views of the Limerick Flying Club (Coonagh) Limited Committee or its officers, who accept no liability for the articles or for any statements made.