



LFC Newsletter

The Newsletter of the Limerick Flying Club

www.limerickflyingclub.com

January 2015



Very nice aerial shot of EI-LFC in the skies over Limerick(City of Limerick Photos).

From the Chair

First and foremost in this issue let me say that it is with great regret that we note the passing of Dan Lehane, owner of Coonagh Airfield. On behalf of the committee and the club membership past and present I extend our deepest sympathies to Dan's wife and to all the Lehane family, especially Dan Junior who was an active member of the club for many years. As many of you know Dan was always a great supporter of Limerick Flying Club and took a great interest in the club's well being. During any and all interactions I had with Dan through the years at Coonagh he proved to be a man of his word, fair-minded and an extremely decent individual. I also know that some of our long term members such as Tony Doyle, John Keane and Brendan Beegan who knew him better than me had great respect and time for Dan, and would agree whole heartily with my previous comments. As we look forward into the New Year let us take a moment to look back and remember a great man and friend to Limerick Flying Club, Dan Lehane RIP.

The two Tecnams have served us extremely well over the years. Anyone who can remember running Rallyes at Coonagh will agree that the arrival of these new

generation aircraft transformed the club and the clubs fortunes. That transformation did not happen by accident and I would like to thank some of our previous committee and club members who were instrumental in making that happen. In October of 2014 the committee resolved to replace the current aircraft fleet in an orderly manner, over the next two years starting straight away.

The finances were looked at by Finian and we went ahead and spoke to one or two individuals who helped us through the process of choosing aircraft the last time. Since then, Trevor Young has agreed to take on the chair of a subcommittee whose role will be to advise the club on the options available to us and all the relative merits of each aircraft. Trevor has asked a number of people to help out on this subcommittee including myself, Dave Fielding and one or two more. The process that worked so well for us before is as follows. The subcommittee assessed the suitability of all offerings, making a short list of suitable aircraft. We then attempted to bring to Coonagh to fly, or otherwise review the aircraft on the short list, with a view to bringing recommendation to the general membership. On approval of the general membership we will go ahead and place orders for one or two aircraft to be delivered over two years. We then dispose of the older ships as the new ones come on stream. For now can I ask the membership if you have any suggestions for aircraft types that you think might be suitable can you communicate this to Trevor. Remember any aircraft must be certified, as it will need to go on the RTF for training purposes, parts must be readily available and the type must be supportable by an Irish maintenance organization. Crosswind is a consideration, as is safety in a club environment as well as suitability for training (often conflicting goals). Running cost in terms of components life and fuel burn are also considerations as are full dual controls, break configuration, castoring nose wheel and so on. It is, as you can see a complex and critical task so any suggestions are most welcome. Finally can I wish you all a very happy new year and best wishes for the coming flying season.

Joe Sullivan-Chairman.



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Happy New Year to all members! Welcome to the January 2015 edition of the Limerick Flying Club newsletter. It is issued quarterly. Articles are always welcome on aviation related matters for the interest and knowledge of the members. Please keep your contribution reasonably short and do enclose photos if you wish. The editor reserves the right to edit articles received.

FH

Submissions to the newsletter are always [welcome-newsletter@limerickflyingclub.com](mailto:welcomenewsletter@limerickflyingclub.com)

Membership 2015-If you have not paid your membership fee for the new year please do so without delay as only those who have fully paid up are entitled to fly club aircraft. The club depends on the membership for its survival and we need your loyal support on this. Various options now exist to make payment easier, e.g. direct debit, monthly instalments and if you wish to avail of this facility please contact Harry McNamara who will sort this out for you

Booklet-All new members receive a booklet on club information and facilities plus a membership badge and a club crest sticker.

DUTY PILOTS-URGENT

More duty pilots are needed urgently- [contact Rob Benson 087-2432464/robert_benson@hotmail.com](mailto:contact_Rob_Benson@087-2432464)

We need many more members to fill thir slots for duty on weekends. Some are not turning up at all. Please help out by doing your duty on your appointed day.If you are not on the roster contact Robert Benson on numbers above.

Airfield and Facilities

A new fire engine now exists at the club and is a welcome sight! It is easy to drive and has been very well decorated in proper markings, including the club logo.

Astronaut-



I had the pleasure of meeting Greg Johnson, Command Pilot of Shuttle Flight STS-134 recently at Clane School, Co. Kildare where he gave a very interesting and fascinating lecture on his flight into space aboard the shuttle and showed some excellent slides and film of the crew at work. His flight on 'Endeavour' lasted sixteen days. Greg is a retired US Air Force Colonel. He is a regular visitor to Ireland and a very nice guy indeed. Who's the 'ould fella with Greg?





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TANGIER AND BACK-Malcolm Evans

The plan was to visit the Airbus factory at Toulouse in France but add a little spice to the trip by visiting Gibraltar and Tangier in Morocco depending on time and weather. The participants sharing the trip would be me in John's RV7a that's the nose wheel job and Mark in Martin's RV7 with as some would say, the one wheel in the right place.

So, maps acquired, there is a handy one mil map of the whole of France plus a couple of Spain and Portugal and one of North Africa or at least the bit that covers Morocco. Dates decided (a bit of wiggle room needed here) and a word with him upstairs for reasonable weather (would like good weather but beggars have to take what they can get).

Lines drawn, all entered into Mr. Magic (Sky Demon) and plog produced. Flight plan filed to La Rochelle which if you do not know is well down the west coast of France, been there before so know the craic. Hotel booked, one of those you can cancel up to 4pm-6pm on the proposed day of arrival. So all set to go, Euros bought and credit card ready for a hammering. For those who have not as yet made a trip to the continent you need a flight plan to cross any international boundary except once into a country that subscribes to the Schengen agreement, on this trip France, Spain and Portugal do but Gibraltar, Morocco and UK do not. This fact will cost us close on £250.00.

To put things in context all four of us have made continental trips before, to Rome, Slovakia, Czech Republic and as far north as Finland. John and I have both done some flying in New Zealand and I in South Africa, USA including the Bahamas and Chile of all places so we are not an inexperienced bunch with some of it before the advent of GPS.

So the day arrives, we set off mid morning to the English coast just west of Bournemouth on through Jersey airspace then Alpha airspace now Delta airspace so permission needed, not a problem, coast in on the Brittany coast of France and head south to La Rochelle. France is crisscrossed with military transit routes usually 800ft AGL to around 3400 ft. AGL so go under or over unless cold ref Notams. La Rochelle friendly airfield used to foreign arrivals, go to fuel station for customs clearance and if needed, fuel. We stayed the night and made our first mistake, we went to the nearest restaurant to the hotel without checking the price of the drinks and Martin can handle his alcohol—about a hundred pounds a

head—first and last time we should have known better!

Next days weather a bit iffy before the Spanish border but good after that on the way to Burgos in North Spain. There are a number of danger areas along this French coast usually cold at weekends but check. Flying on the continent is easier than in the UK bit like in Ireland. Bordeaux control gave directions to steer to avoid incoming commercial traffic. As we approached the Spanish border Martin decided to divert into Biarritz, John and I with forecast of better weather before the high ground in Spain and by now over the sea decided to carry on and turn back if necessary. Weather was as forecast and we had almost clear blue sky by the time we could see Burgos airport at about eight miles. John landed on the numbers of the 3K long runway and so starts another little story.

We had to taxi best part of the 3k to park in front of the tower, request fuel—ah—please taxi back down most of the runway then take the taxiway to the end of the old 1500M runway, taxi to the end where the pumps are, we refuel and start taxi back to stay overnight. Get to near the end of the old runway and puncture—great—called the tower who dispatched the fire engine. Now John has no Spanish and mine would get us some food and a beer but no more. The firemen wanted to push out aircraft onto the grass, I refused point blank because it would then be our problem not theirs. A couple of radio calls brought out the engineer who inspected the tyre found a nail decided to use his portable compressor to inflate the tyre and with me on the wing tip John taxied back to the hangar by the fuel pump.

Next morning we were picked up as promised but then problem No2, we now had brake fluid leaking from the starboard brake—engineer again—taxi back to hangar again with me on the wing to help steering—more bad news no spares but a couple of phone calls to other airfields sourced suitable spares. John accompanied the engineer whilst I whistled away the time in the airport lounge about 6 hours.

Upwards and onwards across Spain and Portugal to a small seaside airport of Santa Cruz for a night stop and meet up with a fellow RV builder. Portugal turned out to be surprisingly hilly. Bit foggy leaving Santa Cruz but out over the sea this soon cleared to bright blue and onto Faro to clear customs to Gibraltar,



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Could have used a Spanish airport but relations between Spain and Gibraltar are dodgy at the best of times. Landed at Faro around lunchtime on a Sunday, Faro being the holiday airport for the south of Portugal, it was busy, ATC struggled to find a suitable place to park. We got priority treatment, picked up from the aircraft straight to the front of the many queues at immigration, tea and bickies while they processed our paperwork, filed our flight plans and drove us back to our aircraft for departure to Majorca all for the princely sum of just shy of £130.00 each aircraft. We had been given a slot time for landing at Gib plus a quote of £55 landing fees, the journey across Portugal and Spain was pretty mundane, radio work is fairly simple on the continent arrived some two minutes late and as the main road crosses the middle of the runway it gets closed off to land and naturally also to depart. Parked up, taxi to hotel wandered around had a look at the monkeys on the rock had couple of beers and a good evening meal. I had been here before so acted as guide. Since we had lost a couple of days and had an appointment at the Airbus factory we would have to forego the short trip to Morocco, sad but there it is.

Flight plan filed and a bill of £36 ah well some you loose and some you win. The short trip to Malaga to get us back into the Schengen countries was with one exception uneventful, the controller got the spacing wrong for Martin's landing and had to send a Boeing 737 on a go around, again formalities completed and a landing fee of 17 Euros can't be bad. The next leg was mine to fly from the right hand seat, direct track would take us over the high Sierras but with a cloud base of less than a 1000 ft. and viz. around 5k at best that was not on so follow the

coast as far as Alicante and then strike out over the sea to Majorca. Not for the faint hearted I think some 420 NM over the water. The weather got slowly better as we went along and Alicante insisted we come inland and over their tower not above 1000ft then out over the city and back out to sea to clear their flight path-nothing seen or heard, now we were seriously over the sea en-route to Son Bonet the GA airfield of Majorca. Stayed the night in a local hotel, been here before.

Next day head out across the water south of Barcelona to pick up the motorway through the mountains into France and then west to a GA airfield near Toulouse and a taxi to our visit to the Airbus factory. The tour consists of some video then up in a lift to a balcony that overlooks on this day three A320/321 being fitted out. From the 20/30 feet above and with no reference these aircraft look quite small.



What did I learn from this trip?

- Some can take their drink others cant.
- No real problems in flying in Europe as long as you do a little pre-planning
- Pick the brains of anyone who has done it before the more often the better

Hope you enjoyed reading at least some of the above sorry its a little long winded but then at about a £1000 a head I think one is entitled to prattle on a bit. Happy New Year to you all and safe flying

-Malcolm Evans (G-LAZZ)/Pembroke shire Flying Club.

-thanks Malcolm! Ed.



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EI-BCJ This beautiful Falco F8L is based at Kilrush airfield, Co. Kildare where I saw it recently in immaculate condition. Designed by Italian, Stela Frati it can be built in kit form. Owned by Mike McLoughlin it was constructed in 1959. Wish I could have one of these!

CLUB CREST STICKERS- on sale in portakabin at 50c, especially to the public.

CONTRIBUTIONS

The Newsletter depends on articles/contributions/photos and can only continue if they are received. So, please put pen to paper or contact the editor if you have something, anything to contribute.
FH.

News-

- Galway Airport-The future of this airport still has not been decided, meanwhile a subsidiary of Weston Airport operates the airport in a general aviation capacity, without Tower facilities.
- Inishbofin Airstrip-no progress has been made here and it is unlikely to open. It has been intended to dispose of this strip and Clifden but the only hope for Inishbofin is the possibility of Irish Coast Guard emergency operations operating here occasionally.



PPL will travel-member Harry McNamara flew this Piper Archer while on holidays on the east coast of Sweden. Like their clubhouse!

Articles

The LFC Newsletter is published monthly, 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 or in person or by post. They may on any 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.