



LFC Newsletter

The Newsletter of the Limerick Flying Club

www.limerickflyingclub.com

Jul 2011

The newest 'four letter' word...

EASA, that should be a nice word for the aviation scene in Europe but things don't seem to be going the way we might like. The IAA had a road show visit to Coonagh in the past few weeks and we in fact were left in very little doubt that things are changing. Despite a big effort on behalf of the attending IAA personnel most of us who were at the meeting went away believing that things will not go our way.

Some of the points that were in contention on the evening seem to be coming home to roost and the email from Joe outlines the following points which were indeed flagged by the IAA personnel but it seems that the real situation may be even worse than we were told.

'Things seem to be getting out of hand with EASA FCL. I had communications from Maurice Cronin, who has proven to be right in almost all his predictions in relation to this. The recent (and welcome) IAA initiative on communication and safety has reinforced the viewpoint. Check out the following link

<http://www.iaopa.eu/contentServlet/pid1000041.html> and especially read the June 2011 internal link, it makes cold reading! I don't know what we can do, but it may be time to make noise somewhere. If the developing situation continues we could be facing:-

- A mandatory flight test with an examiner at least every 6 years
- No trial flights without an air operator's licence and a commercial pilot
- No flying of vintage, home builds or micro lights on EASA licences. For that activity we will have to depend on the IAA issuing a national licence and a national permit to keep all vintage and

homebuilt aircraft flying.

- No using of a national licence flying time against EASA licence (if you fly a vintage or home build on a national licence you will still need twelve hours on an EASA type to keep an EASA licence)
- No 'N Reg.' aircraft for non commercial pilots (commercial pilots such as those flying for Delta will be unaffected)
- Instructor ratings will be almost unobtainable
- IFR rating almost unobtainable and if one manages to get one it will be virtually un-maintainable.'

The IAA is anxious to establish an Aviation Council which will embrace all interests in the non-commercial flying in Ireland, and we did think that it may have been an effort to gain some support from the general community to push the new regulations through in as gently a way as possible. From the foregoing it seems that they will need all the help that we can give them, but one wonders if it is somewhat like the turkey voting for Christmas.

No lock-up...

By Mike McGrath

It has been brought to my attention that the fuel bowser is not being properly secured at the end of operations. If you are flying midweek, when there are no Duty Pilot rosters, or if you are the last person on site at weekends please ensure that when you are finished that **ALL** facilities are properly secured. **DO NOT ASSUME SOMEONE ELSE WILL LOCK UP OR HAS LOCKED UP.**

We have had similar issues last year with the



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Club assets not being properly secured before leaving and it only takes a couple of minutes to confirm that:-

- Fuel Bowser is locked & the key in the hangar
- Electric fence reinstated
- Fire shed locked
- Clubhouse locked
- Hangar locked
- Ops room locked

Remember that all visitors to the club may not be as honest as you!

Lets' cut the shit...

By Barry O'Donnell

There are now canopy and nose covers in place in addition to the wing and elevator covers for the two Tecnams. See the attached photos.



Of course I am asking that all members keep the aircraft covered while in the hanger. Even already it is noticeable how much of the bird droppings these covers are catching. Also when removing the covers please don't leave them on the ground. I will make another set for the AT3 soon.



RV to the rescue...

By Gerry Humphreys

I missed an Aer Lingus flight from Dublin to Geneva early on last Thursday morning. With strikes in the UK there seemed no way to get to an important business meeting. On the drive back home I decided to take the 'RV'. The weather was nice and if I did not hang about, Annemasse, a G.A. airfield just south of Geneva across the French border, was 'do-able' by 4 pm local.

VFR plans via Cherbourg were filed using 'Rocketroute', which is a brilliant new online flight planning system recently launched. You can quickly plan and file VFR or IFR from any PC or a mobile phone. They then send you an acknowledgement along with the weather and the approach charts for the route.

Cherbourg is close to the site of the D-Day landings and for the first time I saw both Omaha and Utah beaches, the scene of some of the most historic events of WW2. The huge memorial just inland from Omaha beach looks like open parkland from a distance but when you fly closer row upon row of crosses come into focus and one realises that it is a massive



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graveyard, because a lot of young men lost their lives down there.



France is a great place to fly through. There is lots of open airspace where VFR is allowed and once you get used to the French system it is easy. The first mystery to solve is that the whole country is covered by a network of VFR flight service providers, the boundaries and the frequencies are on the French maps. The standard speech when you introduce yourself is departure and destination field, type, p.o.b, position and alt and finally what you want. Once you figure out who to talk to and what to say it is very simple.

5 hours there and back by Friday pm, 300 litres of fuel burned and no drama. I was back in time for the fly-in at Clonbullogue next day where 56 different types had landed by 17:00 local, and the normal intensive parachuting ops continued all day. Some achievement - a well organised event! This afternoon (Sunday) is an aerobatic display at the Clonmel show and its all go! Don't forget the Bray Airshow on Sunday 24th July and the Irish festival of speed in Adare on 31st. Just a reminder that I am available on Thursday evenings for instruction at the club, I had only one single booking all last month.

A liver too far...

The experience for the Co. Leitrim family on Sunday 3rd July is tinged with some sadness, and a reminder of one episode we have had.

As many of you may know there was a liver available for a transplant in London but due to several factors the patient who is resident in Co. Leitrim could not be airlifted to hospital within the acceptable time frame. Several comments are available on the Irish press and Radio apportioning various blame and failings but probably the bottom line is if you live outside the 'Pale' then London is far away.

However some years ago Michael needed a kidney transplant and the Dublin hospital called at very short notice, while he was on holiday in the Canary Islands. Due to the great services of Gerry who did a fast transfer for Michael from Gatwick Airport to Dublin, coincidentally also on a Sunday evening, Michael got his kidney transplant and is now fit and well. Maybe the HSE should be more aware of who is available and what services they can use, and it would be very interesting to find out if Gerry was contacted on this occasion or indeed if he is even on their emergency list.

New image website...

The 'new look' website is still on course for publication. There are final tests being done to make sure that all is well before the site goes live. Hopefully it will not be long before we see the new look but Martin and team are really working hard behind the scenes to get things just right.

There are various minor problems to sort out especially with the presentation of some of the content. I believe that there are also some minor issues with the hosting by our new web host but hopefully all will be well very soon.



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A recent visitor to Coonagh. Despite the registration this aircraft is actually based in Ireland, and flown by an Irish person. Probably some hope for EASA yet.



Weather watch...

Gerry and others are investigating the possibility of having a video weather monitoring system put in place. Many of us feel that this will be a benefit for ourselves and others who may want to visit the field. At present the funding of the hardware is being investigated. While there is the possibility that the club will put the money on stream there are also pledges of some money from club members to purchase the equipment.

Another project that is in train is the possibility of improving the range of the wireless router so that there will not be a need for the second box in the clubhouse. This will also need a few bob but not a major expense, although we may have to examine the security situation as our network would also be available to passers-by on the road if we install an external aerial.

There has been a word of caution expressed about the live weather video monitor. There is

a suggestion being advanced that since it is an airfield facility it would have to be approved and be subject to all kinds of 'bother' therefore. In that case I suppose we would just have to dismantle it again in due course because it would be totally outrageous to have such a line of bureaucracy linked into to a simple club safety facility. After all we are just trying to make our life better and safer and not to upset any of the authorities.

Atlantic AirVenture...

A reminder that an open day and show will be organised in Shannon on the August weekend. That event was held last year to celebrate the centenary of the first powered flight in Ireland which was carried out by Harry Ferguson in 1910. As the event was very successful it has been decided to make it an annual occurrence. There are several aviation events taking place during the summer and the details of those are published elsewhere, so do keep an eye out.

The Deadline for August Newsletter is 2nd August. All contributions gratefully accepted. We would hope for some technical input and comment from various committee members in due course, please. Ed.

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 newscoonagh@gmail.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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