



# LFC Newsletter

The Newsletter of the Limerick Flying Club

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

Mar 2013

## Newsletter Update

Welcome to the March 2013 edition of the Limerick Flying Club newsletter. The club newsletter is being relaunched to keep the membership updated on current events in the club. We are aiming to issue a newsletter at least once a quarter.

The role of newsletter editor is currently open. If you are interested in taking up this role please do contact any member of the committee.

Submissions to the newsletter are always welcome. You can send them by email to [newsletter@limerickflyingclub.com](mailto:newsletter@limerickflyingclub.com)

## Committee and Club Chair

The committee recently updated all members on the role of the club chairman.

Our chairman, Joe Johnston, who has worked tirelessly for many years to ensure the club ran smoothly, has decided to step down from his position as chair and from the committee for personal reasons.

Joe Sullivan is acting as club chairman until the AGM. We wish Joe Johnston well and we would like to thank him for all the hard work and long hours he has put in to building and maintaining the club fleet and overseeing the successful operation of the club for the benefit of the members. We also wish Joe Sullivan the best of luck in his new role and we hope he can count on your support going forward.

## Aircraft Update

An email was recently sent to the members from the committee and Brendan Beegan, CFI

Thanks to you all for your patience over the last few months while we have had some technical issues with our aircraft. We now have some updates to share with you about these.

EI-JPK is now operational again. We have changed the sprag clutch, starter and battery and returned her to service.

EI-LFC has more serious issues unfortunately. The engine was sent for overhaul but the crankshaft was found to have some external wear which would not be signed off by the engineer so we had to make a choice between overhaul and replacement. Overhaul would be very expensive and would give us a working engine with 1,000 hours on it. So it proved more time and cost effective to order a new engine. The engine has been ordered and is promised for delivery week ending 20th March next. So we will have both Tecnams operational by end March

G-DPEP, the AT-3 is in active service currently. This AT-3 is a fine machine and a good asset to the club but unfortunately is underutilised for a number of reasons and in fact doesn't fly enough hours to cover its costs. As a result, the committee, after discussion with the CFI, decided to replace her with a suitable replacement if an opportunity arose. Since then, Ormond Flying Club in Birr approached us and made an offer to buy the AT-3. We contacted the majority of the consistent flyers of the AT-3, and while some are disappointed, the vast majority have concurred that they would have no objection to replacement with another type and so we have decided to accept the offer from Birr.

We plan to use the time between now and then to examine other options and to solicit suggestions from the membership on ideas for a replacement aircraft which is even more suited to Coonagh and with less of a difference to the tecnams.

**Update from Brendan:** The new engine for LFC is leaving the factory this week so we hope to have it in Coonagh by the end of next week before St. Patrick's day.



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## AGM

The club AGM will be held in the Greenhills hotel at 8pm on wednesday 20th March.

This is an important club event so please make every effort to attend. Also please make sure you have paid your membership for 2013 since only paid up members will be allowed to vote at the AGM.

## The Kiwi – A Totally Expected Journey

By Jeff Walton



Every January since 1967, a group of Kiwi aviators have made their way to a grass airfield in the middle of the Waikato, to run the Walsh Memorial Scout Flying School.

The nearest town is Matamata, which until recently was only known as a service centre for the surrounding dairy farms and horse studs. But with the filming of The Lord of the Rings, and more recently The Hobbit, it has become a tourist attraction for the followers of Tolkien and Jackson. The film set for Hobbiton is located less than 5NM from the town and is visited daily by those interested in the films and books. But I should get back to the flying.



For two weeks every January, Matamata airfield is transformed from a sleepy glider and parachuting centre into one of the busiest training airfields in the world. Scouts New Zealand select around 70 young adults (16-20 year olds) to attend the school as students. 40 or so of these students will attend for the first time, with no or minimal flying experience (Ab-Initio Students – Abo's for short). The rest will be Returned Students and Student Staff, who will be looking to build hours.

Abo's partake in an 8.5 hour flying programme, including mass briefings on all the lessons up to and including Solo. Usually at least 95% of the Abo's will go solo during the two week camp. The flying program for the Returned Students and Student Staff is tailored to the individual's needs and varies from second solo through to cross country training for PPL/CPL flight test (and has included aerobatics and formation flying).

As part of the program, night flying is scheduled twice during the camp. This is facilitated by the laying of a temporary flare path, which is now battery operated but in the past relied on kerosene lanterns.

The students are divided up into four flights, each with their own aeroplanes and instructors. The flights are also used as the basis for



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carrying out all the necessary camp duties – cooking, cleaning, aircraft preparation and care, etc. Returned students have additional duties in admin, flight operations and refuelling. How is “The Walsh” staffed?



Most are volunteer staff from all sections of the aviation and scouting community. Airways New Zealand provides a portable control tower with 5 staff, the Royal New Zealand Air Force provide a light rescue fire vehicle with 3 staff, and the New Zealand Met Service provides 3 staff. To make sure that it all runs smoothly there are also admin, cooking, flight operations, refuelling, and camping staff. But the biggest group of staff is the 25 or so instructors. They come from various airlines (Air New Zealand, Cathay Pacific, Great Wall) and flying schools, and some travel considerable distances (Hong Kong, Shanghai, Ennis).

Where do the aircraft come from?

“The Walsh” dry hires various aircraft from individuals and flying schools from around New Zealand. This year the fleet consisted of 12 C152, 4 PA38 and a C172. In the past there have been Cherokees, Air Tourers and until recently Tecnams in the fleet. Additionally, some of the staff bring their own aircraft (Citabria, Ercoupe, Air Trainer, Miles Messenger, Chipmunk). On top of these

aircraft the school is visited by various types that are passing by – Mosquito, Mustang, Strikemaster, Bell 47, Hercules, Spitfire, NH90, Boeing 757, Beech 1900, Orion, to name a few. As there are around 20 aircraft based at “The Walsh”, the circuit can get very busy (I’ve seen days of over 1200 movements), and the instructors will log in excess of 30 hours for the two weeks.



The days are long, but enjoyable (there is always the chance to have few quiet ones in the bar at the end of flying). Flying starts at 0600 and finishes at Evening Civil Twilight (2115), with night flying finishing at mid-night. I first attended the Walsh as an Abo just before my 17th birthday and was lucky enough to be one of the 95% who went solo there. Since then I have attended 16 Walsh’s as a member of staff, firstly as an Air Traffic Controller, then as Rescue Fire-fighter and in the past 5 years as an Instructor.



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It is now the journey Tess and I take each January. Travel time is around 40 hours, with a few route options (they all involve getting to Heathrow first) then it's Los Angeles, Singapore or Hong Kong before finally getting to New Zealand. I am now planning for our trip in January 2014.



## Flying VFR to Europe

By Neil Rankin

For those of you who fly into Europe or would like to ... here is a useful presentation and supporting notes. The departure point is assumed to be the UK

The author of this presentation has a couple of websites with technical information on a number of issues including some very detailed IFR and VFR trip reports.

These trip reports go into significant detail on the planning and execution of trips into Europe, as well as recommendations on various web resources to use - admittedly mostly IFR but he does have some VFR trips – either VFR or IFR much of the planning is still the same

Trip reports and various technical articles:  
<http://www.peter2000.co.uk/aviation/index.html>

His latest website:  
<http://www.euroga.org>

## Keeping in Touch

Finally, remember that the club provides many ways for members to keep in touch with each other. The most widely used method is the club mailing list. This is a moderated email based list to which all new members are automatically subscribed. In case you miss anything, you can view the list archives at this URL at any time:  
<http://lists.limerickflyingclub.com/cgi-bin/mailman/listinfo/members>

### 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](mailto:newsletter@limerickflyingclub.com) or in person or by post. They may on any subject you wish, information, gossip, fun, logistics, or anything else.

### Disclaimer

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