



# LFC Newsletter

The Newsletter of the Limerick Flying Club

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

May 2014

## Newsletter Update

Welcome to the May 2014 edition of the Limerick Flying Club newsletter.

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

Many thanks to Joe Sullivan and Foncy Hobbins for their submissions to this newsletter.

Foncy Hobbins also submitted an article which I will include in the next edition of the

## Information Night

The club will have an information night on the 23rd May. All members are welcome to come along and discuss how they can get more involved in club activities.

## Airfield and Facilities Update

### Runway

Many thanks to Paul Keane and Pat Gallagher for spraying the runway and taxiways. Let's hope that keeps the weeds at bay for another few months. We badly need volunteers to help out with this kind of work around the airfield.

### Daedalus

The online logging system has been down for the last couple of months due to a limitation of the service provider that was hosting the system. The database is being restored to another server and the system should be back up and running within the next week or so.

### Weather Station

The temporary mast that was carrying our anemometer unsurprisingly proved no match for storm Darwin. We plan to erect a pole behind the Cessnas over the coming weeks to get our wind meter back in operation again.

### Club House Bar Refurbishment

Anybody interested in a bit of carpentry please contact Mark Burkley.

### Portacabin Replacement

We are still looking. Suggestions made at the AGM didn't pan out unfortunately.

### Fuel Samples

Reminder that we are required to keep a fuel sample for every day on which there is flying. If you are the first refueeler of the day please take a fuel sample in the appropriate jar for the day.

If there is no flying on a particular day then no action is required. Yes this does mean some samples will be more than a week old; that doesn't matter. All that matters is a sample is available for up to one week after any day of flying.

## Duty Pilots

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

Please be advised that duty pilots should remain on duty even when there is no flying! Please remember to always answer the phone and check for voicemails at the start of your shift. It is important that the club is open for business at the weekends as advertised for people wanting to buy vouchers or make enquiries in person and by phone.

There has been some discussion about advertising to increase awareness of the club's operations. Remember this would be a waste of time and money if someone tries to contact us to find there is no duty pilot available!



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## Fly In

Our annual fly in date has been set for August 16th and 17th. So far all we have is a date. The position of event director is still open. Anyone interested in getting involved please let a member of the committee know.

## From the chair

By Joe Sullivan

This year's AGM has come and gone and was a very interesting and useful meeting for any number of reasons. There was a good turnout and the number of great ideas that came from the floor was fantastic to see and I would like to mention just a few here.

Jeff suggested a prize for the most airfields visited and or a prize for the greatest distance travelled. Tony suggested that LFC send a team to the ILAS navigation competition or indeed to organise our own. Martin suggested a GoPro in one of the airplanes. Pat suggested an informal quarterly meeting to exchange views and information amongst club members rather than restrict it to just the AGM. There were many other interesting contributions and on behalf of the membership I thank you for all of them and my apologies to those I have left out here.

One thing that was also very noticeable was that while some suggestions were accompanied by offers to follow through, others were not, and when pressed, contributors clearly stated that they would not participate in helping with ideas. But who should do this work? In many clubs this is contentious with views such as "the committee should do everything" and "the same few do everything" to "who are the committee". I am a member of many clubs including 3 flying clubs and LFC is very definitely a mixed bag. There are many who contribute massively, there are some who just fly and go. There are

some who complain loudly and do little else and some who work very hard. But whichever you are, the club belongs to you, and is the sum of you - the members and no more.

The committee's main role is to be the directors of the limited company that protects you, the club members, from being sued should it all go wrong. **If this happens and limited protection is lost then it is the committee member's property that is on the line first followed by yours.** There are many ways that this can happen (trading while insolvent, trading illegally) and many examples of it, including one here at Coonagh. First and foremost the directors must be satisfied that the club is being managed in accordance with the law and the companies' act (personally I would leave any club immediately if I believed this not to be the case).

For many clubs that's where it ends. In LFC there is a raft of other functions. We must comply with all commercial aviation requirements in order to train pilots even though we are an amateur club. There is a licensed aerodrome with a long list of paperwork and an inspection process; there is a fuel installation with a separate process. There is an RTF (the right to train pilots), there is an IAA supervised maintenance process (recently audited) for the aircraft, and many other smaller items such as accounts, AGMs, rates, water, farms related building, septic tanks, fire prevention, first aid training, radio licences and on and on.

All the rest is the province of the membership; flyins, flyouts, barbecues, airfield maintenance, club house, beer, tea, weather stations, duty rosters, software tools, advertising Websites/Facebook/Twitter, saving, suggesting new aircraft to buy, rubbish, clean-ups you name it. Without you none of it will happen and again I say a big thanks for all of this. These tasks and many more are currently managed by club members including by members who are on the committee.



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So there is a meeting on the 23 of May in the clubhouse and I invite you to come along and contribute to your club, but be prepared to roll up your sleeves if you want something to happen. Remember: we are the only ones who want us here. Safe flying and see you all there.

## Visit to Wales

By Fonyc Hobbins

The heat wave that hit us in July last year was of course welcome but with it often comes haze and poor visibility. Not exactly ideal for flying on a cross- country flight. However. When I checked all the weather satellites and other web sites the forecast for the south east coast and beyond looked promising. Maybe this time our long postponed trip to Haverfordwest (EGFE) in Wales was a distinct possibility. A General Aviation Report(GAR) form was sent, flight plan filed, Papa Kilo checked and fuelled and at 09.15 we were airborne at Coonagh bound for our friends at the Pembroke shire Flying Club Fly-In and competition later!



The very hot cabin in PK did not dampen our enthusiasm as we 'coasted out' at Rosslare and spotted Tuskar Rock dead ahead. We reported at the FIR boundary and changed to 'London Information' on 124.75 and passed our details. They say that all pilots notice a different sound from the engine when flying over a large expanse of water! I can honestly say we did not hear any change but that wide open sea is not

exactly where we all want to be too often but we could now see the Welsh coast ahead and the Rosslare-Fishguard ferry below us which was reassuring. We reported at Strumble VOR and banked to starboard and soon spotted the welcome sight of an airport ahead which was EGFE and we landed runway 29, two hours after leaving Coonagh. The breakfast in the small but busy café was just what the doctor ordered!



I had registered for navigation competition some time previously and our 'off' time was 13.25 and after a reasonable rest we were airborne again for our 'Initial Point' and then back over the tower to start proper, flying to six different points. Mike worked hard at identifying the various landmarks from photos supplied. Our final point was Rosemarket Golf Club, what a perfect spot! We landed on their 600m-grass strip and I was delighted to park next to golf carts and the 18<sup>th</sup>. hole-a unique experience!



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The golf club at Rosemarket gives priority to pilots, which is a very refreshing change, the owner being a pilot himself. If you ever arrive overhead fly down the course at fifty feet to alert them of your arrival, they will be happy to see you!

I can't say we won the nav. exercise but we enjoyed it and the atmosphere at this golf club. We met Malcolm Evans of the flying club who has been to Coonagh for our Fly-Ins, and other members too. We were definitely in Vans country, they seemed to be everywhere!



Malcolm has a beautiful Glasair, G-LAZZ which he flies all over Europe.

And so time to go! We flew back to the airport at EGFE, filled up with duty free fuel, visited the Spitfire museum and had a hot but fine flight home with almost perfect visibility. We both enjoyed the experience very much and I for one can tick off one of my intended flights for this year. I even got the weather right! Haverfordwest is a very pleasant airport in a lovely part of Wales and the people are fine too. Do go when you get a chance!

Foncy Hobbins.

## 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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