



LFC Newsletter

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PPL WILL TRAVEL



4,500' over Central Florida flown by a club member- I wonder who?



There he goes again!

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'SUN & FUN'- FLORIDA



Tecnam for me when I win the Lotto!

I have tried to get to Oskosh in Wisconsin over the years but something always got in the way so this year when we were invited to Orlando and I knew 'Sun & Fun' Air Show would be on I accepted in a second! We spent two full days at this fine show at Lakeland Linder Airport in Polk County, in beautiful weather, surrounded by every type of aircraft you could imagine plus a myriad of stands of every description, offering all sorts of aviation items and nearby a huge selection of second-hand parts for your plane. The weather was hot but very pleasant, less hot they say than Oskosh! The free hand-outs



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were plentiful from the stands(except Tecnam's) and meanwhile overhead an almost continuous air display took place with war-birds, aerobatic and classic types all letting us know they were around with their very individual sounds, from Harvards, T28 Trojans, L29s, Breitling Team, Flying Fortress, even a looping Beech 18!



The second day was more relaxing having found our bearings and I hopped on the tram which took me all around the huge display area and offered a close up of many vintage types not seen from the main area. We were followed by old Cessnas, Beeches and many other classic types as they were marshalled to

parking areas after landing-such as this beauty!



A Cessna 185

'Sun & Fun' is just that, and plenty of it with an almost continuous supply of everything you might want, including all kinds of food, even a 1944 Piper Cub like this one, restored from scratch by young students at Lakeland AeroClub and what a fine job they did.



So if you get a chance do go, might not exactly be Osksh but a smaller version, its easier to get to, kinder weather and a very pleasant few days or more can be had in sunny Florida.
Ed.

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NEWS —

- **New Tarmac Area**-now laid in front of clubhouse which enhances the club even further and now has to be one of the best looking clubs in the country. Let's keep it that way.
- **Maintenance Log**- A new log has been created by Brian Doyle and is in the Ops Room and if members note items that need attention in the log book these can be picked up and actioned without delay.The club has purchased a quad for grass cutting and training is available on this from Gerry Ryan & Brian Doyle. Any new machinery can only be used by those trained to operate them and are NOT to be used by unauthorised persons. A strimmer is also to be acquired.
- **Ex Chairmen Event**-A gathering of former Chairmen will be held in the clubhouse on Saturday 14th May, 1.30-4pm where we will unveil a plaque to all those who chaired the club down through the years.This event is the initiative of member Sean Walsh, former instructor with our club. Food will be served to our guests and members, we hope they will attend and pay tribute to previous chairmen.
- **Committee 2016-**
 Joe Sullivan- Chairman
 Harry McNamara-Company Secretary
 Finian Gaule- Treasurer
 Mark Burkley- Facilities/GoBoko
 Foncy Hobbins- Member Sec/Newsletter
 Brian Doyle- Airfield Maintenance

- 17 JULY FOYNES AIR SHOW
- 2 JULY FINN VALLEY FLY-IN
- 23-24 JULY BRAY AIRSHOW
- 20-21 AUGUST LFC FLY-IN

THE JEFF WALTON CROSS COUNTRY FUND-

Our former insrtuctor, Jeff Walton has very generously donated his flying credit to our club and is to be distriuted to' new PPLs. In the following way-

1. Each 'NEW' PPL shall receive 2.5 hours(€325) credit to their account, to be used for cross country flying only.
2. The flights MUST be to an airfield or airfields at least 25 nautical miles from Coonagh, and be conducted in a CLUB aircraft.
3. If these conditions are NOT met during a flight then the credit cannot be used for it.

NOTE: To qualify for these grants Finian Gaule(Treasurer), myself or some other member of the committee must be informed in order to distribute the grant. Jeff will also be advised and will contact the pilot concerned.

MEMBERSHIP 2016-

This is now due and a gentle reminder to renew if you have not already done so. You must be fully paid up to fly the club's aircraft and use the facilities.

• EVENTS 2016-

- 14 MAY LFC PAST CHAIRMEN RECEPTION
- 4 JUNE ENNISKILLEN FLY-IN
- 5 JUNE BALLYBOY FLY-IN
- 17-19 JUNE GUERNSEY RALLY
- 25-26 JUNE ILAS-WEXFORD



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A ONE OFF MAYBE- Malcolm Evans

OK, folks, today is a 160NM round trip cross country (hardly a cross country since it mainly follows the coast), land and have a cup of coffee and then do the return leg. This will be a night flight since it is about a tenner cheaper to hire a 152 after dark. On the way down we will over fly at 50ft. yes 50ft. what is probably one of the longest runways in the world-yes Florida-yes the shuttle landing facility at the Kennedy Space Centre all 5182 metres by 305 metres, more than three times the total length and seven times the width of the longest Haverfordwest runway. I gave the Shuttle Landing Facility (SLF) a telephone call earlier this afternoon requesting permission, they are happy to oblige down to 50ft., to do a touch and go they would have to check the runway to ensure there was no alligators asleep on the concrete. (There are about 4000 around the facility) and the cost might make your eyes water.

7PM and we call Ormond Beach Airport (OBA) for taxi and take off clearance. No need to call JAX Jacksonville as we will be going south along the coast. Next, we call Daytona Airport for clearance through their airspace; it's often busy with commercial flights. We get a squawk and are cleared down the coast not above 2000ft. once clear of Daytona we will call the equivalent of Flight Info and request flight following and weather info, they have radar so will keep us up to date on weather and any conflictions that might affect our trip.

Flying just off the coast it's time to call (SLF) for permission to carry out our flyby, cleared not below 50ft. and the runway lights come on, all three miles of them, down to 50ft. and track the centre line, climb away, thank (SLF) and request a frequency change to Space Centre Executive airport just a few miles away to the West. We get clearance to land and when down since it's a while since we were here before we ask for progressive taxi whereby they more or less lead us by the hand to parking. We get a coffee sadly only from a machine at this

time of day.

We leave Space Centre Exec. and aim to do a flyby at Arther Dunn Airpark some 20NM to the North. As we approach we select the appropriate frequency then five clicks on the press to talk button and on comes the runway lights. We now head back up along the coast, off to the East we can see the lightening flashing off in mid Florida and cleared through Daytona we land back at Ormond Beach— time 9.50pm and log 2.05 mins.

This little episode took place back in the mid 90's actually referring to my log book 11/04/1992 but I am now reliably informed it is no longer possible at the Shuttle Landing Facility.

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STORIES/ARTICLES WANTED- Please send in an article, story, incident to do with flying-why not tell us about your story
We need other contributions on anything to do with aviation-let's have them! 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 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.