



LFC Newsletter

November 2016

Editor: Foncy Hobbins(ajhobbins@gmail.com)

WE NEED YOU! YOU HAVE BEEN ASKED TO HELP AS A DUTY PILOT, PLEASE VOLUNTEER NOW AND DO YOUR DUTY. IT'S GOOD TO HELP AND YOU MIGHT EVEN ENJOY IT.

WINTER TIME- Did you put your clock back? Well, Charles Lindbergh certainly checked his on his epic flight New York-Paris in 1927-this is the clock he kept a wary eye on in the ' *Spirit of St.Louis.*'

The Tecnam Story

The first time I heard the word Tecnam was down under in Australia in 2001 and when I read an article on their P2002 model I was intrigued. I was impressed when that particular model touched down at Coonagh in March 2007, registered LX-TRE on demonstration to the club. I was delighted when a decision was taken by the then committee to purchase not one but two brand new P2002's from the factory! Our Morane Rallyes were getting very tired and we needed new aircraft with lower maintenance rates. The first to arrive was EI-LFC in September 2007 and is still happily flying with us.



"Fox Charlie" landing on One Zero at Coonagh

NEW PRICING STRUCTURE-Harry McNamara has emailed all members re the new Hobbs Meters fitted to both 'Papa Kilo and "Fox Charlie" This was necessary as it had to be fitted to the new engine in 'PK'. So in order to streamline aircraft operations both aircraft are now fitted with these meters and flying rates are now based on the figures recorded on these. A new price rate list is now on display in the Ops room and these will be monitored over the coming months. If you have any queries on this contact your instructor, Harry Mc or Finian



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So, have you ever wondered where our aircraft come from, who designed them and what is the origin of that word-Tecnam?

Once upon a time there were two brothers in Italy, Luigi and Giovanni Pascale who as youngsters were obsessed with aeroplanes in the 1930s. They were forever designing paper planes and later model aircraft construction. They built their own workshop and an engine from four out of service Continental engines and fitted it to their design, the P48 Astore (Goshawk) in July 1951, which came second in a Tour of Sicily.



Not a bad start! In 1957 the two brothers founded Partenavia and produced the P64 Oscar powered by an 180hp Lycoming engine, which was sold to the Italian Air Force. The P68 was their twin with two 200 hp engines. They were constantly interested in new concepts and the Tecnam Company came into being in 1986. Luigi designed the P92, 2,500 of which are now in service all over the world as well as the P2002, P2004 Bravo, P2006/8/10 and recently the P2012. Luigi Pascale has received numerous awards for his aircraft designs, one of his most recent the new Astore, named after his very first aeroplane, sixty-five years later!

The company delivers a new aircraft every day and also constructs and designs parts for such aircraft as the ATR 42/72, Boeing, Agusta, Dornier and Learjet. So, when you lift off at Coonagh next time in Fox Charlie or Papa Kilo you are in good

company because there are more than 4,500 Tecnams flying worldwide, like this one-



The Pascale brothers certainly knew something about producing popular aeroplanes, and we were the first club to introduce their fine aircraft to Ireland.

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COONAGH VISITORS



Brightly coloured XAir Hawk EI-ECK based at Cregboy, Co. Galway dropped in recently.



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EI-BHV Aeronca 7AC arrived in a hurry, it's pilot rushing off to Thomond Park! It is based at Killenaule, Co. Tipperary.

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Maltese Experience

Ciaran Conway

Inspired by a chat with Foncy about his recent flying experience in Malta, I decided to accompany my parents on a holiday to the island to experience some Mediterranean flying for myself and add a new location to my logbook. I had two goals to achieve during my stay in Malta: log some solo time, and if possible, acquire a night rating. Whilst a night rating is of little use to me back at Coonagh, night flying is something I have always wanted to experience and with the relatively low flight time requirements and almost guaranteed favourable weather conditions in Malta, I felt a night rating was worth pursuing there. So, with that in mind, I was on to Google to start researching the flight schools on the island.

I contacted three schools on the island – Malta School of Flying, Buzz Flying (which Foncy has previously written about), and European Pilot Academy. All three were based at Luqa International Airport. I chose to go with European Pilot Academy as their fleet included 2 Tecnam P2002Jf's, one of which was certified for night flying. This was ideal as I wouldn't have to familiarise myself with a new

aircraft and I was confident that I would pass a checkride with their instructors relatively quickly. After exchanging a few emails, I was all booked up for the night rating following a daytime checkout on the Tecnam the day after my arrival in Malta. Unfortunately, the Tecnam certified for night operations was out of service so I was booked in on their glass cockpit Piper Warrior instead. The Warrior was a bit more expensive, but I was looking forward to learning to fly a new aircraft.

We arrived in Malta – via Frankfurt – on the 4th of July and quickly settled in to our apartment in Bugibba, a lovely town in the St Paul's Bay region in the north of the island where there is no shortage of beaches, bars, and restaurants. The morning after I arrived, I rented a car and set off on the 25-minute drive to the airport. After passing through security under the watchful eye of three armed Maltese soldiers, I met my instructor, Hitesh Sharma, and we made our way out to the apron to pre-flight the day time Tecnam. Our flight was slightly delayed, as we had to wait for the Warrior to return with a 2nd headset. Unfortunately, the pilot of the returning Warrior overestimated his clearance from a parked fuel truck as he taxied back into the apron and struck it with his left wingtip causing significant damage! It was quite shocking to watch, as the subsequent rotation of the aircraft due to the collision was an unpleasant reminder of just how light and fragile the aircraft we fly are. Had someone been standing next to the truck at the time they may have come quite close to the spinning propeller. I had noticed that the Warrior was taxiing at a relatively high speed and, whilst from my view the clearance from the fuel truck seemed minimal, I had assumed that the pilot was aware of the position of the truck, as he made no effort to slow down or change direction. As it turned out, he was carrying 3 friends on a pleasure flight and presumably wasn't paying enough attention as he taxied into the apron. It only occurred to me a few minutes after the collision that my night rating was over before it had even begun as now both night certified aircraft were unserviceable. On the bright side, I could still fly the day time Tecnam and I saw first hand the consequences of switching



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off mentally once you've landed an aircraft which is a lesson I'm glad not to have learned the hard way.

Once the 2nd headset was retrieved myself and Hitesh finally set off for my check flight. The first flight just consisted of circuits and becoming familiar with controlled ATC communications again. The performance of the Tecnam was notably poorer on the take-off roll and climb out than what I'm used to back at Coonagh. Although the flight was in the early evening, the temperature was still up in the mid-thirties giving a much higher density altitude than what we see back home. It was quite interesting to experience the difference as we laboured up to circuit height. We did a few touch-and-go's; including some glide approaches before finishing up for the day. Coming from Coonagh, landing on Luqa's 2.4km runway 23 didn't pose much of a challenge and Hitesh was happy with my ability after our first flight.

The second part of my checkout was a flight around the islands of Malta and Gozo to learn the visual reporting points. After climbing out from runway 23 at Luqa, we turned northwest towards Dingli Radar Station – the first reporting point.



Dingli Radar



Tracking the west coast of Malta overhead Dingli Radar Station. Gozo is straight ahead.

We then followed the coastline up to the north of the island where we checked in at our next reporting point, 'the Gozo area'. Here, we could operate at our own discretion at or below 1500ft. The scenery over Gozo was fantastic. We flew adjacent to the Ta' Ċenċ cliffs on the south of Gozo island as they bathed in the evening sun and spotted a few impressive cathedrals from the air. It was amazing to look out and see the Mediterranean stretch into a hazy horizon in almost every direction, especially as I had never crossed water whilst flying before.



Over Gozo heading south towards Malta. Comino Island is in between.



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Approaching Comino. Ferries linking Malta and Gozo are visible in the distance.

We circled around Gozo Island and then proceeded down the east coast of Malta to Madliena Fort – our next reporting point. Whilst tracking the east coast of the island, I got a bird’s eye view of St Paul’s Bay before coming to the capital Valetta. Our reporting point at Valetta was the Grand Harbour which has a quite a rich history. We held at Grand Harbour to facilitate commercial traffic arriving in to Luqa on runway 31 before we joined long final for runway 23. Circling over the Grand Harbour gave a great opportunity to admire the city architecture. The old city wall and the fortifications of the harbour looked stunning from the air, as did the narrow city streets and countless boats and cruise ships out on the water.

As soon as we touched down back on runway 23 at Luqa the canopy was opened to allow some respite from the sweltering heat in the cockpit. Despite the thoroughly enjoyable flight it was a welcome relief to be back on the ground and to cool off indoors. The heat really was relentless there and I made sure I was adequately hydrated before each flight. I flew two solo flights following my check flights with Hitesh which included some more circuits and two more pleasure flights around Malta and Gozo logging 1.5 hours in the process.



Holding at Grand Harbour overlooking Sliema, a town opposite Valetta at Marsamxett Harbour.

Apart from flying around the islands, there is little else to do there in terms of flying as Malta is so small – a flight around Malta and Gozo takes about 35 minutes. The students at European Pilot Academy fly navs to Sicily however as a visiting pilot I found 4 or 5 local flights were enough for me.

I intend to return to Malta next year and try again for the night rating. It’s an island well worth visiting even if no flying is involved. If anyone would like more info on flying in Malta with European Pilot Academy, or just visiting Malta then feel free to contact me – I’d be happy to help!

(Ciaran is a member of our club and an active PPL)

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FROM COONAGH TO SAN FRAN

George Campion

George was a member of Shannon Aero Club at Coonagh 1950-1954. This is his story.

I recently decided to re-acquaint myself with the "goings on" at Coonagh through the medium of the LFC Newsletter and was particularly interested in the extract from the Limerick Leader describing the arrival of the first Auster aircraft all those years ago. I cannot go back that far, but it reminded me of the enjoyable times I had at Coonagh in the early fifties. I joined the club as a junior member about 49/50 with a view to learning to fly at some future date. The more senior members were welcoming to young fellows like me. The people I remember most were, Arthur Toppin, John Cronin, Paddy Duggan, Sam Pratt and of course, Tony Doyle. I was sorry to hear that Tony had passed away in recent times.

The first time I took to the air was with Sam Pratt who kept a yellow Piper Cub in the hangar. He was a skilled pilot and was good at aerobatics, not sure if the Cub was designed for it! After my 17th birthday I took my first lesson in EI-ACP Auster with instructor Y.J. Svendsen, ex Norwegian Air Force. It cost me £3 at that time and so my lessons were often short and infrequent, taking me a year to clock up seven hours! I was nearly solo though but I postponed it until a later date as I was planning a trip to the USA following year. My last flight was in Tiger Moth EI-AGG.

I flew to the USA on board all freight Lockheed Constellation of Seaboard & Western Airlines with whom I worked. On the 29th November 1954 I enlisted in the US Air Force and became a jet maintenance engineer and later was posted to a fighter squadron operating F86F Sabres, in French Morocco. Next posting was to MacDill air base in Florida which had an aero club and where I soloed in an Aeronca 7AC! The airspeed indicator froze on one occasion but came back to life just in time!

Flying in Florida was a new experience and I longed for the quiet airspace around Coonagh. On one occasion I got lost, followed a railway line and found an airfield. I joined the queue and landed, nothing was said, refuelled and headed for home! On another occasion I had to detour around a big rainstorm and landed at a disused WW2 airfield. I flew with another Coonagh graduate Monsignor Brian Walsh in Miami who had a PPL.



(Msgr. Brian Walsh & Mrs. Campion)

Our base commander was Colonel Paul Tibbets who dropped the first atomic bomb and one day he almost knocked me over as he just missed me on his bicycle!

After eight years service I decided to call it a day happy in the knowledge that I made a very small contribution to the nuclear deterrent and that I was helping to repay a debt to all the young Americans who gave life and limb to keep Europe free.

Finally, I would like to pay tribute to all LFC members who have kept Coonagh on the map over many years and wish the club every success in the future.



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Special Thanks to all our contributors-

This issue- Ciaran Conway, George Campion.

Past issues-Harry McNamara, Gerry Humphreys, Joe Sullivan, Mark Burkley, Malcolm Evans, Christy Reynolds, Sean N Walsh, Tony Khan, Sam Swift, Jeff Walton, Bob Martin, Neil Rankin, Jack Flynn

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WANTED-STORIES/ARTICLES/PHOTOS- 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.



Coonagh resident EI-DZE Samba near Brittas.

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

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