

NEWS LETTER



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and much, much more..

Farewell to EI-DJM

EI-DJM (construction no. 28-8316106) was constructed by Piper Aircraft Inc. in the United States in 1983 where it remained up until 1992, while bearing the registration N4314K. It was once registered to Ridgeaire, Inc. based at Cherokee County Airport in Jacksonville, Texas. The Piper Warrior II was then exported to Switzerland on 8th July 1992 as HB-POV at the Flugschule Basel AG, a Swiss flight training organisation. Waterford Aero Club purchased HB-POV on 18th February 2005 subsequently registered as EI-DJM.

Over the next 15 years EI-DJM served the club extremely



A friendly wave from the two ferry pilots at Lelystad Airport (LEY/EHLE)

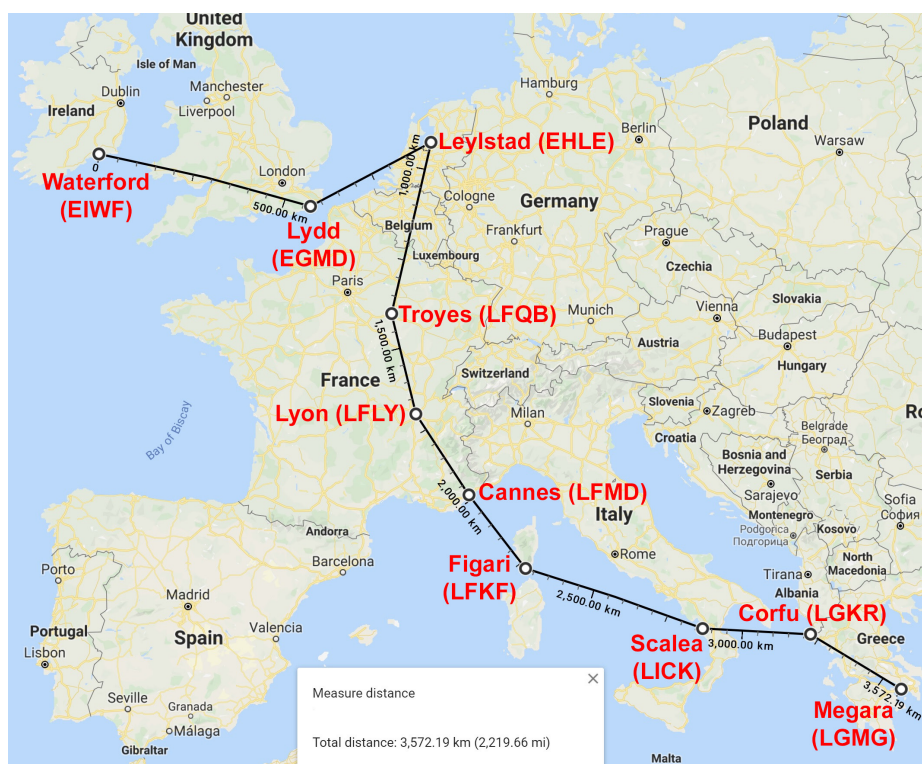
well, where it had flown many first solos, cross country qualifiers, flight skill tests and night ratings.

it's first leg of what would become an approximate 3,600km journey across the continent to it's new home in sunny Greece.



As a result it was with a heavy heart we bid farewell to EI-DJM which left the club for the very last time on Saturday, 14th December - on

Later the same day EI-DJM arrived in Lydd airport in the Kent countryside for its first night stop. The following day, 15th December, instead of a more direct route across the English channel from Dover to Calais, EI-DJM routed to Lelystad in the Netherlands. Not the most logical route to take but one of the two ferry pilots lived nearby so this provided an opportunity to visit home inbetween.



Map of cross continent journey totalling approx 3,570km as the crow flies. ©Google

From here and over the course of the next few days, the weather proved ideal and as such good progress was made in order to have EI-DJM delivered just outside of Athens before Christmas.

The club wishes the new owner many happy years of safe and enjoyable flying.

Latest Addition to the Club's Fleet: G-MRPT

Christmas arrived early at the club by a full day in the form of our latest Cessna 172 to join the club's now 100% Cessna fleet, this being a 172 S with a little 'more oomph' over the clubs existing C172 R, EI-GWY. G-MRPT while sharing the same engine model as EI-GWY features a higher power rating and RPM at 180hp at 2,700rpm respectively versus EI-GWY's 160hp at 2,400rpm.

I think we can all agree that the black paint is visually stunning as it is stealthy. Fun fact: It's called 'Santorini Black',



CFI Andrew Power (L) with his brother Noah (R) after ferrying the Cessna 172 S to the club from Leeds Bradford Airport (LBA/EGNM)

which is a Range Rover colour. The previous owners, who won the UK lottery had the C172 S painted

In addition, the 172 S is equipped with a BRS (Ballistic Recovery System), more commonly known as a parachute in the cargo compartment, similar to Cirrus' CAPS fitted on it's SR range.



to match their Range Rover. It must be seen in person to be truly admired.

G-MRPT is currently in the process of being transferred over to the Irish register where it will be assigned the registration EI-GRX.

The club would like to thank those who worked behind the scenes to make this acquisition happen, especially to our very own CFI, Andrew Power and his younger brother Noah for ferrying G-MRPT to it's new home at the club on Christmas Eve. A great way to finish up 2019 for the club and an even greater way to kick start off 2020.



Crossing the Irish Sea on board G-MRPT, with Wexford town and the estuary of the River Slaney in the horizon.

Avionic Upgrades to EI-GWY

As some club members may be aware of, at time of writing, EI-GWY is currently in the UK with Bournemouth Avionics while undergoing major upgrades to its avionics suite. Upgrades include a new Garmin GNS 530W, new transponder with Mode S and ADS-B “out” and “in”, new audio control panel, new push-to-talk buttons along with a now functioning autopilot.

The most significant single upgrade is the new Garmin GNS 530W. It is a WAAS IFR GPS, com, VOR, LOC and glideslope with colour moving map and MFD capabilities all rolled into one neat 5” display.

Satellite Based Augmentation Systems (SBAS), augments GNSS or more commonly known as GPS in order to provide extremely accurate and reliable navigation.

WAAS, developed by the United States’ FAA is the US equivalent

of SBAS, while EGNOS (European Geostationary Navigation Overlay Service) is the European implementation, of which the Garmin 530W is compatible with too. The 530W has the capability for both LPV and LNAV/VNAV minima on RNAV approaches.

The 530W will future proof EI-GWY, as these type of approaches slowly but surely replace outdated, expensive and complicated ILS approaches around the world.

The club would like to thank club member Roger Seaward for ferrying EI-GWY to Lee-on-Solent. Afterwards, Roger enjoyed a well deserved pint of the black stuff at London Gatwick airport before boarding his return flight back to Ireland.

Club’s Social Media

If any club member or visitor captures any good photos or videos don’t forget to tag us! We can be found online on Instagram, tag us at **wataeroclub**



Club member Roger Seaward with EI-GWY having arrived in Lee-on-Solent (EGHG) ahead of its scheduled avionic upgrades. Credit: Ian Haskell

Membership 2020

As per the email sent out to existing club members on 2nd January membership subscription is now due for renewal. As with previous years you can either pay at the club in person by cash or card, or alternatively online via bank transfer.

If you are doing a bank transfer please include your name in the reference as seen in the example below.

Previously we have had members in the past who left this field blank, and unfortunately this causes the volunteers in the club great administrative challenges as we cannot issue an invoice to said member, thus creating extra work as we attempt to find out who has paid membership.

2020 Rates:

Full Membership: €240 (€210 if paid in the month of January)

Associate Membership: €35

Junior Membership: €20

Below is the club’s bank details if you wish to make a bank transfer. Once again, please do not forget to include your name. We look forward to seeing you around the club during the new year.

IBAN:
IE18AIBK93413550952074

BIC:
AIBKIE2DXXX

Reference:
YOURNAME MEMB20
(For example: JSMITHMEMB20)

Member Spotlight: Dean Walsh

Name Dean Walsh

From Mooncoin, Co. Kilkenny

License(s) EASA CPL

Total Hours 1850 total time, of which 1600 on the Boeing 737 and approx. 250 on single pilot aircraft.

Current Occupation

Boeing 737 First Officer for Ryanair.

When did you join Waterford Aero Club? 2008

Other Hobbies

Football, golf and drinking copious amounts of coffee.



Dean spotted at Prestwick Airport (EGPK) during his base training on Ryanair's EI-SEV, the only -700 version of the Boeing 737 in its fleet.

Best Flying Memory:

From the club, would have to be doing the PPL skills test. Don't ask me why that is, because it probably wouldn't be the one most would pick but the feeling knowing that after that day you can take friends and family up on your own licence is second to none.

In work, there are two, first time flying the actual airplane during base training in Prestwick, and the first time with passengers on a flight from Edinburgh to Copenhagen, 1st December 2017 and 5th February 2018 respectively.

Worst Flying Memory

First aerobatics flight in Kalmar, Sweden in a Chirsten Eagle (registration SE-XXY). To be honest, I absolutely loved it and would love to do it again, but for the last five minutes of the flight I pretty much was holding onto the sick bag.

Tell Us About Your Last Flight

Last flight in the club was a checkout/renewal flight with Andrew Power, precautionary forced landings over Hook Head peninsula. Workwise, a Dublin to Bristol & Toulouse. CAT III (autoland with fog, broken cloud at 100ft, 100m visibility with RVR's of 300m) conditions in Bristol, CAT I conditions in Dublin, and to top it off thunderstorms and weather deviation on departure from Toulouse. Luckily, it wasn't my turn to do the walk around down there..

How Did You Catch The Flying Bug?

Father used to bring me out to the airport in Waterford to look at planes the odd time when I was really young, and after doing a quick flight in a Urban Air Samba (~2007/2008) in Abbeyshrule I was hooked.

If money was no object, what would you choose to fly and why?

Don't know why, but always fascinated with the SU27 - lovely machine but I reckon I'd be going back to Kalmar days with plenty of sick bags at the ready just in case. If I were to pick a commercial aircraft, maybe a Global Express..

What do you enjoy most about the club?

The atmosphere, this goes back to when I started the PPL/flight training. You're surround by people who love flying and just want to see you succeed. The help I got from others in the club outside of the PPL syllabus was amazing, and to be honest I don't think I'd be where I am now without that.

If you could give a new pilot one piece of advice, what would it be?

Study, study, study and more study... People think learning to fly is all about the time spent in the airplane, in reality it's not - the flying is probably the easy bit. It requires a lot of work on the ground to get the licence, do what you have to do to get that out of the way before putting the bulk of the effort into the flying side of things - trust me, you'll enjoy it more. Same can be said for the ATPL's should you go commercial. Overall, myself and others at the club would be happy to help - so if you're ever stuck just fire questions at us!

Get To Know Your Club's Committee & Instructors

At present the club's committee and instructors is as follows:

Chairman:

Tom Mackey

Secretary & Treasurer:

Sean Walshe

Directors:

Adrian Jackman

Andrew Pim

Blair Kelly

Brian O'Keefe

Dean Walsh

Laura Russell

Liam Doherty

MJ Shiel

Sean Walshe

Tom Mackey

Instructors:

Andrew Power (CFI)

Brian Power

Chris Hennessy

George Roche

Laura Russell

Linda Hardiman

Instructors Needed

We are currently looking for an EASA certified flight instructor to join the club on a full-time basis. If you are fully qualified and interested or know someone who is please get in touch with our CFI, Andrew Power at: andrew.power@waterfordaeroclub.com

Andrew & Chris' New Piper Cub

During an overnight in a hotel room in Connecticut Andrew Power was looking at local adverts in which he found a beautiful 1940 Piper J3 Cub for sale by a Mr. Jon Peter Fudge.



Andrew in the seat of N28287 wondering what's missing. Any thoughts?

Congratulations to Seán Ó Gríofa

A big congratulations is due to club member Seán Ó Gríofa, currently a Captain with CityJet on the Bombardier CRJ900, on his recent promotion on becoming a TRI (Type Rating Instructor).

It's now Seán's turn to 'play God' from the instructor's seat in the simulator while the other's now do the sweating.

If you're reading this Seán I hope I didn't misplace any fadas or put them in the wrong place!

What our CFI didn't foresee at the time was the purchase and shipping of the J3 from the USA to Ireland over the next four months by shipping container on HGV's and by container ship across the Atlantic Ocean.

N28287 stands out proudly in the club's hangar in it's famous "cub yellow" paint scheme. The club would like to wish Andrew Power and Chris Hennessy many years of happy and safe flying, just don't ask them how long before it flies!

Dishwasher Dodger

Yes, you read this correctly. The infamous 'Dishwasher Dodger' feature of our previous issues of the club newsletter is finally back, to name and shame club members who fail to use the dishwasher provided by the club with the aim of promoting the use of said dishwasher and not just leaving empty cups in the kitchen sink.

While there was no dishwasher dodger nominated for this issue let this be a reminder that no one is safe from featuring in the next issue of the newsletter. If you have the poor excuse of not knowing how to use the dishwasher any other club member will happily give you a quick type rating on it.

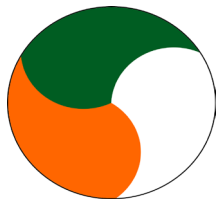
AerArann

Aer Lingus 

الإتحاد
ETIHAD
AIRWAYS
ABU DHABI



easyJet



QATAR
AIRWAYS القطرية



VOLOTEA 

Binter

norwegian.com 

VISTA JET 

Since 1982, past and current members, students and instructors of Waterford Aero Club have flown for some of the world's most renowned and distinguishable airlines.



Jet2.com

Wizz


Emirates



AIR CANADA



CITYJET

PEGASUS



RYANAIR

flybe.



CATHAY PACIFIC



WEST ATLANTIC

BRITISH AIRWAYS 

EVA AIR

