

# waterford aero club newsletter

february 2011

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## English Language Proficiency by Laura Russell

In recent years, safety concerns have arisen due to accidents in which communications played a critical role. As a result, the International Civil Aviation Organisation has set requirements relating to the English Language Proficiency of Flight Crew.

The assessment is used to assess pilots speaking and listening proficiency in both ICAO radio phraseology and the English language. It evaluates language proficiency in the six Proficiency Criteria: Pronunciation, Structure, Vocabulary, Fluency, Comprehension, Interactions. Here’s a quick guide for those of you who are confused about what to do!

1. Check your current licence (including SPL licences) - there will be an expiry date in the remarks section.
2. If your expiry date is March 2011 you will have to undergo an ELP test.

3. Choose an examiner from the IAA website (<http://www.iaa.ie/index.jsp?p=144&n=523>) and book your assessment.

4. Download and complete the application form from the IAA website: Document RPPL-F-2700.

5. Bring your application form, photo I.D. and payment to your test assessment.

6. The fee for PPLs and CPLs is €40; €60 for IR pilots, €120 for ATPL holders and Flight Engineers. The fees are summarised on the IAA website - <http://www.iaa.ie/index.jsp?n=418&p=144>

## First Solos

Congratulations to club members Colm Whe-lan and Gerry O’Brien who recently completed their first solos.

Colm (pictured) is a student of George Roche and Gerry is a student of Brian Power.



Photo: Ollie Dowling

## Congratulations to Justin Aylward

Congratulations to Justin Aylward, who recently passed to skills test for the Commercial Pilot Licence with Atlantic Flight Training in Cork. Justin has been a member of the club for several years, and is now hoping to complete his Instrument Rating in the coming weeks.



# Yet More Congratulations...

In a busy month for congrats messages, the last one for this edition goes to Andrew Power who successfully completed his Flight Instructor's Rating this week.

God only knows when we'll get the opportunity to scare the out of him, but we'll look forward to it anyway.

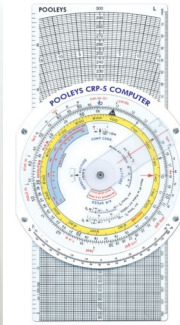


PHOTO  
GALLERY

by  
ollie  
dowling

## Dishwasher Dodger of the Month



Actually, credit where credit is due...people seem to have taken heed of the many appeals made, and have started using the dishwasher.

So Thank You!

p.s. the camera above the kitchen sink will be operational next week, so don't be caught!

\*Coming Next Month\*

Hoover Houdini

&

The Club's Magic Doors



## Member Spotlight—Sean O’Gríofa

**Name:** Sean Ó Gríofa

**Age:** 24

**License(s):** (f)ATPL, CPL, MEIR, PPL

**Total Hours:** 315

**When did you join Waterford Aero Club?** 2007

**Best flying memory:** My first solo, I don’t think there’s a feeling quite like it.

**Worst flying memory:** Near miss somewhere over Jacksonville in IFR

**Tell us about your last flight?** Nothing special, a local within the zone with Paul Hutchinson.

**What brought you to flying?** When I was young (about 14) I always used to annoy my father with questions about flying and Waterford Airport as my uncle was on the board at the time. He got so fed up of me asking him questions that he managed to get me a part time job in the airport so I could annoy people who had the know how of the industry and I’ve been annoying those people ever since!

**If you had all the money in the world, what aircraft would you choose to fly?** A PC6 so I could spend all day jumping out of the thing!

**What is your current job?** Techie and promotions with Beat 102-103.

**Other hobbies?** Rugby, squash, mountain climbing, surfing, travelling.

**What do you like most about the Aero Club?** Lots of things, but what I like the most is that you can talk to a club member that has flown all their lives but still take you at face value and that is very refreshing these days.

**If you could give a new pilot one piece of advice, what would it be?** Know your limits, if you don’t like a situation don’t let yourself get in to it. It’s always much better to be on the ground wishing you were in the sky, rather than being in the sky wishing you were on the ground, but most of all, it’s a club, it’s there to be enjoyed.



Laura Russell pictured at Sligo (EISG) on 30/01/2011 having got her most recent dose of ‘vitamin G’.



Sligo, as seen from EI-DJM on 30/01/2011 and pictured by Cordula Hansen.

# IAA Study into General Aviation



The following is the executive summary from research recently carried out by the IAA, which might be of interest to some of you. The full report is available online at [http://www.iaa.ie/library\\_download.jsp?libraryID=861](http://www.iaa.ie/library_download.jsp?libraryID=861)

Analysis of the data indicates the number of days flying is relatively low with a median of 27.5 days. Private Pilots Licence (PPL) respondents reported flying a median of 31 hours in the last year. This is a relatively low level of activity and can lead to concerns about the level of current experience, particularly in spring time after a long winter when there is less activity. The average distances travelled reported by respondents were higher than expected and underlines the need to have good navigational skills. A large number of respondents indicated they flew their aircraft abroad.

The response to questions relating to examiners and instructors indicated that these pilots are very experienced; however, their experience in the last year varies considerably. Some have had little opportunity to keep their skills current.

There seems to be confusion over what a Certificate of Airworthiness aircraft is and what is considered a permit aircraft. The Irish Aviation Authority (IAA) needs to clearly explain the differences and ensure people understand the limitations of aircraft certification.

Certain equipment required by regulation is not being carried on board, leaving the respondents susceptible to increased risk. The requirement to carry this equipment was originally established from analysis of accidents and failure to carry it may leave General Aviation (G.A.) pilots vulnerable to a danger addressed many years ago.

There is widespread use of GPS systems. Some of the systems respondents reported using are no longer supported by manufacturers. Some pilots flying VFR may be using GPS for approach and landing; this is a major concern for the IAA. There have been a number of accident investigations in Ireland and the UK in recent years where the use of GPS has led to over confidence by the pilot in his situational aware-

ness and resulted in a fatal accident. The challenge for the IAA is to help educate everyone on the best use of GPS and where the risks are.

A continuing concern for the IAA is the number of foreign registered aircraft based in Ireland. Of the respondents who own aircraft registered abroad 26% responded they only fly in Ireland. The challenge for the IAA is to convince these owners that they will be better served as a registered owner in Ireland.

One of the questions addressed flying over water, however, the question did not define overwater flying and this may have led to confusion. The definition varies depending on aircraft type. For example, for helicopters over water flying is the autorotation distance to land, for single piston aircraft it is the gliding distance of the aircraft.

It was clear from the responses that respondents are not checking legislation regularly and in appropriate locations. This is not surprising and the system of highlighting new regulatory changes on the IAA website is less than user-friendly. The IAA will try to improve the presentation of data to the G.A. community over the coming year.

A large number of respondents do not use the IAA flight planning system. While there is no obligation on people to use it when they are flying outside controlled airspace it is a service that may save a pilot and passengers life in the event of an accident. Helicopters provide greater flexibility when selecting landing locations and it is no surprise that they make greater use of unlicensed aerodromes and landing locations. There have been, however, a number of accidents and serious incidents in the last five years where a main contributory cause has been a poorly selected landing site. Any initiatives by the IAA and representative bodies to increase awareness of hazards at landing locations will be welcome.