



# LFC Newsletter

The Newsletter of the Limerick Flying Club

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

Apr 2011

## While we were away...

**Believe it or not the Club has not been away, just the Newsletter. In the interim since August 2010 there have been many excellent developments, in fact too many to mention so here are the main points.**

Harry Humphreys achieved his PPL and became one of the youngest pilots in Ireland and probably the youngest ever to qualify at Coonagh.

There was a very enjoyable and well-attended Bar-B-Q and fly in. Indeed many participants arrived by parachute.

There has been an AGM and a most welcome committee member, Jacek Rosik has been elected and so has become the only person from east of the former 'Iron Curtain' to hold such a position in our club. That is a very welcome and exciting development in the new European order.

The last of the old Rallye aircraft have left us, at least two for new and loving homes elsewhere. The entire fleet is now updated with two brand new Tecnams and one AT3 aircraft, a very impressive record indeed for a small club against the very deep national recession.

The approach to '10' and the departure from '28' have both been made much safer by the removal of the trees which were very seriously obstructing the flight path.

The field maintenance and appearance has reached an all-time high and the visual and working environments are better than ever before, a great tribute to the committee and all who helped.

There have been many first solo flights and a couple of successful PPL flight tests and another season of ground school has taken place to prepare the upcoming PPLs for the exams, so the Club is still functioning very well despite the apparently redundant website.





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## Welcome arrival

The picture above shows our newest and proudest acquisition which has just reached the club from England. Most of the PPLs have already been checked out and the feedback is very good. Gerry Humphreys worked really hard during the weekend 8/9/10<sup>th</sup> at checkouts and he was also very quickly joined by Neil Rankin to help out. Even Adam Rankin made a surprise visit to the club on Saturday. We were glad to see him for the first time, and one can only wonder if this is the start of the fourth father-son Instructor dynasty at Coonagh.

The new machine has proved to be a little strange for the pilot stock but most of them are getting to grips well with the new techniques that are required. To help with the research we have provided a copy of Gerry Humphreys' briefing notes and cockpit diagram. In your own interest please study this carefully, it will make life much easier when you come to fly our new 'birdie'. The main point that must be emphasised is that the machine likes its right rudder during the takeoff roll. This is even more necessary in cross winds especially on grass. Note this point from the start!





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## AT-3 R100 Briefing notes

### For pilots converting from other aircraft

Please use the checklist provided

The parking brake can be turned to 'on' with no pressure in the line to the brakes. (Unlike the Tecnam where the 'tap' is actually a non-return valve). Once set 'on' the port toe brakes are disconnected from the brake pads. The starboard pilot's toe brakes operate a separate set of brake pads that are not affected by the parking brake. **Only use the parking brake when absolutely necessary.**

Taxiing the AT3 is quite like a Rallye. The aircraft has a castoring nose wheel and individual toe-brakes on each rudder pedal. Apply the rudder first then brake as required.

There is considerable torque from the engine but it is easy to control on tarmac. You must consider wind carefully on take-off and anticipate using lots of right rudder if the wind is from the left. I suggest a 7 Kts X-wind limit from the left, 15 Kts from the right should be no problem. Consider accepting a light tailwind component to avoid left x-wind. **NB on Grass and especially with wind from the left, you will need full right rudder and may need brake as you feed power in gently to avoid loss of directional control during the initial take-off run.**

The seats and pedals are fixed, no mechanical adjustment is possible. There is a seat back 'cushion' available for those that need it.

You must be able to apply full right rudder and operate the toe brake comfortably to fly this aircraft.

There is an oil cooler control flap. Pull it out (closed) to speed up oil temperature rise on the ground if necessary (definitely after the first start of the day). Push it in (open) for take-off.

It is **critically important** that operation of the tip-up canopy is understood. There are 2 levers on each side, one **black** and one **red**. The black levers on each side unlock the canopy. Check that the canopy is symmetrical when closing. **The 2 red levers, 1 each side approx 6 inches forward of the canopy opening levers are the canopy jettison levers, do not use those by mistake.**

Accurate speed control on finals is vital for successful landings with this aircraft in Coonagh. The normal approach is flown at 55kts with power on, decreasing to 50kts over the threshold.

This speed is on the 'back side' of the drag curve, the slower you fly the more drag there is. Therefore, if the speed increases slightly, drag reduces and so the speed increases even more, ie the aircraft is in the 'speed unstable' range. The approach must therefore be stable, ie the speed and rate of descent must be constant. Then the landing is simply a question of gently closing the throttle and checking the rate of descent a foot or so off the ground.

## We can see more clearly now

Some months ago Mark Lloyd and his team managed to gain the owner's permission to remove the offending line of trees at the '10' end of the runway. This has greatly improved the safety of departures from '28' and also has made the arrivals from the '10' end especially much more comfortable. Thanks to Mark and all his very hardworking team for that much needed improvement. Even the IAA are impressed now, and that will be a real benefit in the longer term.

The cuttings of the trees and shrubs are on the airfield and a request for help to remove them seems to have failed. There may be a safety risk due to this pile of rubbish near the runway.



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## Some Party, it seems

The social committee organised a very good Bar-B-Q coupled with a fly in last autumn. A word was obviously sent out because there were people arriving even by parachute. By all accounts the night was one of the best for some time if indeed not the best ever.

Somebody was in so much of a hurry in that he could not even wait for the aircraft to land.



## Almost as fast as flying

Friday 8<sup>th</sup> April was an eventful evening at Coonagh. As well as the arrival of the new aircraft at about 16:00 followed by a visiting RV7, there were also some less conventional 'flying machines'. Some racing car people had a photo shoot at the field to include their cars against the background of aircraft. We were also treated to a noisy high speed display on the main runway, thanks Donal it was fun.



## Centenary of Irish Flight

At the end of last August Atlantic AirVenture at Shannon organised a commemorative weekend to celebrate the 100<sup>th</sup> anniversary of the first flight in Ireland by Harry Ferguson. Yes that is the same name as the famous little agricultural tractor. The flight took place in August 1910 near Newcastle in Co. Down in the machine that Harry Ferguson had designed and built. As a further cause for celebration there was a static display of a 1952 little grey Ferguson tractor. A scale model of the original aircraft was also displayed. Atlantic AirVenture intend to hold a weekend celebration each year on the last weekend of August, probably a date for your diary, but more on that in later issues.

### 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 [newscoonagh@gmail.com](mailto:newscoonagh@gmail.com) or in person or by post. They may on any subject you wish, information, gossip, fun, logistics, or anything else.

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