



LFC Newsletter

The Newsletter of the Limerick Flying Club

www.limerickflyingclub.com

Apr 2012

My friend learned to fly from that...

This is a new series that it is hoped will prove popular and indeed also have some valuable safety tips which will be shared with the rest of us. Anybody who is not too proud or too shy to share the details of some 'hairy' incident which may be worthy of mention is very much invited to write. Don't worry, the IAA won't be on your tail, this is intended to help the rest of us to stay safe by learning from the experiences of others.

The 'Natives' are restless...

When nearing the field on finals we recently are encountering 'turbulence', which has been put there compliments of the Limerick Corporation. Now that the County Council and Corporation authorities have been amalgamated under some new rationalisation scheme I suppose there has to be some indication of change. Anybody who is approaching with too fast an approach speed will be very painfully aware of the new arrangements.



Of course the changes do not stop there. Anybody who was familiar with parking in the 'overflow' area will now also encounter some interesting obstacles in that parking area. It seems that somebody is trying to send us some kind of message, even though it is not quite

clear why. I didn't think that we were offending anybody!



My friend learned to fly from that...

By Gerry Humphreys

An experienced pilot and instructor recently had a gentle reminder that you never stop learning!

A friend of mine sold his home-built aircraft and I agreed to do a bit of training with the new owner who had not flown the type before. I had always admired the machine in question a fast, strong and efficient composite airframe that was beautifully constructed to the highest standards. It was also stuffed with avionics including a Mode 'S' transponder, new 8.33 FM immune radio and a glass cockpit which had integrated GPS and a terrain database – quite a package for a light aircraft. I had done a little flying in it in the past and thought, 'no problem' I can get this new owner sorted in no time. By all accounts he was an experienced pilot who had 'traded up' from a more basic machine which he had already sold on. My friend dropped the aircraft off one evening in a bit of a rush. I'd hoped to do a circuit or 2 with him for my own benefit, but it was not to be. *"You'll be fine, I have to go, I'm late, she's paid for and he has her insured, so you just need to do a quick few*



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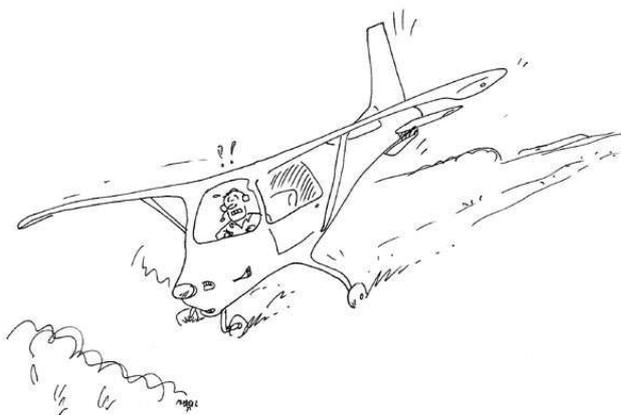
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circuits with him and that'll be that; sorry, must rush. By the way he wants to operate her out of a 350m strip, so maybe do a few short field landings with him just to be sure he's happy before he takes her, Bye."

I was in a bit of a hurry myself but thought, nice plane, nice evening I should really do a couple of circuits on my own before the new owner comes looking to be taught how to manage his shiny new aeroplane. 350 metres is tight but do-able. The aircraft had until recently lived on a 400m strip without any problem. I hopped in and spent a few minutes sorting myself out with the slightly unusual controls, but the glass cockpit was going to have to wait for another day to have all its secrets revealed.

Once airborne I had a quick feel of the controls and did a stall, no surprises - once the speed eventually dropped off. I started playing with the GPS groundspeed to check the wind on finals and lined myself up with the 600m strip from which I operate. First touch and go was Ok and for the next I reckoned I could simulate a 350m strip by using 2 hedges adjacent the strip which would leave me about 100m of an over-run. I cut the second circuit a bit short to save time. Slightly high on finals my second approach ended up a bit fast, only 10 knots or so, but I was on top of it, *early full flap, idle and lots of slip, stuff the nose down to increase speed and drag, aim short and then wash the speed off in the round out.... or so I thought.* The plane seemed to accelerate in ground effect, everything was out, flaps, crossed controls, throttle idle, but on it went; it just did not want to slow down. I reached my imaginary threshold at the first hedge, but the plane was still in no mood to stop flying. Half way along the imaginary 350m strip the plane touched down, 'Thank God' I thought and started braking, but it seemed like the brakes were not working. The second hedge was approaching and I suddenly realised this was ugly, the brakes were next to useless on the grass and I

was still moving along far too quickly. The second hedge went past and now with less than 100m remaining and a stream off the end of the strip it was far too late to go around. I switched off the magnetos and steered into the longer grass off the side of the strip before the end and gritted my teeth.



I stopped before the end, just off the edge, with a sickening lurch as the small wheels went into a rut. I was lucky. I'd done only minor damage, but however, some more serious damage to my pride. *I had been careless and overconfident.*

A few sheepish phone calls later I discovered the aircraft was not in fact insured at all. I came close to paying a big price. Nothing new here, but sometimes we need to remind ourselves of the old chestnuts. Don't cut corners - if you are too fast go-around, the runway behind you is useless.

Brings back memories...

By S N Walsh

Thanks for sharing your experience with us Gerry. This incident reminds me of some advice I used to give to trainee pilots in EICN, and elsewhere, many of whom are now airline captains, while I was trusted to be competent to instruct pilots. Complacency is our greatest enemy. The aircraft will go down or slow down



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but it will not do both simultaneously. No matter how flashy the cockpit display is or the amount of gear installed, *none of that is of the slightest use to you if you loose control of the aeroplane!*

The dreaded writtens...

Three of our ground school class have sat the PPL exams on 30th March. There is of course some worry, as always about how well they got on but hopefully all will be well and the three of them will be soon on their way to the licence in the very near future.

Is the swallow squadron in the FIR...

If they are not here yet it won't be many more days before touch-down. However Barry and his helpers are confident that there will be adequate 'immigration' controls in place soon to prevent the invaders from doing the 'dirty' around the hangar. Hope the measures are successful because the covers don't present a pretty sight and of course are awkward to install at the end of the operating day.

Those were the days...

Coonagh in the 70s viewed from the cockpit of the approaching twin Aztec. Quite a bit tricky to get that machine in there but it was done many times. You will also notice the lack of clutter on the departure path from '28'.



Our fleet at rest...



The 2012 fly-in...

As many of you will have seen from the website the date for this year's fly-in and Bar-B-Q etc has been scheduled for the weekend of 18th and 19th August. Hopefully the weather gods will be in good humour and that things will go as well as they did last year. It is always a dodgy thing to set up a flying event in Coonagh because the weather needs to be very good to attract the attention of the aviators who are not used to short field landings. However in recent years the turn-out has been good so it seems that people are coming to grips with our 400M.

Articles

The LFC Newsletter is published in the first week of the each month. Articles, letters, etc. must reach the Editor at least two days before distribution. Club members, and non-members interested in our club, or flying are invited to write. Please email it to newscoonagh@gmail.com or give in person or by post. You chose the subject you wish, information, gossip, fun, logistics, or anything else.

Disclaimer

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