



LFC Newsletter

The Newsletter of the Limerick Flying Club

www.limerickflyingclub.com

Jun 2013

Newsletter Update

Welcome to the June 2013 edition of the Limerick Flying Club newsletter.

Submissions to the newsletter are always welcome. You can send them by email to newsletter@limerickflyingclub.com

Many thanks to Christy Reynolds and Tony Khan for their submissions to this newsletter.

AGM and Committee Updates

The club AGM took place on 20th March as planned and there was a good turnout. Joe Johnston and Jacek Rosik resigned from the committee. No new nominations were put forward for new committee members so the committee now has five members.

Subsequent to the AGM the new committee met and appointed roles. Joe Sullivan assumes the chair, Finian Gaule remains as treasurer, Foncy Hobbins takes up the role of Membership Secretary, Mark Burkley has responsibility for facilities and the Newsletter and Harry McNamara is responsible for social events and fund raising. Brendan Beegan is of course the CFI.

Spot Landing Competition

Tony Khan organised a spot landing competition on the 11th April last which was a great success. The weather was marginal with high winds throughout the day but Tony persevered and when the winds finally dropped slightly, 14 entrants were quickly dispatched to have a try.

The rules were strictly adhered to. Everyone flew with an instructor who could advise but not touch the controls. Glide approaches only. Any application of power was an instant disqualification as were go-arounds. Despite

the conditions and strict rules, most participants had qualifying entries.

The results were:

Rank	Name	Distance
1 st	Rev Richardson	3.7 m short
2 nd	Mark Lloyd	7.0 m short
3 rd	Aidan Finnegan	10.0m short
4 th	Barry O'Donnell	43.4m short
5 th	Harry McNamara	44.5m long

Congrats to Rev who takes home the Ali Khan perpetual trophy until next year's competition.



The individual who was furthest from the line was awarded the wooden Spatula at 79.8 metres long but to be fair at least it was a landing!

The instructors also had a competition. A spot landing was deemed too easy for these pros so a timed circuit was their challenge.



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The winner was Gerry Humphreys in 2m26.5secs. Only 6.5 secs off the target.

Following from that we had the obligatory evening eating and drinking which was a lot of fun as always. Many thanks to Tony's mum for cooking the curry!



Annual Fly-In

Our annual fly-in date is set as 17th and 18th August. The date has been published with Flying in Ireland so hopefully we can attract a few visitors and build on the momentum of the best few years.

Despite my best efforts to convince him to run the show again this year, Tony Khan is retiring from his post as organiser though he will still be on hand as an advisor. We will try to follow in Tony's footsteps but it will be a tough act to follow. Any help would be greatly appreciated so please contact Mark Burkley, Mark Lloyd or Harry McNamara if you would like to get involved in this years event.

Runway and Facilities

Our runway was beginning to show its age and the tarmac had begun to unravel in parts so it was necessary to make some repairs. The cost of resurfacing the entire runway would be prohibitive so we cut and refilled the worst areas. We hope the stitch in time will keep it serviceable for many more years. The quality of the work is certainly very good in my opinion.

To take advantage of the equipment on site we also did some other upgrades including widening of the turning circle at the end of 28, replacement of the rubber mats in front of the fuel truck with a concrete path and adding a path from the taxiway to the clubhouse. These should provide an extra level of comfort and safety particularly in winter time when the ground is wet. Lots of opinions have been voiced about how it could have been done differently or additional work could have been done but let's remember that perfection is the enemy of the good. Better to have a good quality serviceable runway than have endless debates about how to create perfection. And we can always make additions later on.

We are also currently looking at options to repair or replace the portacabin which is getting old and a bit shabby. Quotes for a new cabin were prohibitive so the hunt is on for a second hand one in good condition.

Other upgrades to our facilities that are being planned are an anemometer with a web connection to allow remote checking of the weather, an upgrade to the PC in the ops room and possibly a refurb of the bar in the clubhouse if time and money permits. If you have any other suggestions please feel free to get in touch with Mark Burkley or Mark Lloyd.



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I Learned About Flying From That

By Tony Khan

Touch and Nearly Gone.....

The Skies were clear and a nice testing southerly wind meant it would be a good fun flying day in the AT3. At least once a month I try and fly alone and revise all the basic manoeuvres including stalls, engine outs and my favourite, glide approaches to a full stop landing. The wind was pretty much straight across the runway so I elected to depart on 10 keeping the wind on the right.

After a few tight turns, stalls, circuits and a flapless touch and go I climbed to 1000 feet just to the north of the field and pulled the power. I had realised from earlier stalls that the throttle keeps advancing due to the loose throttle friction. I had to hold the throttle continuously to maintain somewhere near idle power. I hadn't really noticed this before as I usually fly from the right seat and can manipulate the throttle friction on the centre throttle once a desired power setting is achieved.

In the descent from the Northside of the runway I was into a headwind on base and the approach was looking good. Very little height loss manoeuvring required and judicious use of flap was keeping everything pretty much under control. However the need to have a continuous pull on the throttle took a little of my capacity away from focusing on the final approach and landing. Realising that there was little or no headwind I was aware that speed control was critical. Slowing below 55 knots coming over the hedge I touched just beyond taxiway B and was able to rollout to the end of the runway using gentle braking. A big pat on the back and told myself once again..yes, you are the best.

Taxi back for another go but this time from the southside. Now with a tail wind on base I knew I would have to be more aware of where to place the aircraft in relation to the runway and my height. Up to 1000 feet and quite tight on downwind but never the less reminding myself that I was the best, I pulled the power.

Correct speed, in trim, descent started, look at the runway, looking good, ok, turn base. As fast as I could say one two three, with the strong tailwind base was over and I had shot through the centreline. Now I was quite high. I turned allowing the nose to drop in the turn to tighten the radius of turn and lose some height. The total energy was still very high though and to top it all off that bloody throttle kept inching forward as I was battling to sort it all out. With a bit of quick thinking I used the centre throttle to tighten the friction and maintain idle power so at least that allowed me a bit more capacity to concentrate on losing height.

I managed to get the speed under control and with full flap I knew I needed to do more to get the height off. I was far enough out to S turn a little. Not much height gone and now on short finals. Now, aggressive side slip, height coming off but speed inching up a little. Hold the side slip as long as I dare, coming over the tree on the 10 end I knew I wasn't going to be able to stop on the available runway from this approach. I told myself in the final seconds of the approach better to go into the ditch at the far end at 20 knots than the one at the close end at 60 knots. Hold that side slip right to the runway see where you touch and go around. As I came over the numbers with no headwind and high I got a great sensation of speed as I came closer to the ground. Not to worry, see where you touch and....go!

I touched probably just beyond half way and I thought, you know what, if this were for real I could probably brake heavily and possibly stop on the runway. However, I am going to go around. I pushed the throttle. It didn't budge!!! I



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pushed harder, it moved an inch. A little power but not even close enough to get me flying. Now I was in the last quarter of the runway and the groundspeed was high, high enough that no braking would have stopped me and I definitely would have ploughed through the ditch and into the other field. That bloody throttle friction, too tight!!!!

In my manoeuvring to lose height I had obviously switched hands onto the left throttle subconsciously after manipulating the friction nut. In the blink of an eye I switched hands, loosened the friction nut and applied full power. Unfortunately in that blink of an eye I had to take my hand off the stick. The crosswind now lifted the right wing and the full power accentuated the yaw. As the left wheel was about to get green I got airborne 45 degrees to the runway centreline thinking I had taken the electric fence with me, watching the 28 numbers pass just below and to the right and now climbing away out of wind. After what seemed like an eternity, I took a breath. Calm down, relax, turn into wind. I flew around for a bit, composed myself, joined downwind and flew a normal circuit to an uneventful landing.

So what did I learn? The cause of my problems were obviously the fact that I was switching between throttles, also a possible design flaw is that there is a friction nut on only one throttle. However, the real issues were my poor decision making and inflated ego.

From a very early stage on the approach it was very clear that things were not going well. High energy, aggressive side slipping and still high on the approach, all the tell tale signs that a go-around is needed. Why did I push it further??

There is a feeling that every approach must end in a landing and if it doesn't we somehow failed as pilots. In fact the exact opposite is true! A timely well executed go-around may not give you the same quiet satisfaction as those wheels greasing onto the runway but it displays

a much more considered, mature and all round better "piloting" ability. This was a practice forced landing. If it were for real, then yes, all bets are off. However why, unnecessarily increase the risks? I displayed poor judgement in continuing an obviously unstable approach.

So what will I do differently in the future? As I said a timely go-around is always the better option. While a low go-around from over the runway is sometimes necessary especially in gusty conditions or from a balloon or bounce recovery situation, we are usually mitigating at that stage as it is our only option. Also the risks from going around from a low level at what is usually a low speed are higher and the correct execution of the go-around is critical.

In future I will start thinking about the possibility of going around from my turn to finals. Assessing for the conditions on the day if I find myself not on the correct profile or speed unstable I will set myself a bottom line of 300 feet to sort things out and if I am not happy with either then I will go-around, review what the circumstances were, why I thought I was not on the correct profile and adjust my descent point on base accordingly. (The battle for the ideal final approach profile is won and lost on the base leg!)

Finally, if it all goes to pot or if for some reason I find myself floating down the runway, I vow that before I fly on any day in Coonagh I will assess the weather conditions and pick a point on the runway that if I pass while still airborne it is an immediate go-around.

Now, I wonder how long it will be before I think I am the best again??



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From Sausages Sandwiches to Burgers

By Christy Reynolds



In September, 2010, I began a contract for Cargolux in Luxembourg, which was due to last approximately 2 weeks. So, 3 years later here I am a permanent employee for Cargolux, slowly becoming a Burger and enjoying the benefits of GA flying in Luxembourg and Europe, while also missing the scene back home in Ireland.



When I left for Luxembourg, I still had quite a chunk of my PPL course remaining, something I wasn't sure how I was going to complete when I realised I wasn't coming home. But, I eventually

came to the conclusion the only way, would be to come back and complete it with LFC.

I cheekily managed to get 3 weeks off work, from my new employer. So, with just 3 weeks and Irish weather to contend with, I set about completing the remainder of my PPL.

Thanks to the LFC, and especially CFI Brendan Beegan, I managed to pass my skills test at the 11th hour, logging 20 flight hours, including my long cross country and skills test within the 3 weeks.

For students who are concerned about their progress, my experience really shows that progress can be made if you go hard at it, even when the weathers not always playing ball.

Although, proud of the fact that I now had a PPL, earned at one of the most difficult airfields in the country, the feeling of pride was met with the sad reality that I wasn't going to be able to continue as an active member of the club. Not only had I moved abroad, but, my Irish base of operations had returned to my home place in Meath.

I, therefore, set about joining a club in Luxembourg. There is 3 clubs at Luxembourg Airport(ELLX), but for a number of reasons I decided I'd join Aerosport A.S.B.L., which is the largest club here. With approximately 600 members and 11 aircraft, it's quite a scaled up operation compared to LFC, but, it still remains a very friendly environment, although naturally not as close knit a group.

The immediate benefit of such a large club, is the variety of aircraft, we have 2 C172S with G1000, 3 C172 Classics, 4 PA28-160s, a C182 and a C182R.

For me the standout performer here is the G1000, not just a fancy way of displaying the same information, but coupled to the autopilot, the systems FMS has much of the capability



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that's available in a modern jet. With LNAV, VNAV, Flight Level Change etc.



Every year the club organises a number of flyouts and events, some of which have been quite impressive trips. This year, for instance, there is a trip planned which encompasses Poland, Ukraine, Bulgaria, Romania, Croatia and Austria. A 2500nm(and the rest) trip.

There are also a number of smaller flyouts which cater for those of us who, for whatever reason, can't commit to such a trip.



Unfortunately, being based at an international airport, there's strict security requirements and all that that entails. Which means both fly-ins and walk-ins are a non-event. Something Coonagh is great for, where it really adds to the atmosphere. Even attempting to bring

passengers airside can turn into a bit of a drama here unfortunately.

So, the clubs scale was one thing to get used to. Another major scaling up for me, was the airport itself. ELLX has 1 runway, 4000m X 60m, it takes time and some intense aero-physio, but I can report it is possible to overcome the Coonagh syndrome.



The runway is big for reason, there is a lot of heavy traffic here. ELLX is a major cargo hub, catering for a lot of large freighter aircraft, with operators mainly using Boeing 747s, 777s etc. It can be quite an awesome sight to see an aircraft as large as a 747-8F rotate or touchdown metres in front of your little spam can, as you hold short at the intersection awaiting your take-off clearance. Wake turbulence is also a considerable factor to consider coming in behind these behemoths.





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It really must be one of the few airports in Europe where such a large GA community mixes with the amounts of heavy traffic that is here in Luxembourg.

As well as freight, there's a respectable amount of passenger traffic, nearing 2 million per annum. This means you tend to find yourself holding regularly. One of the intriguing SOPs in Luxembourg is the controller asking you "can you make a quick approach?" If you agree, he wants you down quick, between jet traffic movements. To achieve this usually entails a flapless approach with the throttle open until the threshold. It's fair to say, it's a strange feeling doing 130knots on short final in a 172. Makes for a slightly long flare.

I'm not so sure it would work out in Coonagh. Although, I seen EI-HUM try it a few times, but he always seemed to go around.

The next thing of course is the location. Luxembourg is centrally located with borders of Germany, France and Belgium. With two hours flying you can reach the Alps, Paris, Holland, the UK etc. around 3 hours for Prague, Berlin or the Côte d'Azur. About 6 hours should see you rocking into Coonagh, with your fingers crossed there's a few sausages still on the grill, a bit of bread, some butter and that the kettle is ready to be fired up.

It was, however, a strange environment to find myself in as a new PPL. But, a few hours flying with instructors and other PPLs I soon got a lot more comfortable.

They're actually very GA friendly over here. Each state has a few quirks, including language. Normally you can communicate in English (with exceptions) but even place names are sometimes hard to pronounce, especially if you have a particularly noticeable Navan accent. This can make for some interesting position reporting and I'm pretty sure the

controllers have had a laugh or two at some of my attempts at place names.

So, it's been an interesting few years here, definitely an enjoyable learning curve. Slowly, but surely, I'm building my experience to fully take advantages of all it has to offer. Maybe, someday, I'll even get back to Coonagh in a LX-reg aircraft. And by all means let me know if any of you guys are planning trips to the Continent, maybe I can join up with you for some croissants or even a glass or two of the vin rouge (insert Navan accent).

Happy Landings :)

Membership Fee Payment Options

The annual membership fee for Limerick Flying Club is €350 payable for a calendar year. The committee is aware that in these challenging times it can be hard for some members to find the funds to pay upfront in January for the membership year and we would like to look at options to introduce a monthly direct debit scheme as an optional way to pay membership. Members who still pay the full year in advance would qualify for a discount under this proposal.

The challenge here is to balance any scheme to spread payments with the proviso that the club is a non profit organisation which depends on the annual membership fee to cover fixed costs. Any changes to the payment scheme would need to ensure that the overall revenue from membership fees does not fall. This will mean we will need some restrictions to prevent members dropping in or out on a month by month basis. For example, we may need to have a minimum 12 month contract or upfront payment of arrears for rejoining lapsed members.



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Whatever we do we want it to be fair and reasonably easy to administer. If you have any suggestions or feedback on such a scheme please contact Harry McNamara.

Keeping in Touch

Finally, remember that the club provides many ways for members to keep in touch with each other. The most widely used method is the club mailing list. This is a moderated email based list to which all new members are automatically subscribed. In case you miss anything, you can view the list archives at this URL at any time:

<http://lists.limerickflyingclub.com/cgi-bin/mailman/listinfo/members>

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.

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