



# LFC Newsletter

The Newsletter of the Limerick Flying Club

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

May 2011

## A shining example...

A couple of weeks ago on a Sunday morning while weather conditions were not good for flight the two duty pilots, Bob and Ashton took up the water hoses and brushes and washed both the aircraft.



Mark Lloyd was very impressed and has put out a request that more duty pilots may be interested in using their time usefully when the weather is too dodgy to operate an aircraft.

Indeed the work that is being done by Jacek and his volunteers on keeping the grass under control is very impressive. The field and the runway have taken a very new and clean look and have improved the whole atmosphere. Of course the clearer view of the runway must be a great advantage to general safety. This is an enhancement to the earlier clearing the trees.

## Let's fly fly away...

The next fly-out is being organised by Harry McNamara and the date is 4 – 5 June. The proposal is to fly to Newtonwards to attend the 50<sup>th</sup> anniversary celebrations of the Ulster Flying Club, and spend the Saturday night in a Belfast city centre hotel. On the way home there will be the option to visit other fields.

The Ulster Flying Club has a website which is outlining the programme for the weekend and also arrival procedures etc. For more details on that visit <http://www.ulsterflyingclub.com>

Hopefully our fly-out arrangements will work out as well as last year. That event was an outstanding success and of course benefited from two unusual situations at Coonagh on the weekend in question. Firstly all the aircraft were operational and remained so throughout the weekend and secondly the weather for the weekend was extremely good. Because of those episodes of good fortune last year's event will be a very hard act to follow.

However the seats are filling up extremely quickly and anybody who is interested in the trip should contact Harry without delay.

## Height with a difference...

By Peter Cazalet

A group, the Flying Warriors, are taking part in the Four Peaks Challenge to raise money for Focus Ireland's assistance of the homeless. In the challenge, the aim is to climb the highest peak in each of the four Provinces over the weekend of June 10 -12. Each team consists of at least three climbers and two drivers, me Peter is one of the drivers.

If anyone would like to support this effort or would like further information about it, please contact me on (086) 8140874 or email me at [zapetacl@gmail.com](mailto:zapetacl@gmail.com)



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## The committee officers 2011...

Chairman: Joe Johnston  
 Secretary: Harry McNamara  
 Treasurer: Finian Gaule  
 Membership Secretary: Mark Burkley  
 Member Liason Officer: Foncy Hobbins  
 Airfield Maintenance: Mark Lloyd  
 Booking sys co-ordinator: Jacek Rosik

## Pedal power...

By Brendan Beegan, CFI

We have an ongoing problem with the rudder pedals in our Tecnams, and both we and our maintenance providers believe that this may be due to the turning procedures that we currently use on the runways at Coonagh. In an effort to alleviate the problem the following procedures are to be used in Coonagh.

A one way taxiway operation is to be used on taxiways alpha and bravo, ie exit runway at bravo and enter at alpha

Operations on runway 28: Enter the runway using taxiway Alpha and taxi to the turning circle at the end of 28. On entering the circle bring the aircraft to a complete halt, then release the brake and turn slowly using minimum throttle and rudder pressure, and line up as normal. After landing on 28, exit the runway at taxiway Bravo proceed through the ramp to taxiway Alpha to re-enter the runway, and then use the above procedure at the turning circle. When doing circuits use alternate left and right turns at the turning circle.

Operations on runway 10: Enter the runway using taxi Alpha and line up for takeoff. After landing, roll to the turning circle at the end of 28, on entering the turning circle bring the aircraft to a complete halt, then release the brake and turn slowly using minimum throttle and rudder pressure to turn.

Taxi to Bravo exit runway then use taxiway Alpha to re-enter the runway 10 for take off Remember when doing circuits use alternate left and right turns at the turning circles.

Please note that due to the above procedures the taxiways must be kept clear of all aircraft during operations. We realise that this will be inconvenient for owners and ourselves but we will be grateful for their cooperation.

This is a problem that we have due to the dimensional restrictions of our runway. The problem is being, and will continue to be monitored on an ongoing basis by our maintenance providers and ourselves.

## A welcome facelift...

As most of you know we have had a website for many years now. The original design was done by Jason Griffin and Neil Rankin over 10 years ago, and got a small appearance change a couple of years past. However it is now time to do a proper re-modernisation on the site and Martin McMahon is well on the way to the final of that task. The updated page look will be published in the next few weeks when all the behind the scenes tests are completed and opinions and feedback have been sought from some interested parties. However Martin has agreed to give us a pre-view of the new look.





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## Keep them in the 'know'...

Foncy Hobbins has published a very nice guide with useful information for our members. This is especially valuable for any new members who sometimes complain that information is not easy to find around the club. It is great to see that Foncy has re-edited the booklet and has brought the information fully up to date. The booklet is available in hard copy in the operations room and everyone interested should pick up and of course read a copy. Maybe Foncy will consider providing a copy for this Newsletter so that we can circulate it more fully.

I would also like to take this opportunity to congratulate Foncy on his new membership of the Eurostar microlight group. He has also done his checkout procedures and has been issued with the necessary licence endorsement to operate his new 'toy'. Best wishes Foncy.

## Will it put the fire out...

As most of you may know, ethanol is now mixed with road petrol in Ireland, both to reduce our dependence on imported oil and limit CO<sub>2</sub> emissions from road traffic. However the authorities in their wisdom have deemed that ethanol will not be allowed in the fuel that is certified as 'mogas' for use in aircraft.

This of course is an additional headache for our flying operations, because it is becoming increasingly difficult to get fuel that complies with the approved mogas specifications. For the time being the good offices of Joe, the chairperson, has been able to source suitable fuel. The main problem must be 'technical'. I suggest that a high performance car would run very well atop a 3000ft. hill using fuel with an ethanol additive, but for now the regulating authorities are refusing approval of fuel containing ethanol, for aircraft operations. This situation is likely to become worse in the next

few years and some thinking will have to be done by both sides if we are to be allowed to continue the use of mogas in the future.

A possible 'out' from the problem may be the Diesel technology type engine which is in use by the 'PL' group in Shannon. That type of engine is able to operate on Jet A1 fuel, which is likely to be available and to be approved for aviation use long into the foreseeable future.

## Around the world...

By Gerry Humphreys

I got a call from Malcolm Nason recently to let me know that an interesting visitor was landing later that day in Shannon. Thom Kane and his partner Veronica Baird were inbound from Northern Spain in a Cessna 180 on their way around the world.



A quick look on the internet showed that they were on a 'Westabout' trip and had been across the Pacific, through New Zealand and Africa. Most 'earthrounders' in light aircraft choose to go 'Eastabout' which means they generally get tailwinds, however Thom chose to go West so he would generally have more daylight.

I decided to fly to Shannon to greet them and offer any assistance. They ended up following me home and staying a few days, glad of a rest



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and the chance of some home comforts. Thom and Veronica are travelling light, only the essentials were aboard and 1 small backpack each comprised their entire wardrobe.

The aircraft, N6TK is basically a standard Cessna 180, but has had a fairing kit added to its wheels to reduce drag and a mere 600 litre bladder tank fitted instead of the rear seats. Thom, a retired airline captain, tells me that the aircraft is a 'little tail heavy' with the full fuel load!!, but once off the ground it can stay airborne for 24 hours... Rather him than me!

Their longest trip was 17 hours across the Pacific. Thom had a few interesting tales, including one of an over-voltage incident at night over the Indian Ocean which fortunately he 'caught' as the 24V system rose through 34 Volts. However, he was then left with battery only and a long way from land. He diverted to the Maldives with the battery master off for hours and switching on his internal battery powered Garmin 696 at intervals to check his progress. He then spent 10 days waiting for a new voltage regulator to be delivered by DHL. Sadly his engine analyser was 'fried' by the event, but fortunately his radio and transponder had over-voltage protection and survived.

Thom, a retired airline Captain, is a 'total aviation person' having been taught to fly by his father. He lives on an 'air park' in Florida and recently bought the wreckage of the Stearman his dad owned and completely restored it. Naturally such a discerning pilot has also built his own RV aircraft! Having had a 'go' in the Mig at Brittas he realises what his stable is missing and will be searching for an example in the USA when he gets back!



Thom enjoyed the Foynes Museum and Bunratty during his short break and promises to come back next year in the RV to tour Europe. They set off for Wick in Scotland via the Aran Islands from Brittas but ended up staying a night in Galway where I hear some of the Galway flying club boys showed them a good time. They eventually made it to Wick where Andrew Bruce of Far North Aviation helped them to change the oil filters and had a good look over their machine. The last I heard was that they were in Iceland waiting for clear weather and hoping to drop into Narsarsuaq on the SW coast of Greenland. John Keane and I dropped in there on our way across to Ireland in a Twin Comanche, definitely not a place to go if the weather is not good. This is the latest message I got from Thom in response to the question 'Are we there yet?'

Well, yes and no! Tried to get to Canada from Iceland a week ago, but had to turn back 350 miles out due to ice, 7 hours to nowhere and not really fun. I waited for almost a week but a series of low pressure systems passed through almost daily, with no end in sight. So we jumped on the airliner and came home for a couple of days to put some fires out. I am going back to Iceland Sunday to finish the trip. I don't have the heart to drag Veronica back out over that cold water again.

Parting shot, we loved Iceland. Got to take a drive around the island, and found it the nicest place. Really a treat and still cannot say a single word in the language. Not really true because at least Harry taught them how to say Eyjafjallajokull before they went away.





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## Putting a brave face on it...

Many of you may already know that the club now has a facebook page. I believe this is mainly administered by Harry McNamara. We have quite a number of 'friends' already joined and of course we hope for many more soon.

The facebook site has information regarding social events, general gossip and some info about the club activities. A very interesting section contains many old pictures from past times and this archive is being updated big way by many people. That is well worth a look.

To post and view most internal pages you will need a facebook account. This is not the give of the club you will have to get your own account by logging on to [www.facebook.com](http://www.facebook.com) and signing up. After that you will be able to register as a friend, send messages etc. You may have to search the facebook site for the club entry, but there is no problem finding it.

## Memories of last winter...

Gerry Ryan was active with his camera and young helper on a day when the runway was under a thick blanket of snow. This type of scene is rare enough around Limerick as the past number of winters barely produced frost. However November and December 2010 did change that, and as you can see there were some days on which flying was not possible.



Indeed I was able to tell people about January 2009 which was the first time since 1961 that I was able to walk across a certain lake. That was made possible yet again in December 2010 so it looks like that the climate is starting to return to normal again, despite the doom and gloom predictions of the scientists and global warming etc. However also it is not just the young that have fun in the snow, enjoy.



I wish to thank everybody who contributed material and pictures for this issue. Please join and have your say for the next one and we will try to keep each other informed and maybe even amused. The deadline for the next issue is 7<sup>th</sup> June. Hope the curry evening went well, especially the copious wash down afterwards.

### 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.

### Disclaimer

The articles, opinions and ideas published in the LFC Newsletter do not necessarily reflect the views of the Limerick Flying Club (Coonagh) Limited Committee or its officers, who accept no liability for the articles or for any statements made.