



LFC Newsletter

The Newsletter of the Limerick Flying Club

www.limerickflyingclub.com

Sep 2011

What a fine gesture...

MR Martin McMahon passed his PPL flight test recently and is now enjoying the flying. He also showed his real appreciation to his instructor MR Neil Rankin, by the presentation of this very nice plaque.



Also well done to Joe Dineen who passed all the written exams at the end of July, another step toward a licence.

Our annual social activity event...

The fly-in and BBQ went very successfully on 13 and 14 August. For a change the weather was quite good and we had some visiting aircraft. We were also honoured by the presence of the IAA on both days in order to keep a watch on what was going on and to offer us any advice when it was deemed to be necessary.

A nice feature of the display was the arrival of the Iolar, EI-ABI which did a few low passes and let us all wave to the occupants. It would be nice if they chose to land but for some reason they decided not to touch down on this occasion. However later on the parachute people did some drops as well as landing and picking up two members of the UL activity club who later arrived back to the field safely aboard their canopies.



The hangar was cleaned out completely and prepared for the catering equipment, tables, chairs and of course the BBQ cooking facilities. Even the swallows did not know quite what was going on, much of their 'target' surfaces had been removed to the north side of the runway and safely parked there for the weekend.

The food menu was also very good and most people enjoyed the evening. Thanks were expressed to the catering people and all the assistants for the quality of everything including the dessert spread.

The wings presentations were carried out toward the end of the evening and wings were presented to the new PPLs and also to the first solos. There were also some trophies presented for the longest flight and the first



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arrival etc. and Bob Martin was awarded 'Club person of the year' trophy. However there was a new trophy which was a 'first', which was presented to Harry Humphries for what was described as 'the most interesting landing'. You can use your own imagination about how that was achieved.

There are excellent pictures kindly edited and posted on Facebook by Denis Connolly. Copy and paste this link <http://www.facebook.com/media/set/?set=a.244313645602970.65817.123730727661263> into your browser address bar to take you direct to those pictures and many more photos covering other events and memories.

Of course great tribute must also be paid to the various members who worked so hard for most of the week leading up to the occasion to prepare the airfield and the hangar for the event. Most of those people also subsequently helped through the weekend at catering, stewarding, aircraft parking and even some flying instruction for interested visitors. A very important task had also to be completed, namely the cleanup and repacking of the hangar. Not everyone was completely happy with everything and I understand that some adverse feelings were directly communicated to at least one organiser by another member. There will always be times when it is difficult to keep everyone happy no matter how much care and attention to detail that other people may have achieved and executed in the plans. In fairness every effort was made to keep things ship-shape and to make sure that the 'exhaust' from the swallows was kept at bay when covering was available, and virtually all the private owners ensured that their aircraft were properly guarded in the hangar.

Up, up but not away yet...

By Mark Lloyd

Since the installation of the new windsock, and yes its calibration, a number of people who should know the proper answers have asked some interesting questions about the new windsock. Among the most interesting of those were:-

Is it an ICAO approved windsock?
Is it a 15 Knot Windsock, which would mean that it will extend to the fully horizontal position in a 15 Knot wind, or higher?

The 'LFC' stands for Limerick Flying Club (seriously!) and it was included on both sides to help with depth perception when viewing it from the ramp area. The green gauze netting on the end of the sock is an 'anti-

flutter' cone and it is supposed to make the sock less susceptible to flailing in the wind.

Who could ever have thought that there was so much technology embedded into the humble windsock?

In all probability the windsock is a 20 knot device, so that winds of 20 Kt should have it at right angles to the pole. That fact should have been imparted at the ground school Meteorology classes on several occasions during the years. About ICAO approved bit, very interesting, or should that be JAA approved nowadays?



Tony doing a windsock calibration

Another solo run...

Mike Manning just after his first solo in Coonagh on 2nd August. Congratulations Mike, enjoy your flying.





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Atlantic AirVenture open day...

The second open day took place in Shannon on 28th August. It was well attended and there was plenty of interest expressed in all the simulators, especially the 737. Flypasts included the Air Corps Caza and the Iolar. Gerry Humphries did an impressive aerobatics display which was greatly appreciated by the crowd.



This excellent picture taken by Joe Buckley was posted on LFC Facebook page. Gerry's display was followed by the Air Rescue helicopter which hovered over the event for a little while, apologies to the residents across the main road, it must have been noisy.

An unusual feature of the event was the arrival of a large fleet of vintage motor cars which proved to be a great attraction and brought back memories to some of us.



Part of the fun was of course the Shannon Airport fire services fire engine which provided a magnet for quite a lot of the younger members, who were invited inside and on top of it throughout the day. Thanks to the Airport rescue team for their patience and friendliness.

There was also some nice open air entertainment provided by the visiting teenage duet and many people

felt the need to put some money into their open guitar case, but at least that was voluntary, I think!



LFC Groundschool 2011...

By the time the October issue is published we hope to have the groundschool in full swing. However there is very little interest and we have very few bookings so we may have to consider our options. It would not be the first year that we did not have a class. We had hoped to have a large amount of the course on line this year which would facilitate people who could not attend in person, and that would also make the material available to a wider audience who may not be LFC members.

A new approach by the



By Peter Cazalet

All of you will be familiar with the AIP manual in all its three volume glory which has graced the shelf of the Instructor's office for many years. What you may not know though is that there were updates sent out by post on a monthly basis for those manuals with a view to keeping the information up to date in all respects. This updating involved some individual, mostly Peter, physically removing pages from some volume or other of the manual and replacing that page with the updated version on a regular basis. In some instances minor corrections were made by a hand written note on the corrected page.

However now in line with modern technology regimes the IAA no longer send out hard copy updates for the AIP, the AIC or the Notes for Airmen. Instead the IAA now have published the information of the familiar tomes with an electronic version which is issued on disk each



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month, usually towards the end of the month, and that disk will of course contain all the latest updates every month. The club will receive and hold this updated CD with the revised versions of all the above documents. The document formats are similar to the previous printed versions so the E-AIP is divided into the same volumes namely, GEN - ENR - ADR sections, as before. As a result of those changes the printed versions are now obsolete.

As well as the updated disk which will be always available in the club, to read on the computer display, all the documents or parts of them can be viewed online by anyone with Internet access, using the following link http://www.iaa.ie/safe_reg/iaip/Frame1.htm

Everything can be downloaded and printed if a hard copy is required e.g. a visual approach chart. This can of course be done from either the disk or the Internet.

In the unlikely event that someone who does not have the Internet needs urgent access to these documents contact Peter Cazalet on (086) 814 0874 or email him at zapetacl@gmail.com for the CD version.

EASA is progressing...

By S N Walsh

Most people are now aware of the impending changes which will take place in April of next year. Those changes will change the way that Europe deals with its pilots, aircraft documentation and movements. The proposals are not finally published with legal status as yet but there are some very positive leaks which are worth viewing in due course. Those changes will affect all pilots and aircraft operators throughout Europe and we as yet do not know the full extent of the impending changes. However the IAA has provided some insight on their website as to what is likely to be the new situation after the implementation of the EASA regime.

The following is an extract from the IAA website "New EU Regulations come into effect on the 8th April 2012 which will impact on holders of pilot licences. The Regulations are known as Part FCL, Part Med, Part ARA and Part OR and come under the EU Basic Regulation 216/2008.

The regulations have not yet been published by the EU Commission, however based on the mature draft documents available to the Authority the following are the key points". Take a look at some of the provisions that are under consideration and the outline details of the proposed changes are published on the IAA website <http://www.iaa.ie/index.jsp?p=93&n=96&a=1108>

A test of memory...

Does anybody of our present membership remember this little aeroplane which once graced the airways of Coonagh Airfield. The owner at that time was the first chairperson of Limerick flying club MR Bryan Carpenter who used the machine to build hours toward his CPL way back in the 1960s.



The vast majority of you will not know where this aircraft actually is now. If you would like to get the info ask and I may let you know in next month's Newsletter. Meantime have fun guessing.

Deadline...

The deadline for the next issue is **4th October**. Please contribute articles of some kind and help to keep the Newsletter interesting. Many thanks, **ED**.

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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