



# LFC Newsletter

The Newsletter of the Limerick Flying Club

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

Aug 2011

## Congratulations...

Well done Martin, successful PPL flight test in the past couple of weeks. Patience paid off great news at last.

## Condolences...

Our condolences to Harry on the recent death of his father, following a serious illness.

## Best of Luck...

Hope the exam results will be good for our members who sat the technical examination on 29<sup>th</sup> July.

## Come fly with us...

By Mark Lloyd

As you all hopefully know already, the now legendary LFC Annual Fly in 2011 is due to take place on weekend 13<sup>th</sup> and 14<sup>th</sup> August.

Advanced planning is already under way to make this year's event even better and more attended than last year. With this in mind we are anticipating more of everything, including people, aircraft, public and cars, which will require more food, drink, catering, aircraft parking, marshalling, ATC and car parking facilities etc.

In order to ensure that the day runs smoothly we will need bodies - no heavy lifting or long hours, just a little bit of help from a lot of people so everyone gets to enjoy the day without anyone being overworked or stressed. We are taking it as given that everyone attending on the day(s) will volunteer at least 2 hours duty to help out either pre, during or post Fly In (Sunday) so that the load can be spread as evenly as possible.

At the moment we are hoping to have the same or more visitors as last year with some 'celebrity' visiting aircraft including the IOLAR, Eddie Goggins, Dave Bruton, Air Corps, SAR helicopter and Garda helicopter etc. More on this as events unfold but needless to say it should be a full couple of days for all the aero-heads and plane spotters alike!

Myself, Tony and Jacek will be at the forefront of the planning/execution/facilities operations. Harry, is again kindly organising the evening catering, and he would also appreciate help with this from wives and members. Mark and Aidan will be looking after the bar and drinks facilities. Please contact Harry directly if you, or the other half, are willing to help in this department, go on use up all those brownie points for the love of the club! While on the subject we encourage all members to bring

their special someone, and kids, along on the day/night. This will probably be one of the few times during the year when they will have other 'normal' people to talk to and interact with at Coonagh and be able to see some of the reasons why we all spend so much time there. We hope it will make for a Club Member's social event this year as well as a plane-fest.

Please reply to me asap, indicating if: 1. You can make yourself available to help during the week before the fly in and give a rough idea of times, morning/day/evening, 2. If you will be available to help on Sat and/or Sun of the fly in and a rough idea of times morning/day/evening and 3. If you intend to come along to the fly-in on Sat and/or Sun how many people you may be bringing. This is so we can get a rough idea of numbers who may want food and drink during the day and/or attend the Main Banquet for the evening celebrations! The sooner we have this info, the better we will be able to cater for everyone so please respond as soon as you can thanks.

## New security issues...

As many of you know there was a break-in at the club recently. Although there was some damage done to the outside door the intruders did not find anything they wanted. However the diesel in the fuel truck was cleaned out and you may have noticed that the truck is now parked elsewhere to protect our fuel. However this simple security measure is useless if everyone does not ensure that everything is locked up before departure from the field. This echoes the recent posting about the facilities not being properly secured at the end of the day. This stuff is ours and it is up to us to mind it.

## Groundschool season looms...

By S N Walsh

As the autumn is drawing in it is again time to schedule our night classes. There has been a suggestion that we should abandon the long programme of two nights per week for many months, and instead change to giving the course over a few intense weekends. This has some advantages and I am now asking for feedback from the intending students to guide us towards the best method. Please contact me or Peter about this as soon as possible so we can make final plans, thanks.

## Visitors from the East...

Sunday 23<sup>rd</sup> July saw a Young Eagles event with a slight difference. We had a visit from at least 20 children from Belarus who were invited and entertained by Martin as a special treat. Fortunately the weather was good and the two Davids did a mammoth task at getting everyone into the air, although we only had two operating aircraft.



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## AM over the sea to Sywell...

By Jack Flynn

Sywell airfield in Northampton hosted Aero-Expo this year. UK's festival of aviation was on from 17<sup>th</sup> – 19<sup>th</sup> June, so after two days of flight planning 'Alpha Mike' was pulled out on Saturday morning and loaded up with overnight bags and four POB, Colm O'Flynn, Mike Kerrison, Peter Cazalet and myself. The weather on departure was 'Few 1400 Sct 1800 12 kts westerly and many CB's around'. The first leg to Waterford was uneventful, we managed to maintain 1500 ft QNH. We topped up the fuel at Waterford and while having coffee in the terminal we booked 1400 local as our arrival slot at Sywell. This was my first time flying such a procedure and I was expecting hundreds of airheads like ourselves simultaneously trying to find the correct point of arrival or worse still, trying to find the field. However the arrival instructions on their website were very good, no radio contact required, just follow the joining procedure and make radio contact when on finals to either the left or right parallel runways one hard and one soft. That's enough coffee, let's go.

We departed Waterford 1120 local and the weather had improved with lots of blue sky on climb out. However Waterford tower informed us that an aircraft ahead had turned back because of weather, 10 minutes out from Rosslare. The four of us in the Cessna gave each other disappointing looks and but we opted to continue in case the bad weather was only a CB which could have just moved on. Conditions were CAVOK over the Irish Sea and we had a brilliant crossing at 5000 ft. Over Wales it was overcast and we had to pick our way past interesting-looking cloud formations, routing by Swansea and north of the Cardiff CTR but by Gloucester we had some blue sky again and carried on at 3000 ft to Sywell, tuning into the frequency about 20 miles out. This established that there was quite an amount of traffic about and we arrived earlier than our slot time because of a strong tail wind. Four pairs of eyes scanned all round for traffic but to our amazement there was no other traffic in the hold area, so we continued our join as planned and landed on the hard runway.

'AM' was like a super star on arrival with what looked like hundreds of plane spotters with cameras and note books showing great interest in our Cessna. To avoid a possible rush for fuel the following day we topped the tanks up on arrival.

The Expo event was not as big as expected due to weather hampering things quite a bit. There were some interesting aircraft on exhibition including the BE-2C Biggles Bi-Plane first built in 1914, found inside a barn in upstate New York, brought back to its original home in

Sywell in 2005 and now restored and in flying condition. It appeared in the movie 'Biggles Sweeps the Skies' and was also used in the BBC TV series 'Wings'. In the background is a Fokker DR-1 tri-plane.



BE-2C Biggles Bi-Plane



Alpha Mike at Sywell



Airframe and panels made ex drawings by home builder

Limerick Flying Club (Coonagh) Ltd.

Coonagh, Limerick, Ireland.

Clubhouse: (061) 326600



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There were lots of new aircraft on display also, including the Tecnam twin, Gyro Copters and Gliders. The air display was fantastic, with fixed wing aircraft and gyros but most impressive was the giant twin-turret Chinook helicopter which looks like a lumbering work horse for heavy lifting only (it can take a 10-tonne payload) but it is capable of amazing agility and manoeuvrability. We booked in for the night in the Red of Lion in Brixworth village a few miles for Sywell. It was an excellent choice with good food and drink in the pub up the street. A good night's sleep was had by all and after an excellent breakfast next morning and a short taxi ride back to Sywell, we browsed the stands for another couple of hours. The organizers of the event did a fantastic job on the weekend, it could have been three times busier in the air and on the ground and everybody would still be catered for with ease.



GA, late 20's early 30's



Coasting out at Fishguard

We had filed a flight plan out of Sywell for 1300 and having completed preflight checks we donned life jackets for the long journey back to Coonagh direct. Sywell was busy but no problem slotting in for departure. Once en route we contacted London Information and they

informed us of gliding and parachuting activity in our flight path, but there was no problem avoiding this and maintaining 3000 ft or more all the way back to Coonagh. Our groundspeed on the way back averaged only 90 kts, because of a headwind compared to 120 kts on the way out. We arrived back at Coonagh at 1530 and debriefed about a wonderful weekend over a cup tea in the club house. All agreed that it is trips like this that make flying so good.

## Electronic Jacek...

It is fairly common knowledge now among the regular fliers that there has been a piece of software developed to do an electronic version of the flight logs. The project is running parallel with the paper version for the time being at least but by now there are very little bugs being reported, so it is hoped that the electronic version will completely replace the paper version in due course. Bob has done some very good work at seeing problems and reporting them. There have been a couple of info sessions also, but all pilots should make sure that they are familiar with the system because it is likely to be the main method of recording flying and payments etc soon.

## Atlantic AirVenture Welcome...

A timely reminder that the second open day at our neighbours plant at Shannon will be held on 28<sup>th</sup> August. The success of last year's event to commemorate the 100<sup>th</sup> anniversary of Harry Ferguson's first Irish flight has prompted Jane and Eddie to repeat the exercise. All are welcome and offers of help from LFC will not be refused.

## Spitfire flies again...

By Gerry Humphreys

I guess it's every pilot's dream to have a go in a Spitfire. Unfortunately unless you have a lot of cash or are one of the select few with an 'in' to the warbird scene, it remains a dream for most. The Mk 26 spitfire has changed that for many, an 80% scale homebuilt kit with an 8 cylinder Jabiru engine, the package looks and sounds fantastic, almost indistinguishable from the real thing in the air, more than 80% of the fun for less than 10% of the cost of a Merlin-powered original. The Mk 26 has a passionate following around the world as an affordable way to own and fly the legend that is every schoolboy's dream.

I was recently asked to ferry one from the UK to its new owner in Germany. I had inspected the aircraft and was impressed with the build quality. The builder and his partner were retired De Havilland aircraft engineers and had between them built more aircraft than I'd had hot breakfasts. This was the first Mk 26 to be completed in



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the UK and was indeed a high quality piece of work. Every detail had been thought out, right down to the 'guns' button on the specially constructed joystick which doubled as a transmit switch!



The cockpit is snug especially if both seats are occupied but it is really well thought out, and I was pleased to see in place of the normal gunsight a Garmin 296 wired in.



The plan was to fly in formation with my friend Brad in EI-HUM. I always wanted to be Spitfire lead! We set off from the UK base into lowish cloud and not brilliant vis. around the north of London, past such historic bases as North Weald and Biggin Hill. Brad had a radio snag which meant we were communicating by using hand signals, not a big deal as I was happy up front with him sticking like glue. We approached the cliffs of Dover and I felt I had to take a snap of the cliffs with that iconic wing in the frame.



*The Cliffs of Dover from a Spitfire*

Things got exciting just then as a couple of Dutch F16's with the same idea were going the opposite way flashed about 100 ft underneath us. I decided to pull up a bit and head 'sausage side' across the channel. Soon France came into view and the weather picked up nicely. Coasting in near Calais the French controllers were a little slow on the uptake wanting to know our life story and asking me to spell 'Spitfire' phonetically, where has this bloke been all his life I thought? And I don't care if the maximum number of letters in an ICAO-compliant callsign is 7, we are calling ourselves spitfire whether you like it or not!

Eventually they started a conversation in French with some other aircraft and left us alone to fly over the cornfields towards the famous Flanders Poppy Fields near the Somme where so many people, mostly young men died in the First World War.

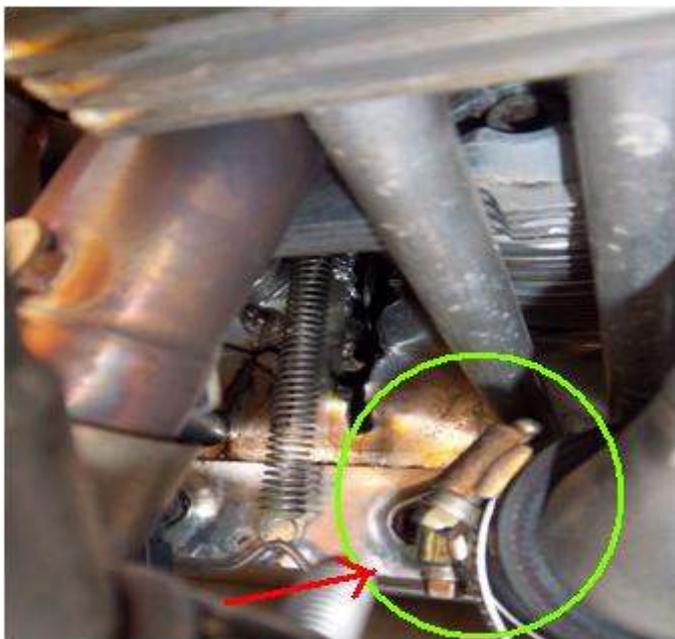




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## Trouble ahead, almost 'spitting' fire...

The 8-cylinder Jabiru up front was purring away happily, Brad was still on my wing and life was good. Suddenly there was a definite vibration! I thought no, this can't be happening, 1800 feet up, standing corn everywhere and I've never even put the gear down in one of these things. Thank God for Garmin, 'go to nearest airfield', nav sorted, St Omer 4.5 miles away, groundspeed 140 kts, 2 minutes. "PAN PAN PAN SPITFIRE LEAD Engine trouble diverting St Omer". Lille ATC confirmed my choice and left me to get on with it. The vibration got worse so I tried the fuel pump and applied the electric carb heat, but no joy. A quick glance showed nothing amiss on the gauges, however there was obviously something horribly wrong up front. My main preoccupation then was to get the gear down. An unusual electric system of switches, locking levers and visual indicators which could apparently be overloaded if both were operated at once. Thankfully it worked as advertised and then I spotted St Omer's runway around 2 miles away. Oh, and by now the engine had stopped, Plan A had been to circle and land into wind, now it was simple, just get it on the ground anywhere that was not standing corn. Experimenting a bit with flap it soon became apparent that I might just get away with a downwind landing on whatever runway that was about a mile ahead. I made it, my first landing in a Spitfire!



*There's your problem!*

Seconds later Brad arrived in EI-HUM not realising why I had landed downwind and parked on the end of a random runway at a deserted airfield in France. We had a look under the hood and immediately saw what looked

like a con-rod failure which led to it punching a hole in the crankcase. This particular spitfire was not going anywhere for a while. Fortunately around the corner of this very famous airfield's hangar was a nice restaurant (Michelin 1\*, I since discovered) where we had a wonderful lunch. Afterwards the owner, who happened to also have the keys to the hangar, was amazed to find how we ended up in his restaurant, 'le service' was immediately abandoned and he brought his mates for a photo session.

As Douglas Bader said to his HQ during the Battle of Britain, 'don't send me good pilots just lucky ones!'

## Bushed Eurostar...

Finian is eager to explain how a line of twigs which had bloomed suddenly in an unexpected place led to an under-carriage failure in the little aircraft, during the ensuing heavy landing. The good news is that there was very little damage done by the incident so we all hope that the group will get their aircraft back to base very soon and we can watch it fly again. There is no need for any other comment, for more information talk to the man himself, he will explain everything.

## Weekday flying...

Instructors are available various evenings, Tuesdays, Wednesdays and Thursdays from 18.00 - 21.00 Local. Please check Goboko for exact days and times.

Thanks to everyone who contributed articles to this. There is always a need for input so that it is not left to a few, and also alternative points of view are presented to keep the material fresh. The **deadline for the September issue is 5<sup>th</sup> Sept**, so please get writing.

### 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

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