



Newsletter December 2019

GPS de-mystified and Lunch, too!

Saturday, 14th December at 11oc

GPS is *the* modern navaid, but it offers so many functions that it can be confusing.

We are running a seminar on how to use the GPS for VFR navigation with all the other extraneous functions cut away. It means that you will always know where you are on a cross-country even if you have to go off track due to weather. So, bring your notebook and your chart!

Afterwards, we hope that everyone will meet in Darby's restaurant for lunch. In order to arrange seating in the restaurant, please let Anthony know by Thursday that you will be there by emailing galliganto@gmail.com or text 086 259 8629.

Engine Overhaul – Big Expense!

John Scrivener would like to hear from members who would be willing to make loans to the club to cover the cost of the engine overhaul which will be a big expense when added to the cost of the annual inspection.

As detailed on the recent post, loans will be repaid within two years – usually earlier – and they can be repaid on demand if a member requests.

We will be paying interest of €3 per €1000 per month, which equates to 3.6% p.a. Interest will be paid on repayment of the principal.

If you would like to lend to the club, email John Scrivener at jscrivener@farmhand.ie to say how much you would like to lend.

Head your email "LAC loan".

Weatherwise

Clear skies and slack winds can lead to pronounced inversions. On the morning that I took EI-YLG to Derry for the annual inspection, the surface temperature at Weston was -3°C but at 1000 feet QNH, it was +5°C. That's an inversion of 1°C per 100 feet!

Most of the country was clear, with stations reporting CAVOK but Lough Neagh was

covered in fog which had spread to Aldergrove where the visibility was only a few hundred metres as a result.

The temperature and dew point may be equal on calm nights, yet no fog forms because there is no wind to mix the surface layer. Then, as the first rays of the sun cause some convection, fog may form within a few minutes, so it's always a good idea to monitor conditions.

Fog formed like that may dissipate after a short while but sometimes it may linger for hours. You can monitor the ATIS at some airfields but if necessary, ask ATC to get you the latest METAR for any airfield you are interested in.

Fit to Fly?

Two recent accident reports describe how the pilots involved had heart attacks and died in flight. The first was a 41-year old paraglider pilot who launched from Sorrel Hill, near Blessington. He was found to have crashed at Ballinacor, South Wicklow. The second was a 64-year old glider pilot who launched from Talgarth in South Wales and crashed in the Snowdonia National Park. There was a similar fatal crash near Kilkenny some years ago, also involving a glider pilot.

We will never know if any of these pilots had warning symptoms beforehand, but I suspect that they did. Nine years ago, I began to get breathless and got a pain in my chest when I exerted myself. My GP confirmed that these were symptoms of angina so, a short while later, I underwent a painless 25-30 minute procedure while a surgeon inserted stents.

After a period of recovery, I underwent tests and my medical was restored.

Our medical certificates are only valid if the tests are satisfactory, have responded truthfully to the questionnaire and that we have not suffered any reduction in fitness since it was issued. Have a look at the notes on the reverse of your certificate.

It's better to lose a few months flying and get back to it again in a healthy condition than to ignore the warnings and possibly die as a result. Even while you are waiting for your cert to be re-issued, you can enjoy flying by taking an instructor along to make it legal. Flying doesn't feel any different because you don't have a piece of paper!