

3CK Airport News



Lake in the Hills Airport

Airport Office

Open Tuesday & Thursday 7 a.m. to 11 a.m.

Saturday 7 a.m. to 3:30 p.m.

Phone 815-479-7960

Airport Manager

David Gregoria 847-960-7500

After Hours 847-658-5676

August 2008

Young Eagles

The Young Eagles Rallies on May 10th and June 14th were a great success. The weather was perfect and the children had a great time! The remaining dates are as follows:

- August 30, 2008
- September 27, 2008
- October 18, 2008

Young Eagles is a free program that introduces young people to the experience of flight. It is for children who are eight to seventeen years of age. The EAA790 pilots donate their time, aircraft and fuel for these events. All rallies are held on Saturdays from 9am to 12pm. Come out and enjoy this experience.

T-Hangars

We currently have four T-Hangars for rent. If you know of anyone who may be interested please have them contact Mary Anne at 815-479-7960 or 847-960-7500.

Three hangars are for sale. Please call Tom at 847-757-4523 for PAP-45 and Richard Britton at 847-538-6825 for PAP-27. Also PAP-39 is for sale. Please contact Mark Riggsby at 815-378-6379.

Airport Security

The threat Advisory level remains at **Yellow** for the airport. 3CK pilots have proven that they are the best first line of defense to identify potential problems.

If you observe anything out of place or hear of a situation please contact the LITH Police Department at 911 or 847-658-5676. We also ask that you refrain from parking outside your hangar, especially if you are gone overnight or for an extended time. Use the designated overnight parking in the lot.

AWOS

We have issued a NOTAM on the AWOS System. The wind speed and direction data may be incorrect. The problem is due to the hill south of the station. We are currently working to resolve the issue with the property owner. Until further notice please check the NOTAM on a regular basis. If you have any questions or concerns please feel free to call us at 847-960-7500.

Wildlife Sightings

Please continue to report any deer, geese or coyote sightings inside the perimeter fence. Please report these sightings immediately. Call Mary Anne at 815-479-7960 or 847-960-7500 so our staff can respond immediately.

Open House

We are currently planning an Airport Open House on Saturday, August 30, 2008. The EAA Chapter 790 will be offering free Young Eagles airplane rides from 9:00am to 12:00pm. The purpose of the Open House is to highlight the many services at our airport. If you have any questions or ideas please give us a call at 847-960-7500.

Pyott Road

A pre-construction meeting was held on Monday, June 30, 2008 at the airport office. The contractor plans to start in July. The first phase of the project will be east of the existing Pyott Road. We don't anticipate any disruptions at this time. We will keep you informed throughout these improvements. Thank you for your patience and cooperation.

WEIGHT AND BALANCE- And The Answers Are:

The following are excerpts from "Weight and Balance-And The Answers Are:" by H. Dean Chamberlain in the January/February 2008 FAA Aviation News.

The last issue of *FAA Aviation News* contained an article titled "Weight and Balance-How Much is Too Much?"

Based upon the information provided in the article, *FAA Aviation News* asked what is the maximum weight two pilots can weight in a Cessna 172S in the Normal category with full fuel. What can they weight in the Utility category with full fuel? Are they within the airplane's center of gravity (CG) limits? Can they do spins with fell fuel? Note: Fuel weight is calculated at six pounds per gallon. Maximum fuel is 56 gallons with 53 gallons usable.

PILOT WEIGHT

Based upon the information provided in the article, each pilot can weigh 237.3 pounds in the Normal category. In the Utility category they can weigh 62.3 (yes 62.03) pounds each.

Why the difference? The C-172S is certificated in two categories. Each category has its own operating authorizations and restrictions. The benefits of being certified in two categories is that the airplane can be used for limited acrobatic training in the Utility category. This is important for pilot training in the aircraft.

OPERATING LIMITATIONS-NORMAL VS UTILITY

Please note in the following discussion that for any aircraft (by make, model, and serial number) each aircraft's operating limitations define what that particular aircraft is authorized to do. Pilots must comply with each aircraft's own operation limitations.

Normal category airplanes are intended for nonacrobatic operations only. The regulations define these operations as any maneuver incident to normal flying, stalls (except whip stalls), and lazy eights, chandelles, and steep turns in which the angle of bank is not more than 60 degrees.

Utility category airplanes can do all of the maneuvers a Normal category airplane can do as well as limited acrobatics which includes spins, lazy eights, chandelles, steep turns and similar maneuvers in which the angle of bank is more than 60 degrees, but not more than 90 degrees.

Based upon its dual certification, the C-172S has an operation limitation that requires spins to be done with the aircraft in Utility category rather than Normal category. This difference is significant because the maximum gross takeoff and landing weight changes from the Normal category 2,550 pounds to 2,200 pounds in the Utility category. As noted in the original article, this equates into a 350 pound difference in gross weight.

CENTER OF GRAVITY LIMITATIONS

Based upon the C172S Type Certificate Data Sheet, the CG limits in the Normal category are: Aft is 47.3 inches aft of datum at 2,550 or less. The forward limits are a linear of 35.0 inches aft of datum at 1,950 pounds or less. In the Utility category the CG limits are Aft limits are 40.5 inches aft of datum at 2,200 pounds or less. With the full fuel in the Normal category and at max takeoff weight with our two 237.3 pound pilots is within CG. With full fuel in the Utility category at max takeoff weight with our two 62.3 pound pilots the aircraft is out of CG.

PARACHUTES OR NOT?

Paraphrasing the regulation (Title 14 Code of Federal Regulations 91.307) parachutes are required if the international maneuver (the spin) exceeds a bank of 60 degrees relative to the horizon or a nose-up or nose-down attitude of 30 degrees relative to the horizon. However, these requirements do not apply for flight tests for pilot certification or rating, or spins and other flight maneuvers required by the regulations for any certificate, or rating when given by a certificated flight instructor or an airline transport pilot instructing in accordance with Title 14 Code of Federal Regulations 61.67. Since the provided information did not state this was a training flight or a flight test, parachutes are required. Based on a review of three parachute manufactures' product, the average emergency parachute weights between 10 to 15 pounds or so, depending upon size, style, and accessories. Pilots should weigh their parachutes with all attached gear for accurate weight and balance calculations.