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# Foothill Flyer.....

The official newsletter of The Foothill Flying Club

VOL. 8 ISSUE 01

JANUARY 01, 2015

Dave Franklin  
Ground  
Schools

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School  
Begins  
January 13, 2015

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Cable Aircraft Company Inc DbA  
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1749 W. 13th Street  
Cable Airport  
Upland, CA 91786  
(909) 917-5851

## Unseen Ice

By Mert Zhang Bozbey-PPL-Upland/Cable KCCB



### Part 2 of 2 parts:

And a second after, my engine completely quit! Everything happened so fast. I was a high-wing glider, and I was really scared to death because it was so silent, and I wasn't used to it. I tried to establish the recommended glide speed so there would be time enough for the things I had to do. I declared an emergency and ATC asked me some questions like: "how many souls on board?" etc. As I made my 180 degree turn with 60 knots on the indicator, there wasn't enough air to make the windmill effect, so my propeller stopped and I was going down. I completed my checklist and started to glide to Whiteman airport, and I wasn't scared anymore because I just overcame it and I realized that I wasn't "dropping from the sky". I just turned on my forehead-flashlight to see everything in the cockpit and entered direct-to Whiteman in my EFB, to reduce the workload on myself and to avoid CFIT (Controlled Flight into Terrain). I had the external WAAS connected to my EFB to backup myself.

As I was gliding, ATC helped with frequencies and the heading to the airport. On the final approach, since I had time, I tried the starter and I got back my power (roughly) again. With the emergency checklist done, I landed safely and changed my frequency to the one that ATC advised me and let them know that I'm alive and safe. ATC asked me if I'd need any more help. I thanked him and told him that I'd like to taxi to the transient ramp. After farewell, I taxied to the ramp and checked my engine. Everything was in one piece and all right. Even though everything was okay on the preflight inspection before the flight, I had thought something might have happened in flight, so I deduced that I really had carburetor ice. I said sarcastically to myself, "phew, that was a close one", to warm the air around me. From then on, I realized how things happen so quickly in these situations.

I ate my apple and drank my coffee to calm down and, I checked my fuel, my plan, and did an inspection again. I started my engine and it sounded happy. I taxied back and went to my destination with extreme caution and impressive dead reckoning, as I never did before, so that nothing else might happen. I landed at Porterville and hung around about an hour, and got some rest. Time was already 4 o'clock in the morning, and it was really dark, so I finished my sushi very fast.

On the way back, out of Lake Hughes VORTAC, even though there were no clouds or fog, there still was mist in the air, and every single AWOS or ASOS was broadcasting clear skies, and I told myself "yes true story, yes...". My engine started to run rough again, so I directly pulled the carburetor heat and flew all the way back to Burbank with carburetor heat on, because I had no other choice to but to keep my best friend alive in the 150. With about 7-10 degrees Celsius and some mist, even though carburetor heat was on, my engine was rough and I was looking for places to land every minute, where it wouldn't kill me in the mountainous terrain upon crash-landing. I filed my pilot report to Rancho Murrieta Radio as GMN UA/OV GMN 030015/TP C150/FL 095/SK BR/TB LGT CHOP since weather stations wouldn't be very reliable for other pilots. After that, I descended to a lower altitude where I could get warmer air and when I was able, and I completed my trip back to Cable alive. That taught me a lot about moisture and temperature with planes that have carburetors. (Still the C-152/150 is my favorite trainer, because it's cheap and fun to fly!)

Mert Zhang Bozbey - PPL - Foothill Flying Club - Upland / Cable (KCCB)

*Mert has accumulated over 200 hours since he began his training in June of 2014 at Foothill Flying Club. He is ready for his Instrument Check Ride and will continue his flying, working toward his CFI and his ATP. I think he has more cross country time in his book than any other of our student / members.*

**High School and College Students ask for special discounts.**