The BFC Flying Club Newsletter

February 2018

Volume 56 / Issue 02

BLUE SIDE UP!

The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30 PM. The Club has 45 equity members sharing three planes.

ERV - CIP

LL10 Avgas 100LL
$4.47/gal

Aircraft Rates as of October 1st

C172S	4BC	$119.00
C172SP	3SP	$114.00
C182S	5RC	$139.06

CY Cumulative Hours Flown

January 2018

884BC	34.7 hrs.
983SP	0.0 hrs.
415RC	12.7 hrs.
TOTAL	47.4 hrs.

2017 Totals

884BC	247.3 hrs.
983SP	207.5 hrs.
415RC	242.1 hrs.
TOTAL	696.9 hrs.

Join us for our next meeting:

Tuesday, March 6, 2018
Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, February 6th, 2018 at Naper Aero. The President called the meeting to order at 7:32 PM. The list of Attendees is provided in the sidebar on page 2.

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. Total flying time for December was 47.4 hours with 0.3 hours club time. We made $20,879.55 in payments and had $13,049.56 in receipts. The loan balance is $113,996 and cash in the bank is $97,610.63. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented.

The aircraft reports were presented by the plane captains. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:33 PM.

Attendees

Members

Jim Krzyzewski
Jack Lindquist
Kevin Kanarski
Manish Awasthi
Walt Slazyk
Val Vlazny
John Wrycza
Don Leonard
Don Patterson
Jeff Andrews
Mike Beinhauer

Guests

Social

TREASURER'S REPORT

CASH		
Chase Checking		22,438.12
Chase Savings		75,172.51
Total		**$97,610.63**
PAYMENTS		
Naper Aero	Fuel and Fees - Dec	2,238.54
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Corona	3SP Engine Overhaul Prepayment	11,000.00
USPS	Express mail to Corona	23.75
Kluzak	Equity return	4,250.00
Travel Express	5RC Aileron Service	876.48
Sporty's	Oil and Filters	324.25
Southern Sky	3SP Prop Overhaul	1,020.32
Total		**$20,879.55**
RESERVES		
INSURANCE ($1500/ mo)		-4,500
ANNUALS ($1000/ mo)		-10,000
LL10 DUES ($350/ mo)		-1,400
INACTIVE MEMBER		-7,727
ENG OVRHL 3SP		-11,000
ENG OVRHL 4BC		-28,000
ENG OVRHL 5RC ($750/mo)		-1,500
CREDIT BALANCE MEMBER		-14,700
ADS-B EQUIPMENT ($7/hr,$3 dues)		-3,405
EQUIPMENT UPGRADE		-15,379
Reserves net		0
Reserve Increase/(Decrease)		**($7,830.00)**
LOAN		
INTEREST PAID @ 6.0%		$576
PRINCIPAL PAID		$1,090
AIRCRAFT LOAN Balance		$113,996
RECEIPTS		
Dues & Flying		8,376.71
Equity		4,250.00
Bank Interest		2.85
Christmas Party		420.00
Total		**$13,049.56**
CREDITS TO MEMBERS		
Fuel Away		689.76
Loan Pymt		555.10
4BC Vac Pump Serv	Southern Sky Maint	705.00
Aircraft Keys		23.71
Total		**$1,973.57**

FLYING HOURS

January

884BC	
FLYING	34.7
TACH	1979.7
TBO	2000
TMOH	20.3
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	0.0
TACH	4549.0
TBO	2000
TMOH	-429.2
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	12.7
TACH	5344.1
TBO	2000
TMOH	701.5
†CLUB	0.3
*GAL/HR.	12.3

TBO – engine time between overhauls
TMOH – engine time to major overhaul

† Includes orientation flights

* Gallons per hour for calculating hourly rate. Do not use for flight planning.

AIRCRAFT REPORTS

N884BC

1) Right door slide latch is not holding door open
2) GDL69 (XM Receiver) was reported INOP during one flight. Seems to be working fine since.
3) Backup attitude indicator INOP (see New Business)

N983SP

1) Plane is currently down for engine overhaul and annual
2) Top right wing fuel leak fixed

N415RC

1) #3 cylinder had low compression. Cylinder sent to G&N where it is getting a replacement valve and sleeve
2) Autopilot remains INOP
3) Magnetos are being rebuilt

OLD BUSINESS

- Requesting a current schedule date for the ADS-B install in 884BC. The avionics shops are getting busy so we want to see how far out the schedule is. If we go ahead and schedule the install we will need to put down $5,795 for the Garmin GTX 345R with GPS unit.

NEW BUSINESS

- Due to the backup AI going bad in 884BC we are investigating the possibility of moving the AI in 415RC to 884BC. Then purchase a Garmin G5 electronic AI for 415RC. The G5 unit costs $2,149. We are waiting for responses from a few avionics shops for installation cost.
- John W. gave an update on the Chicago Aviation Expo

SAFETY

None presented.

MEMBERSHIP – GUESTS

No new members or guests on this cold February meeting.

MARKETING

Due to good interest in the club lately, we will be holding off on sending another mail marketing campaign until the early spring of 2018.

MEMBERS SECTION

This section is for you, the members, to showcase your airplane adventures in the Photo Corner and let others know of your accomplishments. We are also looking for members to submit articles for the newsletter. With the years of flying experience we have in our club we are looking for members to submit articles in the style of 'I learned about flying from that', 'Never Again' or 'Stick and Rudder'. It's in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

UP & DOWN

Submitted by Larry Bothe

This is the first in a series of articles about bad experiences I have had in flying, some of them while instructing, written for the purpose of highlighting certain teaching points or tips you may want to employ as you work with your students. I crossed over 40 years of flying in 2013, and at age 70 I'm well beyond being embarrassed by past errors in judgment. I share these stories so that others can benefit from my mistakes. I'm thankful that I had the training, experience and good luck to deal with the situations and be here to tell you about them.

I intended to leave for Chicago from my home base just north of Philadelphia at about 9:00 in the morning. The weather was basically clear, but with the typical summer forecast of a chance of thunderstorms after 2PM. And of course, I would have a headwind on the way west so the trip was going to take a while in my Cessna 172. The plan was for me to drop my neighbor's 16-year old daughter, Lori, off in northern Indiana so she could visit her grandmother, and then I would continue on to attend my business conference in Chicago.

Somehow, we just couldn't get going that day. By the time we finally got off it was nearly 2:00 in the afternoon; about the time I should have been leaving Indiana for the short second leg up to Meigs Field. The weather was still good as we left Collegeville, but a couple hours later in western PA we started to encounter buildups. At first they were widely scattered so I pressed on. But the further I went west the buildups became closer together, tops higher, and the clouds uglier-looking. Pretty soon I was doing some enthusiastic maneuvering to remain clear of the clouds. Then the inevitable happened; there was no place to go but into a cloud. I tried to make the time-honored 180° turn but I was too late; it was all closed up behind me.

I was a relatively new instrument pilot (this adventure occurred back in the late 70's) so I had little real-world IFR experience. But I knew this much: flying in building, dark, towering cumulous clouds is not a good plan. About the time I finished fumbling around with my charts and found the frequency for Center things really got bad. It started to rain very hard, the hardest I have ever seen in my entire flying career. Water ran into the plane seemingly everywhere. It was as if it had turned into a sieve. The view out the windscreen, through the water, was an ugly dark gray/green color that I had never seen before or since. The engine ran rough. I remembered reading an article by Richard Collins

where he suggested that if a Skyhawk was ingesting enough water it might be necessary to turn on the carb heat, so I did that.

Then we started up. The VSI pegged at 2000 fpm. We went from 8500 up 11,000 in the blink of an eye. The time was very short, but I remember it seemed like slow motion. I had time to think, "There is going to be hell to pay when this switches to a downdraft." Then it switched and we were going down, like the bottom had fallen out or we were in a runaway elevator. The VSI abruptly changed to pegged at 2000 fpm down. At least I knew from my instrument training that I should not worry about holding altitude; just keep the wings and pitch level, slow to maneuvering speed and let the altitude vary as the air currents carried the plane. I flew out of the downdraft at about 7000 feet. The whole bad encounter lasted less than 2 minutes. During that time I saw the VSI pegged both ways, and changed altitude a total of 6500 feet. That's an average of over 3000 fpm; pretty abrupt for a Skyhawk.

Somewhere in there, I don't really recall at what point, I was able to get in touch with ATC. I told them I was in trouble, they needed to make me IFR, and I asked what was the heading of the shortest distance out of that mess. I guess I sounded pretty scared because the first thing the controller asked me was if I wanted to declare an emergency. I distinctly recall squeaking back to him the words, "No, I'm trying to prevent one." After the usual identification routine he told me to turn north and I would be out in about 20 miles, with altitude at my discretion.

That 20-mile ride took around 10 minutes, but it was the longest 10 minutes of my life. Then suddenly we popped out into clear, bright sunshine, and just off to our right was the Franklin, PA airport. I asked Lori if she wanted to land (she had been stone-quiet through all of this ordeal) and she said yes. We landed and both had to run for the bathroom. Although it didn't occur to me at the time, I guess we were pretty close to wetting our pants out of fear.

I am very thankful for what didn't happen on this flight since it is probably the only reason we survived. In spite of my worst fears, we never had anything worse than moderate turbulence. Why there was no violent wind shear when we went abruptly from updraft to downdraft I will never know. Just luck, I guess. The plane remained controllable at all times. And there was no hail. Large hail can be very damaging, even to the point of breaking the windshield in a light plane. If that had happened I would have surely lost control.

There are several teaching points in this story that are worth noting:

- If a pilot ever flies into a cell he should keep the wings level and pitch for level flight. Don't worry about holding altitude, even if that is contrary to what ATC has assigned. Trying to maintain altitude could cause either a stall or an over-speed and in-flight breakup.
- Don't wait to get help from the outside world. Center can overlay weather on their radar and vector you around areas of bad stuff. Call early; avoidance is good. In my situation diverting just 20 miles to the north would have kept me out of the whole mess. I waited way too long to call.
- Small airplane engines don't run well on water. If your engine is carbureted, and therefore has a carb heat control, apply carb heat in heavy rain. When carb heat

is applied the intake air comes from under the engine cowling, off to one side by an exhaust manifold. There isn't nearly as much water in there. Some fuel-injected engines have manual alternate air controls, and some, like "restart" Cessnas, are automatic. You can select alternate air if your engine runs rough in heavy rain. Pilots of planes with automatic alternate air just have to take what they get.

- If a person intends to fly IFR in small planes very often it is worthwhile to have thunderstorm detection and avoidance information right there in the cockpit with you. Today the best solution is satellite radar images. You can buy a weather receiver and a portable GPS to display it on for $1200, or you can put it on an iPad. Seeing the big picture for yourself really enhances the decision-making process.

Since that exciting encounter back in the 70's I have never gotten myself into a thunderstorm situation again; once was more than enough. I make very sure my instrument students know and understand what to do if they fly into a cell. However, I would much rather they use all the information available to avoid a ride like mine.

Larry Bothe is a former FAA Designated Pilot Examiner, FAASTeam Representative and Gold Seal Instructor in the Indianapolis, IN FSDO area. He is also a Master Certified Flight Instructor and has over 7000 hours in more than 80 types of aircraft. Larry is part-owner of a 1961 7EC Champ and may be contacted at LBothe@comcast.net.

OPERATIONAL & SAFETY REMINDERS

Remember, each of us owns 1/45 of these planes. Adherence to the reminders listed below will keep us safer and help to hold down the cost of maintenance. If you have a problem with a club plane notify the plane captain or maintenance officer before you arrange for any repairs. Let those people decide the best way to have the plane fixed. Phone numbers are in the fuel logbook in the plane.

Beware of TFR's: Presidential and stadium (Joliet Speedway & Dekalb Univ.).

Windshield cleaning: Use a clean, soft cloth to clean the windshield. Paper towels scratch the soft plastic. Clean rags should be in each plane; more are in the cabinets by 983SP.

Preflight inspection: Use the checklist. It's easy to get distracted and skip important things. When finished, step back and walk around the plane to take in the big picture.

Tire pressure: Check pressure visually before each flight. If tires look low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. 30 psi all around will do for the C-172's, 40 psi for the C-182.

Engine oil: Check the oil change sticker before each flight. If due it's OK to fly, but notify the plane captain or maintenance officer. If you add oil, log it in the fuel logbook. Oil consumption tells us about the health of the engine. Try to add only full quarts.

Nose strut: NEVER, EVER fly with a collapsed nose strut. Remember the sheared rivets in 388ES? That cost a lot to fix.

Bald tires: Bald (no grooves) is OK; cloth showing through the rubber is not. If in doubt roll the plane to check the portion of the tires that you can't see initially.

Closing airplane doors: Please open the window and close the door by gripping the lower windowsill. Opening the window relieves the air pressure as the door comes shut. Gripping the windowsill instead of the door panel handhold prevents expensive damage to the flimsy door panel (like we had on 388ES).

Ground-lean after engine start: Our fuel-injected engines run very rich at low power, which causes the plugs to foul. That results in bad mag checks and the need to have the plugs cleaned. As soon as the engine is running smoothly after start, pull the mixture out a distance of 2 finger widths. Taxi with the engine leaned. It's OK to do the run-up with the engine leaned provided that it runs smoothly. Remember to go to full rich for takeoff.

Runways and patterns at LL10: The preferred calm wind runway is 36. We prefer that you land on the pavement because tire wear is less costly than damage to the gyro instruments due to vibration. When making a right-hand departure, climb to pattern altitude before turning right. Alternatively, make three climbing 90° left turns and cross over the field.

Parking at the fuel pumps: Please be courteous to others. Don't park at the pumps for an extended period of time.

Tow bars: Never leave a tow bar attached to a plane after you are finished moving it. Don't set the tow bar down on the nose wheel pant; remove it.

Finally, if you damage a plane, man up and report it to the plane captain, maintenance office or a board member right away. You will not be judged (it can happen to anyone), and only those who need to know will hear about it. Our goal is to handle the problem discreetly, efficiently, and get the airplane back in service ASAP. Thank you.

BFC
P.O. Box 2631
Naperville, IL 60567

iquiry@flybfc.org

ABOUT OUR ORGANIZATION

The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30PM.

The Club has 45 equity members sharing three airplanes:

1. 1999 Cessna 172SP N983SP
2. 2007 Cessna 172S N884BC
3. 1998 Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com
BFC Website: www.flybfc.org

President: Jim Krzyzewski
QuarterMaster/VP: Gevin Cross
Secretary: Kevin Kanarski
Treasurer: Jack Lindquist
Safety Officer: Ray Kvietkus
WebMaster: Kevin Kanarski
GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 [1]
Mike Pastore	630-606-3692
Jeff Hilsenbeck	630-660-0821

* These instructors offer limited training
[1] Available for club checkouts and Flight Reviews

Chief Maintenance Officer:

John Wrycza	630-697-3559

Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Knigga	765-357-4735
N415RC	Don Leonard	630-803-6967