

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 May 1st

C172S	4BC	\$119.20
C172SP	3SP	\$114.20
C182S	5RC	\$139.31

CY Cumulative Hours Flown

April 2018

884BC	24.7 hrs.
983SP	20.7 hrs.
415RC	23.4 hrs.
TOTAL	68.8 hrs.

2018 Totals

884BC	100.7 hrs.
983SP	20.7 hrs.
415RC	71.1 hrs.
TOTAL	192.5 hrs.

Join us for our next meeting:

Tuesday, June 5, 2018

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

May Meeting Minutes

Members Section

LL10 Airport Updates

Article – Night Training by Larry Bothe

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, May 1st, 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 April was 68.8 hours with 16.2 hours club time. We made \$14,876.86 in payments and had \$14,521.21 in receipts. The loan balance is \$110,693 and cash in the bank is \$85,558.10. 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 8:37 PM.

*Note the aircraft rates decreased as of May 1st due to a fuel price decrease at LL10.

Attendees**Members**

Jim Krzyzewski
 Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 Al Loek
 Bob Downey
 Walt Slazyk
 Kris Knigga
 Nick Davis
 Gerry Miskowicz
 Manish Awasthi
 J.P. Balakrishnan
 David Vaught
 Jim Robertson Jr.
 Val Vlazny
 John Wrycza
 Don Leonard
 Don Patterson
 Mel Finzer

Guests

Kent Krueger (LL10
 Manager)

Social

Bradley Swanson

TREASURER'S REPORT**CASH**

Chase Checking	10,378.30
Chase Savings	75,179.80
Total	\$85,558.10

PAYMENTS

Naper Aero	Fuel and Fees	3,004.20
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Garmin	4BC GPS database subscription	1,245.25
PopGrv Air	4BC Mag inspection	835.27
Sporty's	3SP Oil & Filter	204.00
TEAM	4BC Inspections / Various	3,873.40
	Repairs	
Southern Sky	3SP Engine O/H, Annual Inspect	4,033.21
EPIC Aviation	4BC Lord Cowling Mounts	254.59
Falcon Crest	4BC Spark Plugs	276.73
Chase Bank	Bank Fee	4.00

Total **\$14,876.86**

RESERVES

INSURANCE (\$1500/ mo)	-4,500
ANNUALS (\$1000/ mo)	-5,000
LL10 DUES (\$350/ mo)	-2,450
INACTIVE MEMBER	-7,727
ENG OVRHL 4BC	-28,000
ENG OVRHL 5RC (\$750/mo)	-3,750
CREDIT BALANCE MEMBER	-15,800
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	556
EQUIPMENT UPGRADE	-18,887

Reserves net 0

Reserve Increase/(Decrease) **(\$356.00)**

LOAN

INTEREST PAID @ 6.0%	\$559
PRINCIPAL PAID	\$1,107
AIRCRAFT LOAN Balance	\$110,693

RECEIPTS

Dues & Flying	14,518.67
Equity	0.00
Bank Interest	2.54

Total **\$14,521.21**

CREDITS TO MEMBERS

Fuel Away	636.19
Loan Pymt	555.10
Floor creeper (x2)	62.62

Total **\$1,253.91**

FLYING HOURS

April

884BC	
FLYING	24.7
TACH	2045.7
TBO	2000
TMOH	-45.7
†CLUB	0.1
*GAL/HR.	10.2

983SP	
FLYING	20.7
TACH	4569.7
TBO	2000
TMOH	1981.7
†CLUB	16.1
*GAL/HR.	10.2

415RC	
FLYING	23.4
TACH	5403.4
TBO	2000
TMOH	642.2
†CLUB	0.0
*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) Magnetos overhauled and spark plugs replaced
- 2) Cowling mounts replaced
- 3) Pilot seat belt buckle came apart and was repaired
- 4) Pitch trim light on autopilot reported illuminating. Report if noticed
- 5) Possible left turn tendency. Report if noticed.
- 6) Rear seat recline has been fixed

N983SP

- 1) Started motor has been replaced
- 2) Motor still in break in mode for another 17 hours
- 3) Break-in procedure only until further notice; no pattern work, no touch and go, fly low (3500 ft), high power only. Use the oil in the plane. Engine will burn oil during the break-in, this is normal.

N415RC

- 1) Left turn tendency still happening.
- 2) Electric trim isn't working. This is due to the autopilot being INOP.
- 3) Cowl flap not staying closed. Make sure you pull the lever over to make sure it is latched.
- 4) Garmin 696 is in the locker.
- 5) Nose wheel shimmy reported. Plan is to install a shim kit.

OLD BUSINESS

No updates on old business this month

NEW BUSINESS

No new business this month

SAFETY

Ray provided the spark plugs taken out of 4BC as an example of what a bad plug looks like.

MEMBERSHIP – GUESTS

Kent Krueger - new airport manager 630-207-0415, kentkrueger@comcast.net

MARKETING

Current marketing materials are being completed.

ACCOMPLISHMENTS

No new accomplishments this month

What's Up...

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.

LL10 AIRPORT UPDATES

- FAA has approved approach. Jeppesen is in the process of publishing the approach (60 to 90 days). FAA will be doing a seminar once and all in attendance will be certified for the approach. After that you need to go to the FSDO to get certified. Kent will let the club know when the seminar is scheduled.
- Pumps are being upgraded so fuel pumps may not be available during various times. Payment system will stay the same. Hoping to not have to dig anything up.
- Security cameras are being installed around the airport.

NIGHT TRAINING

Submitted by Larry Bothe (originally written 10/31/2013)

When I got my Private certificate in 1973 there was no requirement for night training, but you could fly at night. It just went along for the ride, so to speak. Shortly thereafter the FAA instituted the first night training requirement, which I recall was 10 landings and a short cross country. The training was optional, but if an applicant didn't get it then his certificate was restricted to day-flight only. The restriction could be lifted by taking the training. Later the FAA went to where we are now; 3 hours, including 10 landings and a 100 NM cross-country, and you don't have a choice in the matter. I have two instructional stories to tell you about night-flying, which point out the need for proper night instruction.

Right after I got my certificate I bought a Cessna 150 that had been on lease-back at the little flight school where I took my training. It was a 1967, 6 years old, and I paid \$5000 for it. I wanted to fly at night to get more utility out of the plane, but in spite of there not being any requirement I was very reluctant to just venture out into the darkness without any training at all. My instructor didn't want to do the night training I requested because he lived some distance from the airport and didn't want to stay at the airport until after dark and give me a night lesson. Our 2100-foot grass field was "lighted" by four low-voltage, earth-ground lights along each side of the 300-foot width. No green/red threshold/end lights. And oh yeah, it was cold in the month of February.

I finally badgered my instructor into it and managed to get a 45-minute triangular trip that included 3 landings. He didn't give me any ground school; no explanation of aircraft or airport lighting or anything like that. Just get in the plane and let's go! I had done the navigational planning on my own, which the instructor didn't look at, so we took off. During the short flight the instructor didn't say much, and I didn't pay much attention to him because I was concentrating on not getting lost, and I was worried about my next

night landing. He mentioned something about disappearing threshold lights, but I didn't get it. I didn't have any problems with the short instructional flight, and it did give me some confidence, so I figured I was ready to go on my own.

The following Friday evening I collect up my friend Rick to go flying at night. We decided to fly over to the big city of Reading, PA where they had a control tower and real airport lighting. The weather was crystal-clear. I could see the airport and called from perhaps 20 miles out. I received immediate straight-in landing clearance; there wasn't any other traffic. I started down from 3000 feet in a slow descent. Rick and I were enjoying the evening immensely and commenting on the beautiful weather. As we descended and got closer to the airport, it started to look different. I asked Rick if he noticed any change. He didn't. Then I begin to get it; the threshold lights were gone. The side lights and the far-end red lights were there, but no green ones. Hmmmm....., what was it my instructor had said when we did the night lesson? Oh, yeah, I remember, if the threshold lights disappear then that means there is something in between you and the airport, but you can't tell how far away it is. If that ever happens you should climb right away because you might fly into the obstacle. OK, I wonder what could be in the way? (Dawdle, thinking.)

Oh, holy crap, climb! I stuffed in the throttle and pitched up! As I did that I saw motion off to my right, and flew beside some sort of tower. I just held on and hoped I wouldn't hit anything. I didn't. After a while I looked at the airport and was very pleased to see the green threshold lights again. I flew level until I was much closer, did a steep descent, and landed uneventfully. Once on the ground we figured out what had happened. I had started my descent way too early and got down behind the unlighted ridge 8 to 10 miles south of the field. I remembered my instructor's admonition just in time; I very nearly put the airplane in the trees. Later I learned that the tower I flew by was a concrete and steel practice fire tower. Pretty solid.

When you teach night flight, please don't just get in the plane and take off. The airplane is a lousy and expensive classroom. Your student won't get or remember what you tell her while she is trying to master night landings or navigating in the dark. Instead, meet at the airport an hour before dark. Do a ground school session before you do any flying. Cover subjects like when is night (currency vs. turning on lights), aircraft lights, airport lighting, different colors and sequences of rotating beacons, the disappearing threshold warning, flashlights, night vision, illusions, ground fog, X-C at night, and risk management.

The flight portion is a golden opportunity to do some training beyond the bare minimum requirements without taking any more time or costing any more money. While you're doing the 8 night takeoffs and landings (you'll get the other 2 during the night cross-country), after the first 2 or 3 for familiarity, try some failure scenarios. Do a couple of landings without the landing light turned on. Try no panel lights. No panel lights or landing light. Electrical failure; no landing or panel light, and no (electric) flaps. When you do the 100 NM X-C, go to a Class C airport. Let your student experience dealing with Approach Control, see the advanced lighting systems at a big airport, obtain a departure clearance, and do the hand-off from Tower to Departure. Yes, you'll probably have to help the student, but at least she'll have the experience. I really hate it when I'm doing a checkride and I find out the instructor did the 8 takeoffs and landings, all the same, and

then went to some dinky non-towered field for the cross-country. Yes, the student met the aeronautical experience requirement, but I know the instructor is a lazy, uncaring time-builder.

After I had my Cessna 150 for about a year and a half my house needed a roof and I had no money. I sold it for \$4800 and had the roof done. Soon after I inherited some money and bought a one-year-old Skyhawk for \$14,500. That was the fall of 1974. I had that plane for about a year, and in the winter of 1975 I was downwind at night to land at Mt. Pocono, PA, and I turned on the landing light. It flashed briefly and went out. The bulb was gone. I had never even considered landing at night without the landing light. I didn't know if I could do it or not, and I was scared! I didn't have much choice so I went ahead and attempted the landing. It turned out to be easy, of course, but I could have avoided a lot of anxiety if my instructor had let me try even one no-light landing during my inadequate night lesson.

Larry Bothe is a former FAA Designated Pilot Examiner, FAA Team 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
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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
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Plane Captains:

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