

# 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

#### May 2018

884BC	37.3 hrs.
983SP	39.3 hrs.
415RC	12.0 hrs.
<b>TOTAL</b>	<b>88.6 hrs.</b>

#### 2018 Totals

884BC	138.0 hrs.
983SP	60.0 hrs.
415RC	83.1 hrs.
<b>TOTAL</b>	<b>281.1 hrs.</b>

Join us for our next meeting:

**Tuesday, July 10, 2018**

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

## IN THIS ISSUE...

**June Meeting Minutes**

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**Photo Corner**

**Article by Walt Slazyk**

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, June 5th, 2018 at Naper Aero. The Vice President called the meeting to order at 7:31 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 May was 88.6 hours with 1.6 hours club time. We made \$10,042.66 in payments and had \$11,809.66 in receipts. The loan balance is \$109,581 and cash in the bank is \$87,325.10. 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 8:04 PM.

\*Note July meeting will be on the second Tuesday of July.

Attendees**Members**

Gevin Cross  
 Jack Lindquist  
 Kevin Kanarski  
 Ray Kvietkus  
 Walt Slazyk  
 Kris Knigga  
 Nick Davis  
 Gerry Miskowicz  
 Manish Awasthi  
 Eric Swanson  
 Emerson Beinhauer  
 Chuck Jaudes  
 Steve Snapp  
 Eric Popper  
 J.P. Balakrishnan  
 Jim Robertson Jr.  
 Val Vlazny  
 John Wrycza  
 Don Patterson  
 Doug Beck  
 Hubert Elsen  
 Mel Finzer

**Guests**

Michael Such  
 Himanshu Sethia  
 Mike Ben

**Social**

Bradley Swanson

## TREASURER'S REPORT

<b>CASH</b>		
Chase Checking		12,142.76
Chase Savings		75,182.34
<b>Total</b>		<b>\$87,325.10</b>
<b>PAYMENTS</b>		
Naper Aero	Fuel and Fees	3,101.74
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Sporty's	Oil and Filters	262.00
NU-TEK	5RC Directional Gyro	712.30
Avemco	Aircraft Ins	4266.50
Kastor	4BC Mag service / install plugs	385.00
	3SP Rmv & install starter	
USPS	Stamps	100.00
Swanson	Worknight Supplies - May	68.91
<b>Total</b>		<b>\$10,042.66</b>
<b>RESERVES</b>		
INSURANCE (\$1500/ mo)		-1,500
ANNUALS ( \$1000/ mo)		-6,000
LL10 DUES (\$350/ mo)		-2,800
INACTIVE MEMBER		-7,727
ENG OVRHL 4BC		-28,000
ENG OVRHL 5RC (\$750/mo)		-4,500
CREDIT BALANCE MEMBER		-15,600
ADS-B EQUIPMENT (\$7/hr,\$3 dues)		-188
EQUIPMENT UPGRADE		-21,010
<b>Reserves net</b>		<b>0</b>
<b>Reserve Increase/(Decrease)</b>		<b>\$1,767.00</b>
<b>LOAN</b>		
INTEREST PAID @ 6.0%		\$553
PRINCIPAL PAID		\$1,112
AIRCRAFT LOAN Balance		\$109,581
<b>RECEIPTS</b>		
Dues & Flying		11,787.12
Equity		0.00
Bank Interest		2.54
Misc		20.00
<b>Total</b>		<b>\$11,809.66</b>
<b>CREDITS TO MEMBERS</b>		
Fuel Away		854.81
Loan Pymt		555.10
Airfreshener		12.89
<b>Total</b>		<b>\$1,422.80</b>

## FLYING HOURS

May

884BC	
FLYING	37.3
TACH	2083.0
TBO	2000
TMOH	-83.0
†CLUB	0.7
*GAL/HR.	10.2

983SP	
FLYING	39.3
TACH	4609.0
TBO	2000
TMOH	1942.4
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	12.0
TACH	5415.4
TBO	2000
TMOH	630.2
†CLUB	0.9
*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) Pilot side mic jack reported loose connection. Report if observed.
- 2) Passenger side door molding (weather stripping) loose. Press back into place before closing door.
- 3) 20 hrs from fuel line inspection
- 4) Annual due in August

N983SP

- 1) Still using 100W oil
- 2) Improper cowl screw used in cowling and is now missing
- 3) Flying well after break-in period

N415RC

- 1) Oil pressure sits at bottom of green arc which has been normal. (Oil pressure adjusted after meeting)
- 2) Flies straight again
- 3) AP servo needed to be reinstalled (Servo installed and tested after meeting)
- 4) Rebuilt DG waiting to be installed (Installed after meeting)

## OLD BUSINESS

No updates on old business this month

## NEW BUSINESS

- July meeting moving to July 10<sup>th</sup> to accommodate 4<sup>th</sup> of July holiday.
- New member, Himanshu Sethia was unanimously voted into the club.

## SAFETY

Ray provided an update on the new approach. See LL10 updates in the members section.

## MEMBERSHIP – GUESTS

Michael Such, interested in getting his license and checking out the club

Himanshu Sethia, new student joined the club at the meeting

Welcome!

## 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 briefing on the new approach is planned for the end of June. An email will be sent out when we have a firm date. This briefing is required to be authorized to use the approach. If you can't attend this briefing you will need to make an appointment with the FSDO. Pilots not yet instrument rated but planning on it should also attend the briefing.
- It has been reported a few times that the fuel pumps don't reset to 0 when turning them on. If this happens note the starting number and subtract that from the ending number. Put the result in the time log. The club is only being charged for the actual gallons pumped even if the counter doesn't reset to 0.

## PHOTO CORNER



**Approaching Downtown Springfield (3DW)**

**Submission & Photo Credit: Kevin Kanarski**

I flew my daughter down to Springfield, MO in 884BC for a college visit to Missouri State University. We are in that stage of life and a 3 hour flight sounded like more fun than a 8 hour car ride. Springfield has a Class C airport, but they also have this single airstrip

downtown airport which is much more convenient for the University. It has a very nice full service FBO, Springfield Flying Service.

The temp that day got up to 95 degrees which wasn't ideal for walking around campus. It also caused my window mounted iPad to overheat and shutdown just before takeoff on our return. It did make for good leaning before takeoff practice for maximum RPM. Back at LL10 it was 55 degrees with the gusty NE winds.

My daughter liked MSU better than the other colleges she visited so far. I might be making more trips to this airport in the future.

## SOMETIMES IT'S BEST JUST TO GIVE UP

*Submitted by Walt Slazyk*

We all recognize that learning from the experience of others is far better than learning every lesson ourselves. That's why we eagerly read articles like Flying magazine's "I Learned about Flying from That" and AOPA's "Never Again". While I have a story about how I was not able to do that, this is a story about how I was able to learn from others and avoid too much trouble.

With about 150 hours of VFR flight time in my logbook I was eager to do more than just smash bugs and the perfect opportunity presented itself when my eldest daughter was set to attend new student orientation at John Carrol University in Cleveland. She was a counselor at YMCA Summer Camp in Wisconsin and the plan was to fly to Burlington, pick her up, and fly to Cleveland's Lake Front Airport (KBKL).

My route called for us to fly south from Burlington and then east to the lakefront, threading the space between Mitchell Field, Waukegan, Palwaukee and O'Hare. From there it would be easy to follow the shoreline south to Gary and then east to Cleveland. It all looked so straightforward until it wasn't.

The flight north from DuPage was uneventful but as these things tend to go, we left Burlington later than expected. This brought rise to situation number one: concern about finishing the flight before sunset. I was night current but not comfortable flying to a strange airport in the area of Class B airspace in the dark.

Situation number two arose when the excitement of this new adventure wore off and I remembered that I hadn't opened my flight plan from Burlington to Cleveland. No problem, just call Green Bay Radio. Several calls resulted in no response from Green Bay. Oops, I must have flown out of their area and now needed to call Kankakee Radio. Unprepared for this, I reached for my sectional and asked my wife to hold us level.

Situation number three developed as I pulled out my sectional and searched for the correct frequency. In thinking about reporting our position I realized that I had only a vague idea of where we were. The slight summer haze we all know was something more than slight and visibility was down to about 5 miles. This was the days before Foreflight and iPads. My plan to navigate via visible landmarks had fallen apart.

Inexplicably, I was still anxious to open my flight plan. I handed the chart to my wife and asked her to dial in the frequency. She was confused so I pointed to the Waukegan RCO

and said pick one of the frequencies listed there. While I was trying to look out the window and ascertain that we really were where I thought we were, she dialed in 121.5 as was clearly marked on the chart.

My first call to Kankakee Radio brought no response. The second call resulted in a strong scolding from an unidentified voice telling me to get off the emergency frequency. THAT was what finally broke through my bravado and I realized I was in trouble. I had read several times before about just such a situation. It can often be a series of small things, minor distractions or solvable problems on their own, that combine and compound to put a pilot in deep, deep trouble. That's where I was.

The stock phrase of aviate, navigate, communicate immediately came to mind. Aviating was not a problem; the plane was running fine and other than visibility weather was not an issue. Navigating was a bit more difficult. I had no confidence in knowing our exact position but I knew that we could be near O'Hare. Blindly flying east to intercept the lakefront was not a smart option since I could bust into the Class B. I turned due west with the idea that I could avoid trouble with O'Hare and hopefully find something big and recognizable to orient myself with.

That worked. Within a short time I recognized the Fox River and followed it south towards DuPage. Now that I knew my position, some of the stress was gone and I was able to evaluate our situation with a clearer head. We were late and off course. We would definitely be arriving after dark if we flew around Chicago to the south instead of cutting the corner along the lakefront. And, most importantly, I realized that I wasn't really prepared for this flight. The best thing to do was to give up. We landed at DuPage, parked the plane and drove to Cleveland. It was quite late when we arrived but we arrived.

Lessons learned: 1. Always prepare thoroughly for each flight. 2. Think ahead about what can go wrong and what you will do if it happens. 3. Recognize when things just aren't right and put yourself back on the ground.

## 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](http://www.aircraftclubs.com)

**BFC Website:** [www.flybfc.org](http://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 <sup>1</sup>
Mike Pastore	630-606-3692
Jeff Hilsenbeck	630-660-0821

\* These instructors offer limited training

<sup>1</sup> 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