

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

\$4.71/gal

Aircraft Rates as of October 1st

C172S 4BC \$121.60

C172SP 3SP \$116.60

C182S 5RC \$142.26

CY Cumulative Hours Flown

December 2018

884BC 32.9 hrs.

983SP 24.9 hrs.

415RC 22.6 hrs.

TOTAL 80.4 hrs.

2018 Totals

884BC 248.6 hrs.

983SP 301.4 hrs.

415RC 231.4 hrs.

TOTAL 781.4 hrs.

IN THIS ISSUE...

January Meeting Minutes

Members Section

Article – Snowstorms! by Larry Bothe

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 8th, 2019 at Naper Aero. The 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 December was 80.4 hours with 18.8 hours club time. The high amount of club time was due to the engine break-in for 884BC. We made \$7,264.14 in payments and had \$8,575.85 in receipts. The loan balance is \$101,640 and cash in the bank is \$87,906.66. 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 8:58 PM.

Join us for our next meeting:

Tuesday, February 5, 2019

Business meeting at 7:30pm

See you there!

Attendees**Members**

Jim Krzyzewski
 Kevin Kanarski
 Jack Lindquist
 Ray Kvietkus
 Kris Knigga
 Walt Slazyk
 James Robertson Jr.
 John Wrycza
 Manish Awasthi
 Alex Siegman
 Eric Swanson
 Mel Finzer
 Ahmed Abutaleb
 Don Patterson
 Dave Gustafson
 Val Vlazny
 Jim Cresto
 Doug Beck
 Al Loek

Guests**Social****TREASURER'S REPORT****CASH**

Chase Checking	12,706.29
Chase Savings	75,200.37
Total	\$87,906.66

PAYMENTS

Naper Aero	Fuel and Fees	1,413.32
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
McBrides	Christmas Party	840.00
Avionics Place	4BC ADS-B	3,418.04
Postmaster	Post Office Box Fee	92.00
Kastor	3SP Fuel line inspec, Tanis plug	219.57
Kastor	5RC Replace DG labor	135.00

Total **\$7,264.14**

RESERVES

INSURANCE (\$1500/ mo)	-3,000
ANNUALS (\$1000/ mo)	-9,000
LL10 DUES (\$350/ mo)	-1,050
INACTIVE MEMBER	-7,727
ENG OVRHL 4BC	0
ENG OVRHL 5RC (\$750/mo)	-20,425
CREDIT BALANCE MEMBER	-5,300
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	4,790
EQUITY INSTALLMENT MEMBER	-5,250
EQUIPMENT UPGRADE	-40,945
Reserves net	0
Reserve Increase/(Decrease)	\$5,752.00

LOAN

INTEREST PAID @ 6.0%	\$514
PRINCIPAL PAID	\$1,151
AIRCRAFT LOAN Balance	\$101,640

RECEIPTS

Dues & Flying	7,073.47
Equity	1,500.00
Bank Interest	2.38

Total **\$8,575.85**

CREDITS TO MEMBERS

Fuel Away	685.03
Loan Pymt	555.10
Compressor Parts	7.57

Total **\$1,247.70**

FLYING HOURS

December

884BC	
FLYING	32.9
TACH	2193.6
TBO	2000
TMOH	1967.1
†CLUB	18.2
*GAL/HR.	10.2

983SP	
FLYING	24.9
TACH	4850.4
TBO	2000
TMOH	1701.0
†CLUB	0.6
*GAL/HR.	10.2

415RC	
FLYING	22.6
TACH	5563.8
TBO	2000
TMOH	481.8
†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) Pitch trim error reported. Autopilot may not be controlling the trim. Keep an eye on it and verify electric trim is actually moving the trim wheel.
- 2) Nose wheel shimmy still there.
- 3) Plane is available for general use.
- 4) Still using straight weight oil until gone. Use the oil in the baggage compartment.

N983SP

- 1) Main tires replaced.
- 2) Annual coming due in March
- 3) Seat recline is still inoperative
- 4) EGT gauge intermittent. Will be checked at annual.
- 5) Fuel gauge intermittent when fuel tanks full. This has been observed on both 172s.

N415RC

- 1) Low volt light is still illuminating but voltage shows normal.
- 2) GPS display doesn't like the cold weather and isn't fully visible until the cabin warms up.
- 3) Rebuilt DG is working well.

OLD BUSINESS

ADS-B Equip – N884BC finished and final cost breakdown below

N884BC ADS-B Install		
Item	Budgeted	Actual
Garmin GTX 345R Transponder (w/GPS)	\$ 5,795.00	\$ 5,795.00
Parts	\$ -	\$ 157.00
Transponder Installation	\$ 2,310.00	\$ 2,770.00
IFR Check	\$ -	\$ 250.00
Tax	\$ -	\$ 491.04
TOTAL	\$ 8,105.00	\$ 9,463.04

NEW BUSINESS

Jim Krzyzewski (President) presented a proposal to replace our current Cessna 182, N415RC, with a newer Cessna 182 G1000. We would be looking at a 2007 or newer model possibly with the Garmin GFC 700 autopilot versus the KAP 140 autopilot. The initial proposal included no equity increase but there would be a decided upon monthly dues increase as well as an increase in the hourly rate for the new Cessna 182. We would be looking at self-financing this new plane like we did with N884BC. More information will be forthcoming and will be discussed again at the February meeting prior to any vote.

SAFETY

- Maintain Sterile Cockpit in all planes. When taxiing you should only be taxiing. No looking at screens and adjusting dials.
- Chicago Safety Seminar is on Saturday, January 26th.
http://www.chicagoarea99s.org/Safety_Seminar.php
- Be advised, ForeFlight contains another airport in Florida with the LL10 identifier. If you are near Florida and enter LL10 it will choose that airport versus ours. ForeFlight is looking into how to better handle multiple airports with the same identifier versus just using location alone.

MEMBERSHIP – GUESTS

Ahmed Abutaleb applied for membership after the December meeting. A motion was made to officially accept Ahmed into the club. The motion was approved by all members present at the meeting. Welcome to BFC Ahmed!

MARKETING

No new marketing initiatives currently.

ACCOMPLISHMENTS

Jim Cresto successfully obtained his Instrument Rating. Congrats Jim!

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.

SNOWSTORMS!

Submitted by Larry Bothe (originally written 6/25/2015)

Back in the late 70's I had a student named Bruce who was a technical wizard; held several patents for electrical devices. We became good friends and went to aviation events together. So it came to pass that we decided we needed to go to the National Museum of the Air Force, located at Wright-Patterson AFB near Dayton, OH. Neither of us had been there before. It was like a pilgrimage.

Bruce was well along in his training and nearing his checkride. He was especially good at navigation, mostly with VOR's in those days. He was also very good at instrument flight because as a kid he had flown an F-86 Saber Jet simulator a lot, like 70 or 80 hours. He got to do this because his father was an engineer for General Electric at their jet engine plant in Schenectady, NY. Bruce's dad sometimes had to work on weekends and he would take Bruce to work with him (to give his mom a break, I guess) and put him in the F-86 sim to give him something to do.

At the time I owned a 1973 Cessna Skyhawk, equipped for instrument flight, and I was instrument-rated. The weather was supposed to be pretty good between the Philadelphia area where we lived and Dayton; basically high overcast with good visibility, so we didn't file IFR. I put Bruce in the left seat so he could experience a longer cross-country flight than most students would get to enjoy.

Off we went. Bruce was doing his usual good job of flying. At some point in the flight I became very tired. I decided I would take a cat-nap. I told Bruce I was going to sleep for a few minutes, and he could wake me up if he encountered anything he didn't like. I don't know what the FAA's rules are for PIC's who sleep, but I don't want to go there. I'm sure the Statute of Limitations has run out by now. I'll just say it seemed like a good idea at the time.

By and by I felt an elbow poking me in the ribs. Bruce was waking me up. I was more than a little groggy. I asked, "what's up?" I had already scanned the panel; all the instruments looked good. He says, "look outside." I put my seat in the upright position and looked out. There was nothing to see. Visibility was zero. We were flying in hard snow. There was no ice on the plane (snow bounces off), and Bruce is doing a great job of controlling the plane, so I ask, "where are we?" Bruce proudly says, "I've been keeping track of our position using a cross-bearing off the XYZ VOR. We're right here." And he puts his finger down on the chart, right smack in the middle of a big RESTRICTED AREA just east of Wright-Patt.

There I was, flying IFR without a clearance in a restricted area. I'm doomed. They will see us on radar and "tag" us. We'll either get intercepted or have to call Wright-Patt approach upon landing at Dayton-Wright Brothers airport. Either way I'll be in serious trouble. What was the shortest way out? Since we were in the middle it would be just as short to keep going, so we did. I didn't want to call because I would be making it a matter of record that I'd busted a restricted area and flew IFR without a clearance. Then the FAA would have to do something about it.

All of this consideration of what's wrong, where we were (oh rats!), what's the shortest way out, and should we call and fess up; took some time. After I sorted it all out and decided that I really had to call we were very close to the western edge of the restricted area. Then, as if by magic, we flew out of the snow into clear air. We just continued to Dayton Wright Brothers and landed. I was sure there would be a message to call some ATC facility, but there wasn't. I never heard a word from the FAA or the military. I guess the restricted area was "cold", and only we knew we were flying in snow. We got away with it.

The lesson for CFI's here is always be vigilant about what your student is doing. No sleeping! Students that fly well can lead you into a false sense of security. The problem is that low-time students don't know the necessary related information. Bruce could navigate and drive the airplane with respect to the flight instruments, but he had no idea about the requirement to file an IFR flight plan, receive a clearance, and be in contact with ATC. He thought being right-side-up and on-course was all there was to it.

I'll close with one more snowstorm story. This time I knew exactly what my student was doing. In the 1980's I used to fly from the Philadelphia area to a grass strip in the Adirondack Mountains in upstate New York called Old Forge. My wife's parents had a very nice summer home on a nearby lake. It was a 6.5-hour drive, but only a 2.5-hour flight. We flew there in my Skyhawk whenever we could.

On one trip I was bringing my brother-in-law, Butch, back to our home near Philadelphia to do some work on our house. I was teaching him to fly, and since we were leaving after dark he could get in his night cross-country. It was cold out, and with a high overcast and no ground lights in the mountains there wasn't any horizon. You had to fly on instruments whether you were rated or not. I was keeping an eye on Butch and he was concentrating on the job at hand. We weren't talking, and the radio was turned down. It was quiet. Pretty soon I heard a subtle hissing sound, "shssssssss.....". Butch didn't notice, but I had heard it before.

I said to Butch, "why don't you turn on the landing light?" He looked over at me sort of quizzically, but his hand went down and he poked a finger at the toggle switch. The light came on, and there was a wall of white. Snow! Butch says "what do we do now?" I said "turn off the landing light". Then I said, "you keep flying like you have been, and I'll get us an IFR clearance." I fished out an IFR chart, figured out what sector of Boston Center we were in, and called. I gave Boston our approximate location and told them I was "having difficulty maintaining VFR" and asked to be made into an instrument flight. After finding me on radar and issuing a squawk code I was immediately given a clearance to our destination, Quakertown, PA (UKT).

The point of relating this second snow encounter story is that it illustrates what I should have done in the first one. When I woke up and found out that Bruce was flying in snow I should have determined the proper frequency and called ATC immediately. It's not necessary to say that you are IFR, thus admitting and having recorded an FAR violation. Rather, if you use the "difficulty maintaining VFR" phraseology, ATC gets the message. They know, without you saying it, that you probably can't see a damn thing, and they get you a clearance very quickly. I'm not advocating flying along until you are solid IFR, and then calling, but if it happens then calling and getting the clearance is much safer than doing nothing. The Big Sky theory doesn't always work.

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

Vice President: Gevin Cross

Secretary / Webmaster: Kevin Kanarski

Treasurer: Jack Lindquist

Safety Officer: Ray Kvietkus

Quartermaster: Jeff Andrews

Grillmaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539
Raymond Kvietkus	630-907-7721 ¹
Mike Pastore	630-606-3692
Michael Beinhauer	847-902-7053
Nick Moore	530-906-9793

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	Jim Robertson	630-215-5003