

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

February 2019

884BC 16.5 hrs.

983SP 06.8 hrs.

415RC 02.2 hrs.

TOTAL 25.5 hrs.

2019 Totals

884BC 24.2 hrs.

983SP 20.7 hrs.

415RC 08.7 hrs.

TOTAL 53.6 hrs.

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March Meeting Minutes

Members Section

Article – Engine Failures – Part 2, by Larry Bothe

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, March 5th, 2019 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 February was 25.5 hours with 1.4 hours club time. We made \$11,528.55 in payments and had \$14,289.37 in receipts. The loan balance is \$99,321 and cash in the bank is \$98,480.32. 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 8:24 PM.

Join us for our next meeting:

Tuesday, April 2, 2019

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

Attendees**Members**

Jim Krzyzewski
 Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 Eric Swanson
 Jim Cresto
 Chuck Jaudes
 Satish Kumar Natarajan
 Bob Downey
 Kris Knigga
 Nick Davis
 Walt Slazyk
 James Robertson Jr.
 John Wrycza
 Manish Awasthi
 Jeff Andrews
 Doug Smith
 Mel Finzer
 Dean Likas
 Alex Siegman
 Doug Beck

Guests

Mike Just
 Chuck Blazeovich
 Mark Hanson
 John Hanson

Social

Val Vlazny

TREASURER'S REPORT

CASH		
Chase Checking		23,275.11
Chase Savings		75,205.21
Total		\$98,480.32
PAYMENTS		
Naper Aero	Fuel and Fees	1,757.34
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Avemco	Aircraft Insurance	4,375.00
Miskowicz	Equity Return	4,250.00
Total		\$11,528.55
RESERVES		
INSURANCE (\$1500/ mo)		-1,500
ANNUALS (\$1000/ mo)		-11,000
LL10 DUES (\$350/ mo)		-1,750
INACTIVE MEMBER		-7,727
ENG OVRHL 5RC (\$750/mo)		-21,925
CREDIT BALANCE MEMBER		-5,500
ADS-B EQUIPMENT (\$7/hr,\$3 dues)		4,154
EQUITY INSTALLMENT MEMBER		-6,750
EQUIPMENT UPGRADE		-46,483
Reserves net		0
Reserve Increase/(Decrease)		\$2,761.00
LOAN		
INTEREST PAID @ 6.0%		\$502
PRINCIPAL PAID		\$1,163
AIRCRAFT LOAN Balance		\$99,321
RECEIPTS		
Dues & Flying		9,287.07
Equity		5,000.00
Bank Interest		2.30
Total		\$14,289.37
CREDITS TO MEMBERS		
Fuel Away		136.73
Loan Pymt		555.10
Gift Card		100.00
Total		\$791.83

FLYING HOURS

February

884BC	
FLYING	16.5
TACH	2217.8
TBO	2000
TMOH	1942.9
†CLUB	0.6
*GAL/HR.	10.2

983SP	
FLYING	6.8
TACH	4871.1
TBO	2000
TMOH	1680.3
†CLUB	0.5
*GAL/HR.	10.2

415RC	
FLYING	2.2
TACH	5572.4
TBO	2000
TMOH	473.2
†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) Crack in the cowling and fastener loose.
- 2) Nose tire replaced
- 3) Pilot strobe light inop and will be replaced.

N983SP

- 1) Annual due this month
- 2) Seat recliner, intermittent EGT and fuel gauges to be looked at during annual
- 3) Will be moving the heater plug
- 4) Cowl fastener loose
- 5) Reports of Com1 occasionally clipping conversation off

N415RC

- 1) GPS flickering and unreadable until plane warms up.
- 2) Nose strut is good now
- 3) Low voltage has been observed when plane is cold. Seems to be fine after the plane warms up.

OLD BUSINESS

Jim reviewed the proposal to replace N415RC with a newer Cessna 182. Opened up for discussion. Sale of 514RC is expected to be between \$130 and \$150K. We also have \$40K in unallocated cash to put toward a purchase. The club plans to self-finance up to \$150K. Planned purchase price of new plane to be around \$320K.

Purchase of a new Cessna 182 proposed motion as printed in the February 2019 newsletter was put up for a vote by the members present. The motion passed with more than the needed 2/3rd Yes votes.

Vote Tally	Yes	No
Members Present	22	0
Proxy vote	13	1
Total	35	1

NEW BUSINESS

Kent Krueger gave an airport update. New fuel shipment coming and the price of fuel is going to go down. Fuel system updates have been completed and working well. Hangar doors have been fixed. Fuel pump heads have been replaced so the readings should be accurate now. Worked with the snow plow company to get at least one truck out to the airport early to get the runway cleared.

SAFETY

Be aware of snow and ice. Hopefully for now too much longer.

MEMBERSHIP – GUESTS

Mark and his son John Hanson visited the club. John is pursuing a pilot career and is looking to get his certificates and ratings. Mark has always wanted to get his pilots license and is looking to do it with his son.

Michael Just visited the club and is looking to get his private pilots license. He is currently on the wait list to join the club.

Chuck Blazeovich joined the club and was unanimously voted into the club by the members present.

Welcome all visitors and new members!

MARKETING

No new marketing initiatives currently. New mailing in the spring.

ACCOMPLISHMENTS

Nothing new for accomplishments this month.

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.

ENGINE FAILURES - PART 2

Submitted by Larry Bothe (originally written 11/11/2015)

In Part 1 of this 3-part series I explained that I think there is some value in recounting the engine failures I have had over the years. I have had more than my share; 7 complete in-flight stoppages, 2 more partial ones either in flight or on the runway, and 2 "imaginary" ones where I thought the engine was going to quit, but it didn't. These failures occurred during 42 years and 7500 hours of flying. That's 1.2 per thousand hours; or, put another way, about 1 every 5 years. But I still fly regularly, and I don't worry excessively about my engine quitting. If I can survive 9 without damage to me or the airplane there's no reason I can't survive a few more. If you would like to know my recommendations on what to do when the engine goes silent you may watch my webinar on that subject at <http://www.eaavideo.org/detail/video/5543846774001/webinar--when-the-engine-goes-silent&q=Bothe>

Here now are the stories of my 3 engine failures during the same checkride, and the time my Champ really let me down. I'll tell you about the two situations where the airplane lied and told me the engine was going to quit, but didn't, in the next issue.

How can you have 3 engine failures during the same checkride? C'mon now, if the engine quit once, wouldn't you just give it up then? Well, maybe. Here's the background, and how it unfolded.

Before the LSA rule was passed in September of 2004 there were a lot of people flying "heavy" 2-place ultralights. They didn't meet the ultralight rules but pilots got away with it under the guise of giving instruction. There was an exception to the ultralight rule, well-intended, that permitted these 2-seat machines so that wanna-be ultralight pilots could learn to fly without killing themselves. Suddenly many pilots decided they were instructors (no certificates or ratings from the FAA), built themselves a 2-place heavy ultralight machine and hauled their friends, neighbors, wives, girlfriends all over the place. All those passengers were "students", just in case anybody asked.

The FAA knew this was going on but didn't have enough manpower to police it. With passage of the light sport rule the FAA decreed that there would be no more heavy ultralights. Owners of existing machines would have to register them (get an N-number) as an E-LSA, and use them for pleasure flying only since commercial flying in experimental aircraft is not permitted. The pilots would have to obtain a Sport Pilot

certificate in order to fly the 2-seaters, now FAA registered aircraft. Then they could carry passengers just as in any LSA.

The FAA initially made it pretty easy to get those things done. They wanted both the aircraft and the pilots in the FAA fold. There was a sort of amnesty period when a heavy ultralight could be registered as an E-LSA. That lasted for a couple of years. Any airplanes not registered by a certain date basically became expensive lawn ornaments.

Pilots had it easy too. As long as they were registered pilots with one of the 4 private agencies that tried to bring some order to the ultralight movement the FAA gave them a fast-track path to a light sport certificate. All they had to do was take the light sport knowledge test (no instructor sign-off required), and then take a light sport checkride. No dual instruction or instructor recommendation was required for the checkride. I got involved because I was the only DPE in my district appointed to do light sport checkrides.

There was an enclave of pilots flying 2-place Challenger-II Long Wing 2-seat heavy ultralights at a grass field not very far south of my home field. They called me and asked if I would assist them in obtaining their sport certificates. There were about a dozen ultralight pilots involved at the beginning, but that number dwindled fast when they found out the knowledge test actually required knowledge of regulations, weather, weight and balance, airspace, etc. But some followed through. I got checked out in the Challenger-II and started doing checkrides. As a group the pilots were a little rough in the oral, but they could fly like the wind. That made sense; most had several hundred hours of flight time.

One of the pilots, who had built his own plane and had about 90 hours on it, didn't get around to taking the knowledge test until the fast-track path time was almost up. We ended up doing his checkride right before Christmas, on a cold day. When we got around to the simulated engine failure task I had the pilot retard the throttle to idle to simulate a failure. The engine, a 52-hp 2-stroke geared Rotax pusher, quit, and the prop stopped. The pilot knew his machine. He did some frantic pumping with a little primer and the engine came back to life just before we flew into some trees. Note that Challenger-II's don't glide well at all; they're about like a swept-wing safe. I decided that the applicant had done just fine with simulated engine failure and suggest that we return to his airport for some takeoffs and landings. I asked for a short-field landing, and when he reduced the power abeam the selected touchdown point the engine quit again. This time the pilot decided to deal with it dead-stick, and he nailed it. It was real short. On the ground he once again did the primer trick and we were soon back in the air. This time around I asked for a soft-field landing, and guess what, the engine quit again. I got to see another dead-stick approach and landing, and let me tell you, they are very steep. By this time I had had more than enough. I told the pilot to taxi over to the office and I would issue his sport certificate. I decided that in this particular instance I could do without seeing a slip to a landing. The way that Challenger came down power-off, he would never need to slip anyway. So that's how I got to suffer through 3 engine failures in the same checkride. It was the last one I ever did in a Challenger. I later talked to the pilot. He told me that he had never flown the plane in cold weather before. The engine was not properly set up for low-temp operation. It was some sort of jetting issue.

In March of 2013, about 2 years after my two partners and I bought our Champ, my one partner (Frank) and I flew to Columbus, IN for lunch. I flew up in the front seat. After

lunch we switched seats and Frank flew back. He took off on runway 5 and then turned right to head south for the short flight home. Passing through about 1800 feet, 1200 feet AGL, still climbing, the engine behaved as if the throttle had been smoothly retarded to idle. Frank's reaction was to ask what I had done. He was a low-time pilot and had never incurred any sort of problem in flight. I was sitting in the back with my hands in my lap, and I said "nuthin'." I waited a few seconds for Frank to do something, but when he didn't make a move I said "Frank, I got it." I pitched for best glide as I rolled into a right turn to go back to Columbus, and set the trim. I keyed the mic and told the tower I had an engine problem and was returning to the field. As I came around it was obvious that I had more than enough altitude to make it back to Columbus so I told the tower I would put it on runway 5, from which we had departed. I actually had to slip off excess altitude; we were never in any real danger.

After touchdown and roll-out I discovered that the engine was still running. But it wouldn't run above 1300 rpm; it just quit if the throttle was opened any further. 1300 wasn't any useful power for flight but it would taxi at that setting. I taxied to the ramp, shut down, called to make arrangements to get home, and to put the plane in a hangar until it could be repaired. A nice guy with a corporate hanger let me have a space for free, my mechanic said he would look at it in a few days, and my wife drove up and picked us up.

That evening at home I went through the engine logs to see if I could learn anything. I found that the carburetor had been off the engine a couple of times for repair. It had a questionable history. I decided that unless my mechanic had a very good explanation I didn't want the faulty one repaired again. After some testing (to rule out magneto issues) my mechanic agreed with me. He ordered up an overhauled exchange carburetor, put it on the plane, and flew it home for me. By the time I got back from a trip I had a new carburetor, the plane was back home and ran great, and we were \$1100 poorer. The old carb went back as a core to be torn down and completely overhauled.

Of the 3 failures in one checkride, only the first one was really tense. It's a good thing the applicant didn't panic; I couldn't have reached the primer from the rear seat. I never felt any danger when the Champ quit at Columbus, but I'm sure glad the failure (we assume it was a high-speed fuel circuit blockage) didn't occur about 10 minutes later. There wouldn't have been any good place to land and the outcome might have been a whole lot different. Frank learned that you can't dawdle when the engine quits.

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

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
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Knigga	765-357-4735
N415RC	Jim Robertson	630-215-5003