

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

\$4.50/gal

Aircraft Rates as of August 1st

C172S 4BC \$114.50

C172SP 3SP \$119.50

C182S 5RC \$139.68

CY Cumulative Hours Flown

November 2019

884BC 19.5 hrs.

983SP 0.0 hrs.

415RC 19.1 hrs.

TOTAL 38.6 hrs.

2019 Totals

884BC 174.2 hrs.

983SP 370.2 hrs.

415RC 205.9 hrs.

TOTAL 750.3 hrs.

IN THIS ISSUE...

December Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, December 3rd, 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 November was 38.6 hours with 1.5 hours club time. We made \$14,119.94 in payments and had \$21,859.68 in receipts. The loan balance is \$88,590 and cash in the bank is \$128,766.21. 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 8:32 PM.

Join us for our next meeting:

Tuesday, January 7, 2019

Business meeting at 7:30pm

See you there!

Attendees**Members**

Kris Knigga
 Zack Willig
 John Wrycza
 Jack Lindquist
 Alex Siegman
 James M Robertson
 Walt Slazyk
 Jim Krzyzewski
 Okan Sengullu
 Nick Davis
 Mel Finzer

Guests**Social**

Joe Willig

TREASURER'S REPORT

CASH

Chase Checking	28,535.11
Chase Savings	100,231.10
Total	\$128,766.21

PAYMENTS

Naper Aero	Fuel and Fees	3,579.02
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Teklectric	Hangar light timers / bulbs	88.46
Poplar Grove	3SP Magneto Inspection / Ship'g	167.75
Avemco	Aircraft Ins Qrtly Premium	4,743.25
Lumanair	4BC Rplc Avionics Master Switch	134.95
Vector	Airprt Fee - reimb by member	10.30
Cross	Return Equity	4,250.00
Naper Aero	Fuel and Fees	3,579.02
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Total		\$14,119.94

RESERVES

INSURANCE (\$1500/ mo)	-1,500
ANNUALS (\$1000/ mo)	-7,000
LL10 DUES (\$350/ mo)	-700
INACTIVE MEMBER	-16,227
ENG OVRHL 5RC (\$750/mo)	-28,675
CREDIT BALANCE MEMBER	-1,900
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	235
EQUITY INSTALLMENT MEMBER	-1500
EQUIPMENT UPGRADE	-71,499
Reserves net	0
Reserve Increase/(Decrease)	7,739

LOAN

INTEREST PAID @ 6.0%	449
PRINCIPAL PAID	1,216
AIRCRAFT LOAN Balance	88,590

RECEIPTS

Dues & Flying	14,649.01
Equity	5,500.00
Bank Interest	2.50
Avemco	24,717.73
Total	\$44,869.24

CREDITS TO MEMBERS

Fuel Away	227.76
Loan Pymt	555.10
Extension Cords	49.98
Total	\$832.84

FLYING HOURS

November

884BC	
FLYING	19.5
TACH	2337.9
TBO	2000
TMOH	1822.8
†CLUB	0.5
*GAL/HR.	10.2

983SP	
FLYING	0.0
TACH	5202.0
TBO	2000
TMOH	1349.4
†CLUB	0.9
*GAL/HR.	10.2

415RC	
FLYING	19.1
TACH	5769.5
TBO	2000
TMOH	276.1
†CLUB	1.0
*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) Flying great
- 2) Engine Heater and Blanket working well
- 3) **Careful of the winch – has a frayed cable**
- 4) Has all 13 fuel sumps again!

N983SP

- 1) Magnetos still being shipped everywhere; still not in service
- 2) Motion carried and accepted to buy extra set of mags rather than wait on warranty service
- 3) Winch in the hangar is fixed

N415RC

- 1) **Manifold Pressure gauge not very responsive – please report issues**
- 2) **Fuel Gauge also reported as incorrect in flight – please report issues**
- 3) Currently in pre-buy inspection at Luminair

OLD BUSINESS

➤ New 182 purchase

Ray listed 5RC on controller.com at 179,000 and it went live on a Monday. We got a call the next morning with a serious buyer, pre-buy is arranged, likely to be sold.

Note: Not part of the monthly minutes, but 5RC is now under contract and is not being flown by the club. The deal is expected to complete first week of January.

➤ Holiday Party

The BFC Holiday Party will be Sunday December 15th at McBrides. You should have received an invite, please RSVP with your entrée selection.

NEW BUSINESS

- No new business reported

SAFETY

Winter time!

Be aware of frost on wings. When stored inside, not normally a problem, but any amount of frost can cause a lot of degradation of frost. Do not fly in icing in the 172. It can handle nothing. Do not do it in the 182 either, but it can handle maybe 1/8th inch at most before it's coming out of the sky. 4BC has covers for wings as well to prevent frost on the ground.

Be aware of slippery surfaces. Stay off the breaks, roll to a stop only if forced to land on a runway with some ice or snow.

Do your best to always plug in the heaters during the winter, even away from home. Take the cowl blanket and the cowl plugs and USE them.

No running past idle when oil temp gauge off the peg, and no flying unless oil temp in the green.

Steer completely clear of hail.

Remember - any visible moisture, especially clouds, will cause icing. It accumulates fast. Plan accordingly.

MEMBERSHIP – ENTRANCE WAIT LIST

We voted in a new member! Please welcome Okan Sengullu to the club. He is a student pilot who recently completed his first solo cross country. He has been flying and training at IAA.

1 person on the exist list, and 1 currently interested person

ACCOMPLISHMENTS

Eric Swanson passed his Advanced Ground Instructor Test and his Commercial Practical Test. Welcome our newest commercial pilot!

Zack Willig did some spin training in their Citabria – highly recommended. Used an instructor out of Sweet Aviation in Indiana.

David Vaught made his first over-ocean flight down in Florida. He sent a note in as follows for our edification:

Your reminded me of the accomplishments agenda item at the meeting. I know to some it is controversial and some consider it a bad idea, but in Florida I have made my first over ocean flight. With an instructor in a Cessna 206, I flew down to Marathon in the Keys and did some touch and goes before turning back north and coming back across the Everglades to Fort Myers.

I was hesitant at first to do this in a single engine fixed gear aircraft. The instructor asked me if I would fly across the Illinois farming areas with lots of emergency landing sites below me if I knew my engine was weak, short of oil and otherwise not in good repair. He said he would not do that, and that is the same standard they use to maintain their aircraft to safely fly over the Everglades or open ocean down to the Keys, just as he would to fly over mountainous terrain.

So we went down VFR on a good day with plenty of altitude and with flight following out of Miami which followed us about 25 nm from the tip of the Everglades over the gulf to Marathon. Coming back we also did about 40 nm over the Everglades, whose emergency landing sites are about as poor as the Gulf of Mexico. We had radar coverage all the way to the Keys.

Whether others agree or not, I consider that an accomplishment, and it focused my attitude on different ways to prepare with much of it on the safety of the equipment we were flying.

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.

Amateur Airshow Announcer

By Larry Bothe, 10/16/2019



Photo Credit: Chris Fowler

It's Amateur Hour. Larry Bothe announces an air show. Huh? How did that happen? Well, as usual, it's the FAA's fault. Here's the story.

We all know about the big, "world class" airshows; like EAA-Oshkosh, Sun 'n Fun, Chicago Air & Water Show, etc. National demonstration teams, like the Blue Angels, Thunderbirds or the Snowbirds, perform. But there are also smaller local air shows all over the country, every weekend. One such show is the annual Madison (Indiana) Air Show, held the last weekend in September every year at Madison Municipal

Airport, KIMS. This year it was on September 28th. Admission and parking are free and food is inexpensive. They ask for donations but they aren't pushy. It's a low-cost family activity for the good people of Madison and surrounding communities.

As you can imagine, there are FAA rules for putting on an air show. All air shows have an Air Boss. The Air Boss is responsible for the air safety of the show. He or she does the safety briefing for the aerobatic pilots and coordinates with the FAA representatives onsite. (The FAA almost always sends inspectors to air shows, but they pass on fly-ins, where no aerobatics will be performed.) The Air Boss is also responsible for closing the airfield during the show, and clears each "act" for takeoff and landing. Finally, he or she makes sure that the performing airplanes are far enough away from the spectators, based on the speed-class of the airplane. The minimum distance is 500 feet. Easy-to-see markers (orange/white road barrels work well) are set up for the pilots at the various distances. The Air Boss makes sure the spectators do not stray across the crowd line during the performance, so the set-back distance is maintained at all times. Air Bosses go to seminars to learn these requirements in detail, and are certified to perform their function. The point of all this is that the Air Boss is a very busy person and has an enormous amount of responsibility for public safety.

And therein lies the problem, and created the opportunity for me to try my hand at air show announcing. You see, the Air Boss is usually a friend of the home-town aerobatic performer, and very often serves as the announcer, in addition to being Air Boss. The FAA, however, has decided that announcing is too distracting from the Air Boss' otherwise demanding safety duties, and wants to split the announcing function away from Air Boss. For 2019 the rules are not yet firm, but in the interest of enhanced safety, Madison decided to do the split this year. The FAA has strongly hinted that for 2020, the split will be required. All of a sudden Madison needed an announcer, and they put out the word, looking for a volunteer. Since I know both the headliner aerobatic performer, Cliff Robinson, and his long-time announcer/air boss, Tom Spielmann, I answered the call. I have worked with them both in times past, and it sounded like fun. I do a lot of public speaking. How hard could it be?

I flew in around 10:30 in the morning so I would have time to find out what was expected of me, meet the participants, and attend the safety briefing. The show was scheduled to start at 1:00PM. There was already a good-quality public address system set up, playing music, when I arrived. I stood at the table, staring at the system and looking stupid, until a person walked over and asked if I needed help. That got me a briefing on sound, and where some other people I needed to see were located.

The sound guy pointed out two gentlemen who were the FAA inspectors. I went over and introduced myself. The FAA presence at air

shows is typically low-key. They aren't there doing ramp checks or looking for nit-picking little problems to hassle people with. Rather, they are there to ensure that overall public safety is being served, and that there aren't any hot-dog pilots endangering everybody else. From the FAA inspectors I learned that the safety briefing for the air show pilots, first responders, FAA, and other interested parties, would be held at noon.

The briefing was conducted by the Air Boss (Tom Spielmann). He started with self-introduction by all the participants. The performers told who they were, where they were from, and what kind of airplane they would be flying. Tom emphasized that safety would be the order of the day. He explained the location and description of the ground distance markers, and reviewed which airplanes, classed by speed, would have to stay outside of which sets of markers. There was a private home that pilots needed to avoid as they flew their routines.

One interesting thing I had not thought of was that each performing pilot had a sheet with him explaining how to get him out of the wreck in the event of an accident. They are called Extraction Instructions. The instructions were collected from each pilot and given to the emergency first responders, who were also in the briefing. There were 7 different types of airplanes flying in this show, and each has a different means of egress (normal doors, sliding canopy, gull-wing doors, etc.), and each one can be forced open or broken into in a different manner. I got a look at the instructions. Some were very basic, like smash a window and yank open the door, but others were detailed, telling where to pry and giving several alternatives.

Since I now had all the performers in one room, I endeavored to get information about each one, for the purpose of introducing them as their act began. Only about half had information sheets with them, and there was no time to conduct an interview. I would just have to wing it for the ones without printed PR information. After the briefing I got a quick bite to eat, and then it was show time.

The first glitch happened immediately. As I took my position at the sound system table, the Air Boss came up to me and said "OK, you can play the national anthem now. Blank stare. Huh? What? I had not thought about me being responsible for playing the *Star-Spangled Banner*. But there, just off to my right, was the color guard, 4 men in uniform, with flags and parade rifles, waiting. Then the sound system person walked up to me, but instead of calling the anthem up on the iPod he was using for music, he said "hang on a minute". Then, out of the crowd, a young man in jeans and a T-shirt walked up to me and said "I'll do the anthem". I quickly, off mic, asked him his name, introduced him, and handed him the microphone. The guy could sing! He performed a very credible a-cappella rendition of the Star-Spangled Banner. The crowd applauded, and we were off.

I was provided with a list of the order in which the acts would fly. In some instances, I knew the pilot and/or recognized the type of airplane. My airplane partner, Frank LaGreca, was there assisting me. He put the few information sheets I had in order with the performer list, and kept track of the other pieces of paper people handed us. He also interfaced with the people who came up the announcer's station and wanted something. I couldn't always stop talking on the mic whenever somebody walked up, so having an assistant was a big help.

One of the things I was asked to do was publicly thank the sponsors who gave money to help put on the air show. I was handed a list of who to thank, mostly companies. When I had a break in announcing acts and talking about the planes and pilots, Frank handed me the Thank You list. I started to thank the supporters, but soon found out that the list was written in abbreviations. The companies were listed just by initials, and, not being from Madison, I didn't recognize most of them. After stumbling with a couple of the names, I apologized to the crowd and said I would return to thanking sponsors later in the show. Frank went and found the airport manager, who in turn created a list with written-out company names, and brought it to us. In the end everybody got properly thanked, but at the outset I was standing there with my lips flapping.

The hardest thing I tried to do, and failed rather badly, was to keep up with, and announce, the maneuvers a performer was flying, in real time. Even when I had a maneuver list from the performer, I still got lost. The pilots don't always fly their routine in the order on the list, and I don't recognize many of the maneuvers for what they are. Then the pilots name their maneuvers in a non-standard or comedic way. Cliff Robinson calls out different loops by nationality; e.g. Canadian Loop, British Loop, and so on. They have no real meaning; he's just fooling around, but it sure confused me. I have seen plenty of air shows, and have some aerobatic training (flew with Bill Kershner for 3 days back in 1996), but it appears to me that it takes years of experience to get good at running commentary on air show maneuvers.

I really like doing any form of public speaking. Just put a microphone in my hand and turn me loose! I had a great time with announcing the Madison Air Show. If they invite me back for next year (questionable), I will be sure to do these things:

- Get a list of the performers, with contact information, well in advance of the show date, and get an information sheet from each one of them. At a minimum, I want to know where they are from, year/make/model of their plane, and the horsepower of the engine. A list of the maneuvers they will be performing would be a big plus. Other biographical information would be helpful.
- Ask for a sponsor list (not abbreviated) to be available when I arrive the day of the show.

- Find out in advance how they intend to do the national anthem. If playing a recording over the PA system, how is that accomplished? If done by a live performer, who is it, and where will he/she be the day of the show?
- Get my airplane partner, or someone else, to go with me and help out. Having an assistant was very useful.

Air shows are a lot of fun. Being the announcer is a hoot, if you like public speaking. With a little bit of preparation, you can do a good job. I learned some insider things about air shows, and even got a free lunch. I would do it again in a heartbeat.

Larry Bothe is a past FAA Designated Pilot Examiner, and currently a FAASTeam Representative and Gold Seal Instructor in southern Indiana. He is also a Master Certified Flight Instructor Emeritus and has 8000 hours in more than 90 types of aircraft. Larry is part-owner of a 1961 7EC Champ and may be contacted at LBothe@comcast.net. He received the 2015 NAFI Greg Laslo Award for Excellence in Writing.

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, immediately report it to the plane captain, maintenance office or a board member. 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

inquiry@flybfc.org

ABOUT OUR ORGANIZATION

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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: Kevin Kanarski

Secretary: Alex Siegman

Treasurer: Jack Lindquist

Safety Officer: Nick Davis

Webmaster: Kevin Kanarski

Quartermaster: Jeff Andrews

Grillmaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539
Raymond Kvietkus	630-907-7721 ¹
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