

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

\$5.18/gal as of Jan. 1, 2023

Aircraft Rates

C172S	4BC	\$142.80
C172SP	3SP	\$136.80
C182T	89L	\$177.18

CY Cumulative Hours Flown

December 2022

884BC	3.5 hrs.
983SP	5.3 hrs.
1489L	0.0 hrs.
TOTAL	8.8 hrs.

2022 Totals

884BC	437.5 hrs.
983SP	305.9 hrs.
1489L	140.8 hrs.
TOTAL	884.2 hrs.

IN THIS ISSUE...

January Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 3rd, 2023 at Naper Aero. The President called the meeting to order at 7:31 PM.

The minutes from the last meeting were published in the newsletter. The minutes were approved as published.

The Treasurer's report was reviewed for the members. Total flying time for December 2022 was 8.8 hours with 0.9 hours club time. We made \$6,306.97 in payments and had \$7,339.57 in billings. The loan balance is \$75,996.71 and cash in the bank is \$127,121.18. Further details follow in the newsletter. The Treasurer's report was approved as presented.

Of note, we were overbilled by Naper Aero; this will be corrected. We've filed our Form 990 Year End NFP Financial Reporting, and our corporate registration has been renewed.

The aircraft reports were presented by the plane captains and maintenance officer. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:30 PM.

Join us for our next meeting:

Tuesday, February 7th, 2023

Business meeting @ 7:30pm

Details to follow via email.

See you there!

Attendees**Members**

Kevin Kanarski
 Kris Knigga
 Alex Siegman
 Mel Finzer
 Don Patterson
 Jack Lindquist
 Nick Davis
 John Wrycza
 Chuck Blazevich
 Chris Rorvich
 Dan Mannisto

Guests

Patrick
 Brandon Schabell

Social**TREASURER'S REPORT****I. AIRCRAFT DATA**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	
BEGIN TACH	3,669.8	6,086.9	1,957.3	
END TACH	3,673.3	6,092.2	1,957.3	
TOTAL HOURS	3.50	5.30	-	8.80
TBO	2,000	2,000	2,000	
TMOH	487	459	-	

Billings for all aircraft thru December 31, 2022, except 983SP (12/30)

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	3.50	5.30	-	8.8
LESS: CLUB TIME	(0.90)	-	-	(0.9)
BILLABLE HOURS	2.60	5.30	-	7.9
BILLING RATE	\$ 142.80	\$ 136.80	\$ 177.18	
FLYING CHARGES	\$ 371.28	\$ 725.04	\$ -	\$ 1,096.32
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (416.75)
TOTAL BILLINGS	\$ 371.28	\$ 725.04	\$ -	\$ 7,339.57

III. MEMBER CREDIT BREAKDOWN

11/29/22	Ray Kvietkus	Oil Filters	\$ (398.75)
12/1/22	Jack Lindquist	Microfiber Towels	\$ (18.00)
TOTAL CREDITS			\$ (416.75)

IV. BANK BALANCES (as of 10/31/2022)

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 48,474.78	\$ 75,251.00	\$ 123,725.78
Cash In	\$ 9,899.76	\$ 0.61	\$ 9,900.37
Transfer to Savings	\$ -	\$ -	\$ -
Cash Out	\$ (6,504.97)		\$ (6,504.97)
ENDING BALANCE	\$ 51,869.57	\$ 75,251.61	\$ 127,121.18

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 3,400.00	\$ 2,300.00	\$ 5,700.00
ANNUALS (\$1000/ mo)	\$ 9,884.41	\$ 1,000.00	\$ 10,884.41
LL10 DUES (\$425/ mo)	\$ 462.50	\$ 425.00	\$ 887.50
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 36,237.00	\$ 2,600.00	\$ 38,837.00
CREDIT BALANCE MEMBERS	\$ 8,406.16	\$ 864.21	\$ 9,270.37
EQUIPMENT UPGRADE	\$ 57,608.99	\$ (3,793.81)	\$ 53,815.18
TOTAL	\$ 123,725.78	\$ 3,395.40	\$ 127,121.18

VI. PAYMENT DETAIL (11/1 thru 11/30)

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
N884BC	Annual Fee	JA	\$ 5,055.97
Christmas Party 2022	Sponsored		\$ 147.00
Christmas Party 2022	Prepaid for members		\$ 831.00
PO Box Fee	PO Box Fee	USPS	\$ 182.00
Website	Website Fee	Aircraft Clubs	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
Bank Fees	Bank Fees	Chase	\$ 25.00
TOTAL PAYMENTS			\$ 6,306.97

VII. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 383.62
PRINCIPAL PAID	\$ 726.59
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 75,996.71

FLYING HOURS

December

884BC	
FLYING	3.5
TACH	3673.3
TBO	2000
TMOH	487
†CLUB	0.9
*GAL/HR.	10.2

983SP	
FLYING	5.3
TACH	6092.2
TBO	2000
TMOH	459
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	0.0
TACH	1957.3
TBO	2000
TMOH	43
†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

N983SP

- 1) Fuel Injector Line Inspection in 16 hrs, likely in December some time
- 2) COM2 Backlight still temperamental
- 3) Following to be addressed next month, ASAP in January. Ray will make the MX reservation:
 - a. Replace mount as required
 - b. Mild nosewheel shimmy
 - c. Report of left break softer than right

N884BC

- 1) At JA for annual. Tentative return Friday 12/9. No issues found so far, was recently in for major service.

N1489L

- 1) Engine is in overhaul. Original ETA was end of December, more likely sometime in January
- 2) Break-in procedures will apply once back in service
- 3) Propeller also being overhauled; looked through records and it is due. It was previously resealed, not overhauled. Prop already at overhaul shop
- 4) Lycoming is involved in the engine investigation. The cylinder only had 800 hours. Corona is filing a defect report with the appropriate authorities.

AIRPORT AFFAIRS

John Wrycza provided updates for LL10:

- Lots of cleaning and painting happening around the airport
- Oil Tank emptied
- Fuel repurchased, price projected to drop to \$5.18
- Only needed one plowing during December
- Some contention with 2 members of Naper aero around club contribution to airport expenses. The club currently represents 20% of the airport revenue, and the current Naper Aero board and most residents view clubs as a positive on the airport. Nothing likely to come of this, but several members attend these meetings and are keeping an eye on things.

OLD BUSINESS

No old business needed to be covered

NEW BUSINESS

No new business needed to be covered

SAFETY

KLOT Class D airspace is now operational. Be sure to watch your avoidance. Keep in mind controllers there are likely new or in training and may make some mistakes; be sure to evaluate communications carefully and use best judgement.

It's a good idea to keep your local airspace in your head for safety. Study it regularly. The new KLOT airspace is a good reminder to renew this knowledge. Be sure to memorize both the horizontal and vertical portions of the airspace near our home field, but always double check the chart when able!

Don't over-tighten the oil filler. It can be hard to open causing the oil filler tube to disconnect from the engine block and creating a leak. This is a fire hazard and is eventually detrimental to the engine.

MEMBERSHIP AND GUESTS

We had several returning guests at the December meeting. There also continues to be a strong entrance list with 3 very interested applicants and 10 total applications. No new applications since October. No changes in membership for December.

ACCOMPLISHMENTS

No accomplishments were reported for December.

MEMBERS SECTION

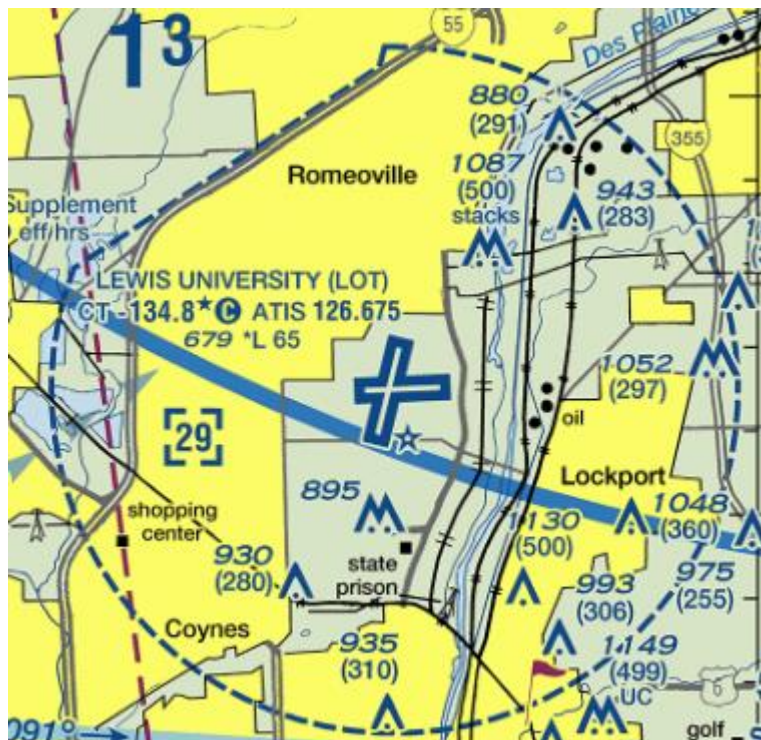
This section is for you, the members, to showcase your airplane adventures in the Photo Corner and let others know of your accomplishments. We are also looking for members to submit articles for the newsletter. With the years of flying experience we have in our club, we are looking for members to submit articles in the style of 'I learned about flying from that', 'Never Again' or 'Stick and Rudder'. It is in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

Head to the following page for an article from Nick Davis.

FLYING SHOTGUN

By Nick Davis


There was discussion at the January 2023 meeting regarding the new Operating Control Tower at Lewis University Airport (KLOT). Listening to the comments, it became clear to me that some review of Operating Control Tower procedures are in order. In aviation, as with other industries, myths, traditions and a mindset occasional occurs about a certain operation that is either inaccurate or completely wrong. These incorrect procedures persist because nobody really knows the best way to do things or the rules have been misinterpreted. But usually, the incorrect procedures persist because nobody asks why. The information below comes from the AIM, Charts, and most importantly from Tower Controllers themselves.



To the left is the Terminal Area Chart snip that contains KLOT. The first thing to note is the Tower is part time. But this information must be checked on the margin of the chart, then the Chart Supplement and ultimately in the NOTAMS. This is Class D Airspace, and thus, Class E weather minimums extend all the way to the surface, not just down to 700 AGL. But Airspace may change when the Control Tower (CT) closes, or the Airspace may not. Some airports have different hours for airspace than they do for the CT. Hence the note:

See NOTAMs/Supplement
for Class D eff/hrs

In the case of KLOT, when the CT closes, Class E to the surface vanishes, and the airspace reverts to Class E floor of 700 AGL, Class G below. As of January 2023, the hours of the KLOT CT are 0600-2000 local, daily. Note also that the CTAF frequency is also the CT frequency, 134.8. When the tower is closed, and you are operating to/at/from

KLOT, use 134.8 just as you once used the Unicom/CTAF frequency, and designated by . Note also, the Unicom frequency at KLOT is not shown. There is probably a delay while the FBOs get their radios changed to standard CT Airport Unicom frequency 122.95. At the south end of LL10, you are 8.9 nm from KLOT's reference point. LL10 is close to KLOT.

The important part of this article is how you communicate with the CT. First, before you get to the Class D Blue border, listen to ATIS. You can write this down, but while you are writing, you are distracted from flying, and more importantly, distracted from looking for other airplanes in what has become very busy airspace. Instead, picture in your mind, the airport, the winds, the runway, and the rest of the information. Next, tune up the CT frequency, wait for an opening, and then, give them your information in a single transmission. Do not first make contact, then tell them what you want, and end up having a protracted 2-way conversation that takes up the Controller's valuable time. Controllers do not have time for idle chit-chat.

Example of what to say:

Lewis Tower,
Skyhawk N983SP,
7 miles northwest,
Touch and Goes,
Charlie

In simple terms:

Who you are calling
Who you are
Where you are
What you want to do
What you know

Note what I left out: This is Skyhawk N983SP

I am 7 miles northwest of the airport,

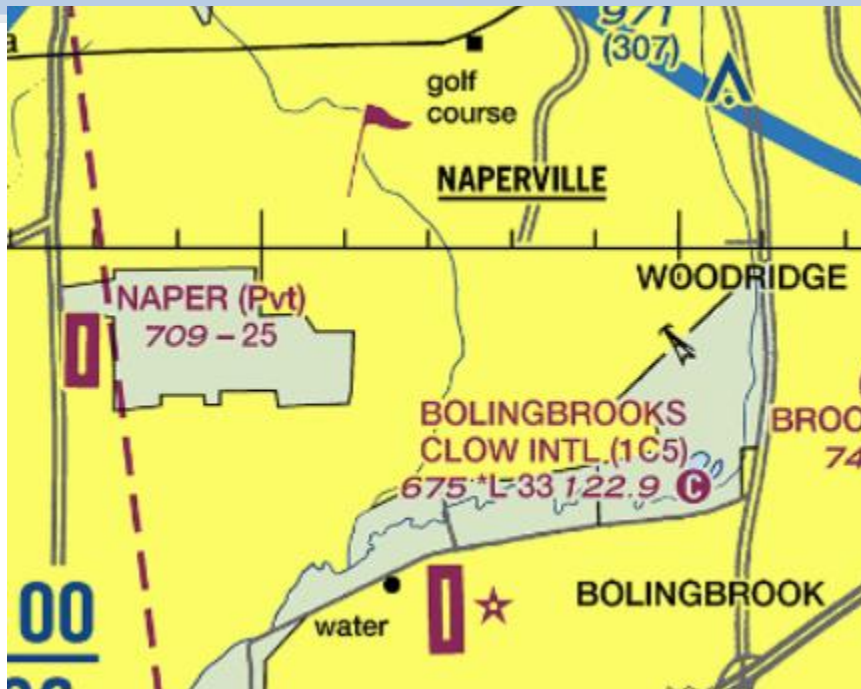
I want to do Touch and Goes,

I have information Charlie.

I left out all the verbal niceties and only broadcast what is needed. Note what I did include: SKYHAWK. If you say Cessna, the word Cessna could be anything from a Cessna 120, to a Citation jet. But if you say "Skyhawk", now the controllers know exactly what your plane looks like. Your job is to make the Controller's job as easy for them to do as possible. At this point, a month or so after this CT has opened, there is no way to know the level of experience these CT Controllers have. On 26 January, club members Val Vlazny and Nick Davis encountered a controller who was clearly seasoned and knew the area. But some controllers are likely very green, so do things with brevity and accuracy. As has become recent practice, you will likely be cleared either for "landing" meaning land and taxi off of the runway -or- "the option", meaning you are cleared for anything: Full Stop, Touch and Go, Stop and Go, Missed Approach. Unless specifically stated otherwise, the first response from the CT is your clearance to enter the airspace. This applies to Class C airspace as well but not Class B. For class B, you must have a specific clearance. Instructions should be read back verbatim. Runway crossing (or hold short) instructions must be read back verbatim.

"Skyhawk 3SP, cross runway 27"

"Skyhawk 3SP, crossing runway 27"



From our home airport, there are really no visual checkpoints, hence the “7 miles northwest”. Clow airport is NOT a visual checkpoint, neither is Bolingbrook. **NAPERVILLE** is a visual check point, but only at the base of the flag. The town of Naperville sprawls for miles, so LL10 is about 2.5 miles southwest of **NAPERVILLE**. All controller in the neighborhood should know these visual checkpoints.

Once you land, keep moving, clear the runway!! This is important. Controllers get very irritated when you cross the double dashed, double solid lines and then stop. A landing airplane behind you will not be able to clear the runway, and the airplane behind them may be forced into a go-around. At KORD this is obviously a big deal. Make the turn on to the parallel, or continue moving straight ahead, but keep moving. At KLOT, the ground frequency is an odd one: 120.425. On initial contact with ground, simply say who you are, where you are, and where you want to go. Example: “3SP clear of 27, at Bravo, ramp”.

On the way out of a CT Airport, you should have the ground frequency stored in the radio, but sometimes, you will taxi in with the CT. Therefore, you may not know the ground frequency. Do not bug the tower, but rather check your various publications to find it. First, of course, listen to ATIS. Then, follow exactly the same process as you would to enter Class D airspace, only this time to Ground Control:

Lewis Ground,
Skyhawk N983SP,
Ramp,
Departure Northwest,
Delta

In simple terms:

Who you are calling
Who you are
Where you are
What you want to do
What you know

Once you get to the runway, get yourself ready. You may need to wait a while for arriving traffic, so your strobes should be off, and your mixture still taxi-lean. Now here is where some weird mythology enters the picture. When cleared for take-off, some pilots will line-up on the runway and then stop. This is exactly wrong, and exactly what the controllers do not want. Whenever I have encountered this, I have asked the pilot why. The response is usually "this is what my instructor taught me". But why? What purpose does this serve? Usually, there is no response. You are on an active runway and stopped. This makes no sense. The CT controllers expect you to taxi on to the runway, line-up and then advance the throttle to Take Off power, never stopping. The CT controllers may have a plane on final, and if you stop on the runway, an approaching plane might be sent on a go-around.

When I was flying at United Airlines, I operated a flight to Frankfurt, Germany. The plane was a 747-400, which, as you might guess, burns a lot of fuel, especially on takeoff. It was a summer day, good weather, mid-morning. As we proceeded on the visual approach, the preceding arrival was asked to turn off at a particular taxiway, and then slowly rolled right past the turn point. At 500 AGL, we were sent around. The pattern was at 4000 MSL, the airport at 800 MSL. As we flew the pattern, we were fitted in to a 7-mile final. As we got closer, an airplane was asked if he was ready to depart. The answer was yes. This plane was on the taxiway at the approach end of the runway. From that point, he was cleared for takeoff, the expectation was that he would taxi onto the runway and accelerate into the takeoff. No, this plane taxied on the runway and stopped. The seconds ticked by, and we got closer. The tower once again cleared the stopped aircraft for takeoff. No response. Finally, it became clear we could not land and *again* we were sent into a go-around. Now the situation was serious. We had fuel for one more miss, and pattern, then, out of fuel. And we wanted that miss to be on our terms, not as dictated by the Control Tower. On this third approach, all taxiways were blocked by cross-wise planes or vehicles. The runway was clear. We landed with about 15 minutes of fuel left. Apologies were profuse, everybody was forgiven and the event remained only in our memories. But what an event!

On the Flight Deck, set your mixture, strobes on, other lights as desired, acknowledge your clearance and go. In Instrument Flying, the pilot should start the maneuver immediately on receipt of the clearance, not after the pilot has read it back. Pilots can taxi and talk at the same time. Taxi at a fast walk or jogging speed, but do not stop. In the worst case, if you stop, the controller may make a mistake and clear an approaching airplane to land. With you parked on the runway, you are very hard to see. At night you are invisible. At KLAX, February 1, 1991, a US Air 737 landed on top of a SkyWest Metroliner. The Metroliner had been cleared on the runway, but not for takeoff. Then the controller was distracted. The US Air 737 was cleared to land. The 737 landed and immediately ran into the Metroliner crushing the Metroliner. 33 people died, everybody in the Metroliner (12), and 23 in the 737.

Now you are airborne, on your way back to LL10. Once you cross the Class D Airspace boundary, or climb above Class D's ceiling (2900 MSL at KLOT), unless otherwise requested, do not report leaving the airspace. That presumption has been made by the CT. If you make this unwanted radio call, you occupy the controller's time, distract the controller, and crowd the frequency with an unnecessary transmission. If you have been assigned a squawk code, change it yourself to 1200, and change your radio to listen on what ever frequency you want. If going back to LL10, you want to be on 122.9 ASAP just to know what is going on.

From LL10 southbound, if you stay on or west of Illinois Route 59, you will remain clear of KLOT Class D airspace. If you shoot the GPS-A Approach to LL10, you will also be comfortably clear of KLOT airspace. But, if you execute the holding pattern at ATUKE, as you make the right hand turn to turn back south, you WILL enter KLOT's airspace. This will not matter if you are talking to Chicago Approach. But, if you are doing this VFR, you need to let KLOT CT know what you are doing. They will likely approve your entry into the southwest edge of their airspace.

Nick Davis - 26 Jan 23

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

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 3 airplanes:

1. 1999 Cessna 172SP N983SP
2. 2007 Cessna 172S N884BC
3. 2007 Cessna 182T N1489L

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

President: Kevin Kanarski

Vice President: Kris Knigga

Secretary: Alex Siegman

Treasurer: Charles Blazeovich

Safety Officer: Nick Davis

Webmaster: Kevin Kanarski

Quartermaster: Jim Krzyzewski

Grillmaster: Bradley Swanson

BFC Instructors:

Nick Davis 630-393-0539

Raymond Kvietkus 630-907-7721 ¹

Eric Swanson 708-653-6564

¹ Available for club checkouts and Flight Reviews

Chief Maintenance Officer:

Ray Kvietkus 630-907-7721

Plane Captains:

N884BC Don Patterson 815-436-5771

N983SP Jack Lindquist 630-939-1023

N1489L Jim Robertson 630-215-5003