

# BLUE SIDE UP!

The Newsletter of  
the  
Business Men's  
Flying Club

November 2012  
Volume 50, Issue 11

LL10 Avgas 100LL  
\$5.69/gal.

#### Surcharge Rates

C172R/SP \$65.00+34.40 =99.40  
C182S \$85.00+42.31 =127.31

#### Aircraft Hours Flown

November 1, 2011 to  
October 31, 2012

388ES	198.0 hrs
983SP	255.3 hrs
415RC	217.1 hrs

**TOTAL 670.4 hrs**

#### NEXT MEETING:

**Tuesday,  
December 4, 2012  
7:30 meeting**



VFR on top north of Clearwater Florida



Clearwater airpark

**Attendance & Minutes**

The Business Men's Flying Club held its monthly meeting on Tuesday, November 6th, 2012 at Naper Aero. Chuck began the meeting at 7:38 pm. No issues were raised against the meeting minutes/newsletter. A vote was called to accept it as published, the newsletter was accepted. The treasurer presented his summary on the club finances and airplane hours. He commented about all the recent bills for repairs reducing our reserves. Comments were solicited. A question from a member about the totals for the prop strike on 415RC. The estimate is about 15K total. Another question regarding our insurance rate being affected. There has been a 160.00 increase thus far but our agent thinks this incident won't affect our rate. A question regarding the recent engine teardown affecting the TBO of 415RC. No it does not, TBO is still the same. A motion to accept the report was made, the report was accepted as published. The airplane reports were given and the details are provided below.

Meeting adjourned at 8:32 pm.

**Aviation photo's needed!**

What are you flying? Send me a picture for the cover of the newsletter. Club planes count too!

Photo credits: Debbie Westley

**Attendees**

Jack Lindquist	Bradley Swanson
John Wrycza	Chuck Jaudes
David Kluzak	Donald Patterson
Kevin Kanarski	David Otero
Nick Davis	Mel Finzer
Gregory VanDenHam	Steve Highland
Hubert Elsen	Joshua Jones
Mike Pastore	

**Guests**

Unable to read his name

**Social**

Work Credits have been assigned for Annuals. The Club really appreciates the hard work and savings these members have provided.

<b>John Wrycza</b>	12
Val Vlazny	6
Don Leonard	10
Bill Stoffels	0
Brad Swanson	3
<b>Doug Beck</b>	5
<b>Don Patterson</b>	6
Mike Manly	0
Steve Snapp	2
Josh Krecek	0
Fiore D'Orazio	0
Kevin Kanarski	3
Ken Best	0
Al Loek	1
Joe McBride	1
Tom Kean	0
Eric Popper	4
Hubert Elsen	1
Kris Queen	4
Mike Csernak	2
Steve O'Connor	0
Mel Finzer	5
Nick Davis	2
Bob Downey	2
Steve Highland	2
Greg VanDenHam	8
Todd Mick	1
James Swanson	2
Matt Forsberg	1
James Krzyewski	1

## Aircraft Reports

### N388ES

1. Attitude indicator has failed.  
We will purchase a rebuilt unit.
2. ELT bat. Due this month.
3. Induction filter needs changing.
4. The hanger gutter was fixed and all the lights now work.

### N983SP

1. Bird strike on the induction filter, replaced.
2. The winch was fixed by Leibeck? He would like a ride in the right seat sometime as compensation. Anyone willing to accommodate him?

### N415RC

1. Beacon light was out, fixed.
2. Mineral oil was replaced.
3. Manifold pressure gauge reads incorrectly and needs re-cal.
4. The heater plug is off center can is unusable. Needs a ferry to Travel Air for repair.
5. The large center hanger door gets stuck.

#### October AIRCRAFT REPORT

	388ES	983SP	415RC
FLYING	12.1	18.3	12.4
TACH	723.7	3547.0	4218.1
TBO	2000	2000	2000
TMOH	351.6	572.8	1827.6
CLUB	0.1	0.0	0.0
GAL/HR.	10.2	10.2	12.3

#### 8ES hours on new tach

**TBO – engine time between overhauls**

**TMOH – engine time to major overhaul**

#### September AIRCRAFT REPORT

	388ES	983SP	415RC
FLYING	20.8	41.5	0.0
TACH	711.6	3528.7	4205.7
TBO	2000	2000	2000
TMOH	363.7	591.1	1839.9
CLUB	4.8	0.7	0.0
GAL/HR.	10.2	10.2	12.3

#### 8ES hours on new tach

**TBO – engine time between overhauls**

**TMOH – engine time to major overhaul**

### Reminders

- Windshield washing: Please use a CLEAN soft CLOTH. Paper scratches the windshield.
- Don't park at the pumps for extended periods.
- Red BFC compressor available to fill tires.
- Log oil added in the airplane logbook.
- Land on the grass if possible to minimize tire wear.
- Watch your HEAD when moving around under those wings!
- Remember to lean the airplane during Taxi, the engine loads up and you or the next pilot may fail the magneto check.
- Wash off the bugs after your flight so they don't have a chance to weld themselves to the paint. Clean bugs off past the leading edge and look at the flaps. Mud accumulates on them after soft fieldwork. Your saving 10min of work means 30 for the next member.
- 36 is the preferred runway at Naper in calm winds.
- Its winter, don't forget to plug in the planes after your flight.

## October 2012 Treasurer's Report

### CASH

Harris Checking	42984.65
<b>Total</b>	<b>\$ 42,984.65</b>



### PAYMENTS

Fuel and Fees	Naper. Aero	3133.60
Loan Payment	Harris Bank	1040.95
Stamps, Express pymt to G&N	USPS	57.95
SkyGeek: air filters and lamp	J. Wrycza	263.82
Annual Dues	Naper Aero	3645.00
Annual report	State of Illinois	10.00
8ES Alt. serv , nose strut service	Travel Express	1673.62
5RC Engine teardown	G&N Aircraft	11053.19
	<b>TOTAL</b>	<b><u>\$20,878.13</u></b>



### RESERVES

Maintenance	--6703.00
Insurance (\$1500/ mo)	-4500.00
Annuals ( \$1000/ mo)	-9000.00
LL10 dues (\$305/ mo)	-305.00
Inactive	-11976.72
Engine Overhaul 8ES/3SP (\$1500 mo)	-10500.00
<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/Decrease</b>	<b>\$2,476.00</b>



### LOANS

INTEREST PAID @ 6.5%	491.00
PRINCIPAL PAID	550.00
AIRCRAFT LOAN (Due Jan 2013)	<b>\$90,050.00</b>



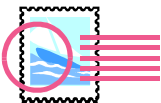
### RECEIPTS

Dues & Flying	8348.43
Equity	0
Ins. Reimburse	10053.19
<b>TOTAL</b>	<b>\$18,401.62</b>



### CREDITS

Fuel Away	617.48
Work Night	62.14
Postage	0
Supplies	0
Plane Repair	0
<b>TOTAL</b>	<b>\$679.58</b>



**Old Business**

Christmas party December 2<sup>nd</sup>, 530pm cocktails, 41.00 per person to be billed on your club invoice. Menu to be sent out via email.

**New Business**

Loan coming due January 16<sup>th</sup>. We will hold an internal financing meeting for anyone interested. Send an email to the board with your capability. About 90K is needed. Jack would like this money about a week before its due. A question was raised about the terms of this loan and the structure to protect the club and the individual(s). This will be worked out with those who participate. There was a lengthy discussion about this topic. Another bank loan would be very expensive. Harris offered 1 year at 10% interest, which was ridiculed by nearly everyone. The decision is to finance this balance internally to the acceptance of those involved. Everyone benefits with this arrangement. The Naperville club has done this before and will be consulted.

8ES is due for annual in 350 hours, 573 hours for 3SP.

**Dessert/Beverage List:**

The BFC refreshment list was created as a way of recognizing special aeronautical achievements.

The person scheduled for refreshments should coordinate with the grill master to bring beverages and dessert to the club meeting. If unable to attend, s(he) should arrange with someone else to cover the commitment or pick another time. Please note this is different than grill duty.

**Dessert List**

	January
	February
	March
Kris Queen	June
Brad and James Swanson	July
	August
	September
	October
	November
Greg VanDenHam	December

**Note: Please arrange a substitute if unable to provide.**



### Guests:

### Membership:

Two people are on the exit list therefore, we have two openings.

### Accomplishments:

Greg VanDenHam got his IFR rating! Congratulations Greg!!

### What's Up...?

Thanks to Mike Pastore for submitting "VFR Departure Procedures" for last month's newsletter. I encourage other instructors to submit similar articles so we may all benefit from your knowledge.

You may notice that I removed the recommendation to tap the brakes on climb out to keep flat spots off the tires. That is because Debbie informed me that is a "crock" ☺ She always noticed the tire spin down and could easily tell by the side wall markings that it stopped in a different spot each time. That's good enough for me. I'm sure she is available for a flight in your plane to make sure the tires spin down randomly!

Greg V. has a new format for the newsletter. Its in draft form right now. Look for it in the New Year.

Rumor has it the fuel prices will drop slightly in the coming months.

The instrument approach to LL10 needs to be re-worked.

Finally, thanks Harlan Davis for sending the attached article on entering the traffic pattern.

### Safety

- Beware of Presidential TFR's.
- Watch for stadium TFR's especially Joliet speedway and DeKalb university.
- Tire pressure check is always recommended for all airplanes.
- New Class B Airspace configuration around O'Hare.
- Be careful of FOD from the garbage and other sources.
- Recommend a second before startup walk around.
- Avoid distractions. They cause you to deviate from your normal routine. Stick to your routine and go back a few steps if necessary.
- Please if you **must** depart right cross wind on 18 or 36, make sure you are **well clear** of the airport operations area. Left climbing turns over the numbers or mid-field are acceptable.
- If you damage the aircraft, please man up and report it.
- Make left turns on departure until outside the pattern altitude.
- Over fly unfamiliar airports 500' above pattern altitude to determine suitability and pattern entry.
- Double check to ensure the tow bar is NOT attached before taxi. Never leave the tow bar attached to the airplane. Do NOT set the tow bar on the wheel pants.
- **Reminder: As members we own 1/45 of these planes. It is inappropriate for any of us to decide what is to be fixed or how. That is up to the chief maintenance officer, airplane captain, and your club officers.**

**If you encounter ANY problems, notify the airplane captain immediately! The number is available in the fuel log book.**

## **Commentary on last month's article "VFR Departure Procedures"**

Everything Mike says is correct. The main reason there is confusion about traffic patterns is that most of the information is from the AIM, and is therefore recommended, as opposed to a rule, which has the force of law. But there is one rule that deals with the direction of turns in the traffic pattern at non-towered airports, FAR 91.126,b, which states that *when approaching to land at an airport without an operating control tower in Class G airspace, each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right.....*

If you make right turns in a left-hand pattern and get busted it will be this reg that you are charged with violating.

Mike stated that some of the recommended operating procedures for non-towered airports are confusing.

Here's one simple way to always be both legal and safe: On takeoff, fly runway heading until reaching pattern altitude, then turn on course. Upon reaching pattern altitude, you are deemed to have exited the pattern, so you can turn in any direction you want. You will be in compliance with 91.126 because you'll be out of the pattern, and you'll be safe because you will be a couple of miles from the airport.

Larry Bothe, FAA Designated Pilot Examiner  
Sport - Private - IFR; vintage & taildraggers

## How to Enter the Traffic Pattern Harlan Davis, CFII

While the title of this article may seem misleading simple, the concept is really far deeper. The Airman's Information Manual has always suggested the proper way to enter the traffic pattern, particularly, on the 45 degree angled leg to the downwind leg of the airport traffic pattern. But this brings up a serious and sometimes fatal flaw in the whole concept of the 45-degree entry: If everybody is entering the traffic pattern via that method, are not all pilots pointing their planes at the same place in the airspace?

Statistically, we know that the vast majority of mid-air collisions happen within five miles of airports, often as not, at fields with control towers. But the real danger exists at uncontrolled fields, where pilots using their radios mix with none radioed planes, or worse, planes with operating radios, and pilots who choose not to use those radios. When any CFI teaches long enough, certain methods and procedures are developed based on that CFI's experience. The information below brings up what I hope is a new set of methods on how to enter the traffic pattern, and as a result, to reduce further, the risk of midair collisions.

Most pilots are quite familiar with the uncontrolled airports to which they fly, and as such are comfortable with the pattern, the runway, and the whole environment where they will be landing. But if every pilot enters the pattern at the same point, on the same 45 degree leg, the airspace at that point can get uncomfortably crowded.

The uncontrolled airport should have 4 pattern entry points, and each pattern flown must have at least three legs: Downwind, Base and Final.

The longest pattern would be by a pilot who is approaching the airport in the same direction as the landing runway, but wisely chooses not to execute the straight in approach. Instead, our pilot enters the upwind leg, at pattern altitude, just off the centerline of the runway. For the standard left traffic pattern, this allows our Upwind entering pilot a good look at the airport runway and local environment, as he flies just a bit right of the runway centerline. But he must remain very close to the runway centerline, so he will not be mistaken for a plane entering the downwind for the wrong direction. As our pilot reaches the departure end of the runway (still at pattern altitude), he turns (left in a left traffic pattern) to the Crosswind leg, again close enough, or even over the departure end of the runway so as to not create a conflict for departing traffic and not be mistaken a plane on the base leg landing the wrong direction. From the Crosswind leg, entry to the Downwind leg is standard, and the pattern is flown to its intended conclusion.

The next pattern entry would be the Crosswind entry. This pilot would approach the airport from the opposite side of the traffic pattern, taking care to enter the Crosswind leg at pattern altitude and close enough to the end so as to not be a hazard to departing aircraft and not be mistaken for a plane on a close Base leg for the wrong landing direction.

The third pattern entry would be via the Downwind leg, again at pattern altitude, at the proper distance from the runway, fitting in with other traffic.

And finally, there is the ever popular 45 degree leg entry to the Downwind leg.

Each pilot, on each entry knows where to look for traffic: For a left traffic pattern, our Upwind entry pilot would look to his right for possible traffic. The Crosswind entry pilot would know to look first to his left, (for the Upwind entry plane), then to his right for the Downwind entry plane. The Down wind entry plane would first look to his left for those planes on the Crosswind, then to his right for the plane using the 45 degree entry. Finally the 45 degree entry plane would know to look to his left for those planes now on the Downwind leg.

The beauty of this system of pattern entries is that each pilot has his own place to enter the pattern. This allows more expectation as to where other traffic might be, and hence a better opportunity to see that other traffic.

For example: Take an airport with runway 18-36, wind out of the south, landing runway 18. By drawing an X through the airport, four quadrants are created, and each quadrant has it's own entry. The Plane approaching from the north (or approximately from the north), enters on the Downwind leg. The plane from the west enters via the Crosswind leg. From the south, via the Downwind leg, and our plane from the east enters via the ever popular 45 degree leg.

While drawing Xs in your head to figure out which leg to use as the entry point is a bit of overkill, the simple rule is: always fly at least 3 or more pattern legs: Final, Base, and Downwind; plus what ever additional legs it takes to get you to those 3 fundamental pattern legs. From that simple rule, the rest follows quite easily based on your direction of flight to the airport.



There are few important rules that cannot be overstated. Those pilots using the Upwind and Crosswind entries, must fly close enough to the runway so that a non-radio pilot will have no doubt as to which leg the plane in question is flying (Upwind not to be mistaken for wrong-way landing Downwind; Crosswind not to be mistaken for wrong-way landing base). Planes flying these two legs must be at pattern altitude before entering the pattern leg; too high, and you risk descending on a plane directly below you; too low, and risk not being seen by the plane directly above you. Too low has another danger; pilots entering on the Upwind and Crosswind legs must not interfere with departing traffic. Most pilots fly patterns the size of small counties; way too large (if you cannot reach the runway from any point in the pattern when the engine quits, your pattern is too big). But as traffic fills up the pattern, keeping the pattern small becomes impossible. Downwind legs should be extended, not widened. The same rule applies to Upwind legs, whether on the leg for airport departure or arrival.

With See and Avoid as our primary (and sometimes only) means of separation at uncontrolled fields, providing pilots with every opportunity to SEE and therefore AVOID, is the primary goal. Using multiple traffic pattern entries provides those extra opportunities.

While the suggestions discussed above do not violate any FARs, there is some valid consideration that since these pattern entries do not fully agree with the Airman's Information Manual, a case could be made for some regulatory conflict. But as a species, we recently began our second century of flight, and some of the procedures we have made to keep ourselves safe must be reviewed. I believe Airport Traffic Pattern Entries is one procedure that deserves some consideration and revision.

**Business Men's  
Flying Club****Business Men's  
Flying Club  
P.O. Box 2631  
Naperville, IL 60567**

## ***About Our Organization***

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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 planes:

1. **Cessna 172R N388ES**
2. **Cessna 172SP N983SP**
3. **Cessna 182S N415RC**

**Aircraft Reservations: [www.aircraftclubs.com](http://www.aircraftclubs.com)**

**BFC WEBSITE: [www.flybfc.org](http://www.flybfc.org)**

### **BFC INSTRUCTORS**

**Nick Davis                      630-393-0539 \***

**Raymond Kvietkus          630-907-7721**

**Michael Pastore              630-606-3692 \*<sup>1</sup>**

**Eric Popper                      630-841-3065 \***

\* These instructors offer limited training

<sup>1</sup> Available for club checkouts and BFR's

### **CHIEF MAINTENANCE OFFICER**

**John Wrycza                  630-697-3559**

### **PLANE CAPTAINS**

**N388ES Don Patterson      815-436-5771**

**N983SP Doug Beck            630-544-7432**

**N415RC Eric Popper            630-841-3065**