

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

\$3.94/gal

Aircraft Rates as of Feb. 1st

C172SP	\$101.90
C172S	\$106.90
C182S	\$125.79

Cumulative Hours Flown

January 2017

884BC	7.5 hrs.
983SP	5.5 hrs.
415RC	9.3 hrs.
TOTAL	22.3 hrs.

2016 Totals

884BC	218.9 hrs.
983SP	131.0 hrs.
415RC	223.1 hrs.
TOTAL	573.0 hrs.

Join us for our next meeting:

Tuesday, March 7, 2017

Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

February Meeting Minutes

Safety: Paige Samdal (ATC Specialist) Presentation

Members Section

Photo Corner

Feature Article: Snowbound!

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, February 14th, 2017 at Naper Aero. The President called the meeting to order at 7:33 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 was 22.3 hours with 0 hours club time. We made \$3,350.78 in payments and had \$5,995.88 in receipts. The loan balance is \$126,722 and cash in the bank is \$74,838.73. See the complete financial details later in this newsletter. The fuel price went down to \$3.94 per gallon. The treasurer's report was approved unanimously as presented.

The aircraft reports were heard followed by a presentation from ATC specialist Paige Samdal for our safety briefing. Please see details in the following sections.

The meeting adjourned at 8:44 PM.

Attendees**Members**

Jim Krzyzewski
 Jack Lindquist
 Gevin Cross
 Al Loek
 Kevin Kanarski
 Ray Kvietkus
 Walt Slazyk
 Don Patterson
 Don Leonard
 Doug Beck
 Val Vlazny
 Alex Siegman
 Nick Davis
 Mel Finzer
 J.P. Balakrishnan

Guests

Paul Lin
 Paul Glonek
 Raj Verma

Social

TREASURER'S REPORT

CASH		
Chase Checking		24,701.18
Chase Savings		50,137.55
Total		\$74,838.73
PAYMENTS		
Naper Aero	Fuel and Fees - Dec	1,018.27
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Kastor	3SP Mag / Cabin Heat Duct Serv.	1,021.00
Cleveland	Landing Fee – charge back to Pilot	14.00
Aircraft Spruce	3SP heater duct tube / air filter	151.30
Total		\$3,350.78
RESERVES		
INSURANCE (\$1500/ mo)		-4,500
ANNUALS (\$1000/ mo)		-10,000
LL10 DUES (\$350/ mo)		-1,400
INACTIVE MEMBER		-11,977
ENG OVRHL 3SP/4BC(\$750/mo)		-41,000
CREDIT BALANCE MEMBER		-14,100
EQUITY INSTALLMENT MEMBER		-1,750
Reserves net		-9,888.00
Reserve Increase/(Decrease)		\$2,645.00
LOAN		
INTEREST PAID @ 6.0%		\$639
PRINCIPAL PAID		\$1,026
AIRCRAFT LOAN Balance		\$126,722
RECEIPTS		
Dues & Flying		5,153.70
Equity		0.00
Bank Interest		2.18
Party		840.00
Total		\$5,995.88
CREDITS TO MEMBERS		
Fuel Away		0.00
Loan Pymt		555.10
Total		\$555.10

FLYING HOURS

January

884BC	
FLYING	7.5
TACH	1705.2
TBO	2000
TMOH	294.8
CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	5.5
TACH	4347.0
TBO	2000
TMOH	-227.2
CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	9.3
TACH	5099.3
TBO	2000
TMOH	946.3
CLUB	0.0
*GAL/HR.	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

* Gallons per hour for calculating hourly rate. Do not use for flight planning.

AIRCRAFT REPORTS

N884BC

- 1) Left tire and tube replaced (flat tire)
- 2) Service Bulletin issued for software upgrade to G1000 (needed)

N983SP

- 1) Floor heat still isn't work well per Ray
- 2) Be sure to lean mixture when taxiing. Reports of fouled plugs.

N415RC

- 1) Prop control drifts slightly
- 2) AI is sticking or slow (lagging)
- 3) Annual inspection due in March
- 4) VOR check completed
- 5) Pilot seat track lock is working fine now. Pilot seat recline is still inop.

OLD BUSINESS

Nothing to report on old business

NEW BUSINESS

Nothing to report for new business

SAFETY

Paige Samdal from ATC Chicago Center gave a presentation on the issues ATC faces when they work with GA in the system. Below are some points she highlighted that we as pilots can do to make the system safer.

- Biggest issue facing ATC with GA pilots is weather. Pilots improperly disseminating weather and trying to fly around it.
- ATC can only see precipitation. They value pilot reports to get the bigger picture.
- Don't wait to ask for help. ATC has certified pilots in house to help.
- Chicago TFRs will be less with new administration but still be vigilant.
- Verify radios are working. 15 minutes of radio silence will trigger alarms at ATC.
- Use caution at non-towered or closed tower airports when snowplowing is going on. Monitor CTAF.
- Check-in with ATC ASAP after takeoff. (ex. "Chicago Center, N415RC with request") Let them know you are there.
- ATC prefers 4000' or higher altitude. @3000' radar coverage is sporadic.

MEMBERSHIP

- We had 3 guests join us (see attendees sidebar on page 2)
- New member Alex Siegman was introduced at the meeting.

MARKETING

- Still planning on another brochure mailing in April.

What's Up...

Less than 1 month to the first day of Spring! (March 20th)

Daylight Savings starts March 12th. Plane washing will begin again with our April meeting.

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.

PHOTO CORNER

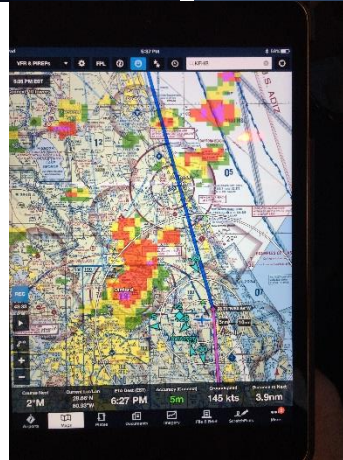


Photo Credit: Eric Popper

First 2 are inbound to Naples, FL. Next 3 show ADS-B in from xpndr on iPad with FF and view outside window of wx near Daytona. Important note: would never fly this close to wx displayed without visual contact.

SNOWBOUND!

Submitted by Jim Krzyzewski

DATE: 12/18/1999, AIRCRAFT MAKE & MODEL: PA32R-300, AIRCRAFT IDENT.: N4316F, FROM / TO: PWK > C59 > PWK, REMARKS, PROCEDURES, MANUEVERS: Lance Practice, NO. LDG.: 2.

There it is – a seemingly innocuous entry in my tattered logbook that was anything but.

A bit of background, first. Just before the millennium, I had been flying for six years. I had learned to fly at the Dupage Airport in West Chicago, but now was flying a Piper Lance out of Palwaukee Airport in Wheeling. For my instrument rating and commercial certificate, my flight instructor was an ex-Marine ROTC pilot. In the air, he was one tough cookie - everything had to be exactly by the book – that’s what checklists were for! However, the more I flew with him, the more I respected and appreciated his rigid approach. To this day, I can still hear him guiding me through checklists in the back of my head as I fly.

My flight instructor promoted what you would call ‘experience-based’ learning – best to encounter a situation first with a flight instructor so that you were prepared for it when all alone. We did all kinds of fun stuff like blind takeoffs (me under the hood, taking off simply by looking at runway lights on the side to keep the aircraft centered) to actual ASR (Approach Surveillance Radar) approaches where we simulated total vacuum failure – me under the hood with covered gyro-powered instruments while Center guided me back to the runway via a series of commands – ‘turn left’, long pause, ‘stop turn’, ‘descend 1,500’, ‘stop’.

We also flew in a lot of snowy weather. We ensured that icing would not be an issue, but did seek out snowy conditions for actual IMC practice. Part and parcel with this are snowy runways. I learned from my flight instructor that taking off and landing in snow was really not a big deal – just do everything smoothly, be ready to fly the aircraft off the runway rather than relying on nose wheel steering, and never touch the brakes on landing – let the aircraft roll out, using only aerodynamic drag to slow down and keep the nose wheel straight. So I felt pretty comfortable with landing in snowy conditions.

Enter 1999 – one of my favorite trips was to Lake Lawn Lodge in Wisconsin. I had flown there many, many times over the years, and thus was quite comfortable with the airport. On this particular flight in December of 1999, snow was on the ground, but it was a bright and sunny day – perfect for a trip to Lake Lawn! So, off I went in the Lance - it was a beautiful flight – total CAVU conditions.

When I approached Lake Lawn, I saw that the runway was not plowed. However, I could clearly see the outlines of exactly where the runway was. Not a big deal, I thought – I’ve landed on snowy runways before – just be smooth, fly the aircraft in, no brakes on landing, and keep applying back pressure to hold the nose wheel off the ground – kind of like a soft-field landing. So, I decided it was safe to proceed and started my approach onto runway 36.

As I touched down, I knew immediately that things were not as they had seemed. All of my prior snowy landings had been in powdery snow – this was definitely not powder.

What I learned from this escapade?

- Don't land on a runway where you do not have a good report on the runway condition. I had become complacent and figured that since I had landed on snowy runways before, this landing would be no problem – incorrect assumption.
- Be ready to go around if you do not like any aspect of a landing. My mindset was that this was going to be a standard landing – my guard was down. Perhaps before I touched down, I could have picked up some clue that the runway was not as it seemed.
- I should have had the aircraft inspected before taking off again. While I did examine everything as best I could, I am not a trained mechanic – I might have missed something.
- I should have left the gear down on the flight back to Palwaukee - how bad would it have been if I didn't see three green lights while on final? I would have taken a small problem and converted it to a much larger and more costly one - gear up, belly landing.
- And finally, I found out that it cost \$300 for Walworth County's highway services to plow an airport runway – I received the bill in the mail two weeks later and happily paid it!

The airplane slowed down way more quickly than usual. As I applied power to taxi off the runway, the aircraft did not budge. I applied more and more power, but could move no further than about ten feet. Now I knew I was in big trouble – I am stuck on an active runway.

Okay, time to assess the situation and figure out what do! I applied a variation of the 'climb, confess, communicate' mantra to my situation. I 'climbed' out of the aircraft, and discovered I had landed on three inches of snow that had an icy layer on top. I then 'confessed' to myself that I needed help to get out of this situation. So, I trudged over to the actual Lake Lawn Resort where I 'communicated' to management what had happened. They closed the airport and notified ATC. Now for the next problem – how do I get the airplane out? I asked Lake Lawn if they had a plow that could clear the runway for me. They did, and sent over a pickup truck with a plow on the front and 'dualie' wheels on the back.

Now another problem surfaced – the snow banks around the airport parking lot were too large for the truck to get through. Try as they might, they could not plow their way through or climb over the snow banks. Damn! You're gonna need a bigger plow...

Lake Lawn staff then advised that they could call the county to have them bring out the heavy equipment to take care of this. However, I would have to pay the bill for this, as Lake Lawn is a private facility. I immediately agreed – what other option did I really have here? So, within an hour, I saw the most beautiful site approaching the airport – one of those huge yellow snowplows you see clearing snow off the highway. The plow made short order of the snow bank leading to the runway and then cleared the entire runway within half an hour, delicately avoiding my forlorn looking Lance! Before I knew it, they were gone and the snowy mass had been transformed back into a runway.

I then thoroughly inspected the aircraft to ensure that I had done no damage with my snow-arrested carrier landing – all looked in order. I easily back taxied to the end of the 36, applied power, and lifted off for an uneventful flight back to Palwaukee.

So, what did I learn from this escapade? (see sidebar)

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

QuarterMaster/VP: Gevin Cross

Secretary: Kevin Kanarski

Treasurer: Jack Lindquist

Safety Officer: Joshua Jones

WebMaster: Greg VanDenHam

GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

* These instructors offer limited training

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 Queen	630-525-0232
N415RC	Don Leonard	630-803-6967