The BFC Flying Club Newsletter

October 2017

Volume 55 / Issue 10

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
$4.45/gal

Aircraft Rates as of October 1st

C172S	4BC	$119.00
C172SP	3SP	$114.00
C182S	5RC	$139.06

CY Cumulative Hours Flown

September 2017

884BC	187.4 hrs.
983SP	162.9 hrs.
415RC	190.2 hrs.
TOTAL	540.5 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, November 7, 2017
Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, October 3rd, 2017 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 August was 89.1 hours with 2.3 hours club time. We made $13,533.42 in payments and had $15,341.02 in receipts. The loan balance is $118,322 and cash in the bank is $92,541.51. 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. Mike Pastore, LL10 Airport Board President, presented airport updates. Old and new business items were presented along with voting in the new slate of board members. Safety items were discussed by the safety officer, Ray Kvietkus. The BFC Christmas Party will be December 3rd at McBrides North in Aurora. Look for an email from Gevin Cross for more info.

Please see details in the following sections.

The meeting adjourned at 8:20 PM.

Attendees

Members

Jim Krzyzewski
Gevin Cross
Jack Lindquist
Kevin Kanarski
Ray Kvietkus
Don Patterson
Don Leonard
Val Vlazny
Walt Slazyk
Kris Knigga
Nick Davis
Grant McElroy
Hubert Elsen
Gerry Miskowicz
Al Loek
Bob Downey
Jeff Andrews

Guests

Manish Awasthi

Social

Bradley Swanson
Mike Pastore

TREASURER'S REPORT

CASH		
Chase Checking		12,382.05
Chase Savings		80,159.46
Total		**$92,541.51**
PAYMENTS		
Naper Aero	Fuel and Fees - Aug	2,821.20
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
TEAM	3SP Replace Alternator control	871.35
Sporty's	3SP Replace sun visors	340.00
Swanson	Work night food /supplies- Aug	56.38
Sporty's	3 cases Oil and Oil filter	351.75
Sporty's	2 cases Oil and Oil filters	233.40
Postmaster	Stamps	49.00
Holada	Equity return/Rfd account balance	4,344.00
Avionics Place	3SP ADS-B final payment	2,700.23
Falcon Avia	4BC Battery	619.90
Total		**$13,533.42**
RESERVES		
INSURANCE ($1500/ mo)		-3,000
ANNUALS ($1000/ mo)		-6,000
LL10 DUES ($350/ mo)		-4,200
INACTIVE MEMBER		-7,727
ENG OVRHL 3SP/4BC($750/mo)		-47,000
CREDIT BALANCE MEMBER		-14,300
ADS-B EQUIPMENT		-1,506
EQUIPMENT UPGRADE		-8,809
Reserves net		0
Reserve Increase/(Decrease)		**$1,781.00**
LOAN		
INTEREST PAID @ 6.0%		$597
PRINCIPAL PAID		$1,069
AIRCRAFT LOAN Balance		$118,322
RECEIPTS		
Dues & Flying		11,060.86
Equity		4,250.00
Bank Interest		3.16
Total		**$15,314.02**
CREDITS TO MEMBERS		
Fuel Away		511.60
Loan Pymt		555.10
Cleaning Supplies		5.35
Printer Ink		20.00
Total		**$1,092.05**

FLYING HOURS

September

884BC	
FLYING	35.7
TACH	1885.1
TBO	2000
TMOH	114.9
†CLUB	0.2
*GAL/HR.	10.2

983SP	
FLYING	34.6
TACH	4504.4
TBO	2000
TMOH	-384.6
†CLUB	1.7
*GAL/HR.	10.2

415RC	
FLYING	18.8
TACH	5280.5
TBO	2000
TMOH	765.2
†CLUB	0.4
*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) Replaced main starting battery
2) G1000 waypoint lock error due to database update. Had to remove all saved flight plans to clear error.
3) Hangar winch is having issues again. If you have 2+ people push the plane in to save wear on the tail. Line up with the electrical box and not the parking space across from the hangar so the plane is pulled straight back.

N983SP

1) Left brake pedal possibly low. Being looked at.
2) Pedestal light and compass lights out

N415RC

1) Aileron installed and adjusted
2) Some static wicks missing
3) Volts light still illuminates occasionally
4) Left tire replaced and bearing greased

OLD BUSINESS

ADS-B Equip – N983SP finished and final cost breakdown below

N983SP ADS-B Install

Item	Budgeted	Actual
Garmin GTX 335 Transponder (w/GPS)	$ 2,999.00	$ 2,995.00
Encoder (if needed)	$ 300.00	$ -
Transponder Installation	$ 2,310.00	$ 1,938.08
USB Charging Ports	$ -	$ 299.00
UBS Ports Installation	$ -	$ 180.00
Tax	$ -	$ 283.15
FAA ADS-B Rebate	$ -	$ (500.00)
TOTAL	**$ 5,609.00**	**$ 5,195.23**

NEW BUSINESS

Election of Club Officers and Directors.

The member names for club Board of Directors, as announced in the September President's Position email sent to all club members, were raised for nomination. A request for further nominations was made. No other nominations were offered. A motion was made and seconded to accept the names for the new Board of Directors. The membership present voted unanimously to accept those nominated.

The Directors elected are as follows:

Director – President	James Krzyzewski
Director – Vice President	Gevin Cross
Director – Secretary	Kevin Kanarski
Director – Treasurer	Jack Lindquist
Director – Safety Officer	Raymond Kvietkus
Director – Operations Officer	John Wrycza
Director – Plane Captain	Kristoffer Knigga
Director – Plane Captain	Donald Patterson
Director – Plane Captain	Donald Leonard

Subsequently, the new Board authorized four Directors to conduct financial transactions. Those directors are James Krzyzewski, Gevin Cross, Jack Lindquist, and Kevin Kanarski.

SAFETY

Flying a safe landing pattern at uncontrolled airports was discussed this month. Nick Davis has submitted an article on this very topic which is included later in the newsletter. Learn from Nick's many years of experience flying for the airlines and instructing GA pilots.

MEMBERSHIP – GUESTS

Mike Pastore – Former BFC member and current LL10 Board President – joined us to give an update on the airport happenings.

Jeff Andrews joined the club since the last meeting. The members in attendance unanimously voted Jeff into the club.

Manish Awasthi visited the meeting. Manish subsequently joined the club after the meeting concluded.

Welcome all who attended!

MARKETING

Due to good interest in the club lately, we will be holding off on sending another mail marketing campaign until the early spring of 2018.

What's Up...
BFC Christmas Dinner
McBride's North
2340 S Eola Rd
Aurora, IL 60503
December 3rd
RSVP to Gevin Cross

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

David Vaught submitted the photo below along with a description of the adventure they took in 884BC.

My daughter, Erica, and her boyfriend, Colin, flew with me down to Amarillo, Texas, to see Palo Duro Canyon, where the Comanches made their last stand. Despite some high winds, it was a great flight, and we landed on the longest runway in the United States at Amarillo. Its length was developed as an alternative landing site for the space shuttle. We didn't need all that runway, and the FBO service there was excellent.

Editor's Note:
Rick Husband Amarillo International Airport (KAMA)
Runway 4/22: 13,502 x 200 ft.

LL10 AIRPORT UPDATES

The following updates were presented by Mike Pastore at the October meeting.

- The new instrument approach into LL10 has been approved by the FAA. The publish date is scheduled for December 7th. Then it will need to be included in the chart updates. It is a Circle to Land approach with no night restriction. The VASI at the airport was commissioned to remove the night restriction. Thanks go out to Mike and the airport board for all the time and effort they put into making this happen.
- Each pilot will need a letter of authorization to use the new approach. The FAA will provide training on the approach and provide the authorization. We expect this to be a one-time training session at a date and time to be determined. Mike will find out from the FAA how to get authorization for pilots that can't make the FAA session or for new pilots going forward.
- IDOT came out and inspected the airport. Runway 18/36 is good. Runway 9/27 is too short to be considered a usable runway. Runways need to be 1,650' and 9/27 is 1,450'. The trees surrounding 9/27 are also an issue. The airport bylaws have always listed 9/27 'for emergency use only'. The airport board will determine next steps for how 9/27 should be used.
- There is a 130' tower going in east of the airport. There will be a steady red light placed on the tower for visibility.

UNCONTROLLED FIELDS:
PATTERN ENTRY AND SIZE
PLUS
DO IT YOURSELF AIR TRAFFIC CONTROL

Author: Nick Davis

At the Election Night meeting, we got talking about Traffic Patterns at uncontrolled fields. Mike Pastore, who has lived at LL10 for quite a few years and is a CFI, commented that he has seen just about every possible pattern entry at Naper Aero that might exist. Many of the pilots at the meeting threw out a lot of ideas, but the general consensus seemed to be what I have described below. This original text was written about 15 years ago, but going through it, I discovered nearly nothing has changed. The problems are the same, and the solutions are the same. There remains a lot of controversy as the pattern entries, but the techniques suggested below combine the best of many people's thinking, and what is generally agreed to be the best way to get to the runway without hitting or being hit by another airplane.

The problem of operations at uncontrolled fields has been a part of aviation quite literally since the Wright brothers first flew over the sands of the Outer Banks. During their first flight, they operated with a distinct advantage: There was no other airplanes. After that, airport operations became more complex.

In present day aviation, the problem has become one of the focus points of accident prevention. Since airplanes landing at the same airport, usually on the same runway, will, at some point, occupy the same space as the preceding airplane, the trick is: not to occupy that space at the same time.

For about as long as I can remember, there was some debate as to how an approaching airplane might enter the traffic pattern and land, while minimizing the same space - same time problem. The FARs offer simple regulations: All turns shall be made to the left unless otherwise established for the airport in question. "Otherwise established" is occasionally done by regulation with the use of a specific FAR, Part 93, as with Lorain County Ohio; all traffic patterns are kept north of the runway. To the south of the runway, there is a music conservatory; obviously a place where the engine music to pilots ears does not mix well with the music of budding professional musicians.

For the most part, the traffic pattern at uncontrolled airports is "recommended" by the Airman's Information manual. Unfortunately, far too many pilots are taught by their instructors to fly the depicted traffic pattern in its entirety and exactly as shown: Enter the downwind leg, on a 45 degree angle and fly the downwind, base and final legs to the runway. Although this may be in perfect agreement with the "recommended" AIM procedures, this practice exacerbates the problem of multiple airplanes following the same path to the runway, at a time when the workload inside and outside the airplane is at its highest level, and hence less time is available for "see and avoid". In short, we are teaching our pilots to travel the same path in the ENTIRE traffic pattern. As accident statistics prove, in the vicinity of uncontrolled airports, much too often, airplanes attempt to also occupy the same space at the same time.

I consider the 45 degree downwind entry point to be the most dangerous place in the pattern. Work load is high, with radio communications, airplane configuration changes, and everybody else starts their traffic pattern at this same place: the 45 degree downwind entry point. I avoid that place in the sky whenever possible. This place is a point of high concentration of traffic. Traffic inbound to the 45 degree downwind entry point are coming from all different directions and altitudes; all converging on the same point in 3 dimensional space.

I have been the PIC landing and departing uncontrolled fields in Cessna 150s and MD-82s (with 140 passengers on board). The procedures that work the best consist of planning ahead, not taking anything for granted, and flying as much of the 5 legs of the pattern (upwind, crosswind, downwind, base, final) as possible. Be the traffic pattern left or right, an absolute minimum of 3 legs must be flown (downwind, base and final). Depending on the direction of approach to the airport, and the knowledge (or more precisely, lack of knowledge) of wind direction and pattern turns (left or right), additional pattern legs should be flown.

Uncontrolled fields, by their very nature, can be used by airplanes with many radios, or airplane with no radios. So the presumption that other airplanes are in the pattern and not on the CTAF frequency, must always be made. Furthermore, knowledge of the wind direction, and the traffic pattern in use may not be known until the pilot approaching to land has had a chance to see the wind sock, and see the segmented circle (if any).

So what do you need to know before you can land safely at an uncontrolled airport?

1. What runways are adequate for your airplane?
2. Are the traffic patterns left or right?
3. What runways are available?
4. What is the wind?
5. What are the immediate operating conditions at the airport?
6. Who else is operating in the pattern?

Each of these questions can be answered in turn, most before arriving in the airport traffic pattern. For the purpose of this discussion, consider a flight from our home airport, to Bush League Airport, 150 nautical miles away. Bush League is not near a big airport, hence no valid ATIS information. Nor is Bush League equipped with an AWOS, or ASOS system. Since Bush League is 150 miles away, the weather will probably be different than at your departure airport, but you do not know exact details of the local conditions. The FA (Area Forecast) is positive, so the flight can be made, but specific questions about the landing runway cannot yet be answered. Last, but not least, you have never been to Bush League. Questions 1, 2, and 3 must be answered before departure, as a part of your preflight planning. Questions 3, 4, 5 and 6 must be answered enroute, and during the arrival phase of your flight. Question 3 is duplicated; short notice changes may affect which runways you may use.

1. What runways are adequate for your airplane?

This is actually a question that by FAR, you are required to answer before you fly anywhere.. Sources include personal knowledge (which, in this case, does not apply), the AOPA Airport book (good, but often information is over a year old), State published airport books (when published, good, but again often old information), IFR approach charts (if current), and the NOAA published Chart Supplement - The green book and once called the Airport / Facility Guide. (The best guide, official, and if current, the most up to date and complete information). And of course the Internet often times provide additional information, through Duats briefings and Airport Notams. Question number 1 is answered.

2. Are the traffic patterns left or right?

The sources listed as the answer to question number 1 are the same to answer this question. Again, personal knowledge, AOPA Airport book, State airport book, IFR approach charts, and the Chart Supplement. The Chart Supplement is far and away the best guide here. Since this question also needs to be answered per FAR, current information is the best source. Traffic patterns rarely change but we have never been to Bush League Airport, so the Chart Supplement is the best source. This information may be modified by Airport Notams. Question number 2 is answered.

3. What runways are available?

Again, the sources in the previous two answers give you general information that you need to know (for example: "east-west grass strip available to ultralights only"), but for this question, the airport Notams must also be consulted. Runways may be closed temporarily for long periods such as for construction, or just for a few hours, such as for painting or minor repair. Question 3 is partially answered. Here is where the briefing from the FSS or Duats is important, and current. There might be a TFR there, who knows, Obama may be within 30 miles of Bush League Airport (both George Bushes are no longer afforded these general TFRs).

From this point on, the information regarding airport arrival and runway usage must be gathered enroute or upon arrival. For the purpose of this discussion, the assumption is made that your airplane has a radio.

3. What runways are available?

4. What is the wind?

5. What are the immediate operating conditions at the airport?

6. Who else is operating in the pattern?

Once you near Bush League Airport, you should tune your radio to Bush League CTAF frequency and LISTEN. "Near Bush League Airport" is defined as at least 15 minutes out. Each of the remaining questions can now be answered. It is amazing how many pilots will get within 2 minutes of their destination airport and then, without thinking, get on the radio and ask for "winds and active", or the more arrogant “Any other traffic, please advise”. Often, just a few minutes of listening would have given the arriving pilot all the information he would need regarding active runway and conditions. Other pilots in the pattern will be broadcasting their positions in the pattern, and from those reports alone, runway usage and pattern can be easily determined. Furthermore, since CTAF

frequencies are shared by nearby airports, listening for 15 minutes before entering Bush League's pattern, even if the only traffic on the frequency is at nearby Minor League Airport, will give the arriving pilot a relatively clear idea as to what is going on in the neighborhood. Also, keep in mind who will answer the "winds and active" radio request: The response, if one is even given, will come from the line boy (if he is not pumping gas), or the secretary inside at the FBO. While the information given to a "winds and active" request is given with the best of intentions, it is almost always given by a non-pilot, or by someone who's primary job is NOT talking on the Unicom radio. A "winds and active request" should only be used as a last resort. Questions 3, 4, 5 and 6 are answered.

Pattern entry is now the issue. Descent to pattern altitude must be begun far enough away from the pattern so as to enter the pattern at pattern altitude, and at initial approach speed. If you enter the pattern high, and descend into the pattern, you run the very serious risk of literally dropping in on another airplane. Seeing other airplanes below you is extremely difficult; they blend in with the ground. If you enter the pattern at cruise speed, you increase the obvious risk of rear-ending another, slower airplane.

Which leg of the pattern should you enter?

For the purposes of this example, let us assume that Bush League Airport has one north-south runway, and the wind is blowing from the north. Traffic pattern is standard left, and other planes are in the pattern. Traffic is landing to the north.

If you are approaching from the northwest through the northeast, enter the pattern on the left downwind leg.

If you are approaching from the northeast through the southeast, enter the pattern on the left crosswind leg. This leg should be flown close to the departure end of runway 36, or maybe if 36 is a long runway, over the northern half of the runway. Since no radio airplanes may be operating on the field, those NORDO (no radio) airplanes only have their pilot's vision to judge traffic. Keeping the crosswind leg close to or over the departure end of Runway 36 insures you are not mistaken for being on a high left base for landing runway 18 (pilots have been known to land the wrong way at uncontrolled fields). In addition, keeping your crosswind close to the departure end of 36 ensures vertical clearance for departing airplanes below you.

If you are approaching from the southeast through the southwest, enter the pattern on the left upwind leg. This leg should also be flown close and just right of the runway, but not over the runway. Again, you do not want to be mistaken for flying the downwind for the opposite direction runway. Making your upwind close to the landing runway minimizes that problem. And you get a good look at the airport.

If you are approaching the airport from the southwest through the northwest, enter the pattern on the 45 degree entry. This is the perfect place merge into other traffic.

But what about approaching and landing if you do not yet have the answers to Questions 3 through 6? Let us say there is no traffic at Bush League Airport, and no other traffic at nearby airports on the frequency. Further, your queries to CTAF regarding "winds and active" have gone unanswered; or you may be a NORDO airplane. The best solution is to over fly the airport, as least 500 feet above pattern altitude, taking note of the wind sock, runway indicators, such as the segmented circle and tetrahedron, and anything else

that would tell you what is going on (such as a NORDO airplane in the pattern or on the ground). By overflying the airport, you can determine closed runways or taxiways, obstacles, and get a good idea of the terrain and airport layouts. If you enter the pattern on the upwind or crosswind legs, this overflight might not be necessary: you may be able to see all you need from one of those legs. If you must overfly, depart the pattern area BEFORE you begin your descent to pattern altitude, and do not enter the pattern until you are at pattern altitude. You may enter the pattern using whatever leg you like (upwind, crosswind, downwind, 45 degree entry). For example, if you over fly from southwest to northeast, a right turn and descent northeast of the pattern, with a left crosswind entry would work perfectly.

How big is the pattern?

The answer to that can be a varied as the airplanes using the airport. When I did a series of VFR approaches into uncontrolled Elko, NV, in an MD-82, some at night, some during the day, I had to fly a right pattern, and on one occasion, had a C-172 in the pattern with me. My downwind was about 3 miles from the runway, base leg about 2 miles from the runway, and final consumed those last 2 miles. But my final approach speed was 130 knots and that made for large radius turns. For the C-172, his pattern was much smaller, and it should be. The general rule of thumb I use, provided there is no other traffic in the pattern, is to fly just close enough to the runway to always remain within gliding distance, engine at idle, of the pavement. For many pilots, this is not a known quantity, but it is easy to discover: From midfield downwind, with flaps up and gear down (for the BFC, gear should always be down!) and throttle at idle, plan your glide to touch down at the halfway point of the runway, not the threshold. Then, use flaps, a little at first, to move the touchdown point closer to the approach end, until, somewhere on final, or in the turn to final, you must select full flaps to touch down at the threshold. For most single engine planes, this makes your traffic pattern fairly small, but it is very safe. Your most distant point from the pavement is at the turn from downwind to base. If you can comfortably glide to the midfield from that point, you have found your pattern size. When additional planes are in the pattern, keep the downwind leg the same distance from the pavement as before, but extend your downwind, and turn base when you can, while remaining at pattern altitude, until you must start a descent to touch down at the threshold. Far too many pilots start a descent from pattern altitude for the runway based on a place in the pattern, not on the expected track distance to the runway. As a result, the pattern flown is low, drawn out, at significant power, and unsafe. I have always taught idle approaches as the ideal. Because of the winds and resulting shear at Naper Aero, this is not always possible, but it is the ideal. With the engine at idle and the experience to glide to your ideal touchdown point, one less item is removed from the equation: Power. And if the engine quits, it does not matter.

The object of game is to get into the pattern and down to the runway, on speed and at altitude, while minimizing your chances of collision with another airplane doing the same thing. Once you are safely in the pattern, the odds of a safe approach and good landing are much improved.

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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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: Ray Kvietkus
WebMaster: Greg VanDenHam
GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 [1]
Mike Pastore	630-606-3692
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 Knigga	765-357-4735
N415RC	Don Leonard	630-803-6967