

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

\$4.75/gal

Aircraft Rates as of August 1st

C172S	4BC	\$122.00
C172SP	3SP	\$117.00
C182S	5RC	\$142.75

CY Cumulative Hours Flown

July 2018

884BC	40.6 hrs.
983SP	53.5 hrs.
415RC	22.5 hrs.
TOTAL	116.6 hrs.

2018 Totals

884BC	215.7 hrs.
983SP	149.4 hrs.
415RC	131.6 hrs.
TOTAL	496.7 hrs.

Join us for our next meeting:

Tuesday, September 4, 2018

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

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August Meeting Minutes

Members Section

LL10 Airport Updates

Article – The Night Man by Larry Bothe

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, August 7th, 2018 at Naper Aero. The President called the meeting to order at 7:40 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 July was 116.6 hours with 2.9 hours club time. We made \$16,507.44 in payments and had \$24,162.06 in receipts. The loan balance is \$107,340 and cash in the bank is \$106,788.91. 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.

Attendees**Members**

Jim Krzyzewski
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 Kris Knigga
 Nick Davis
 Steve Snapp
 Annie Price
 Jeff Andrews
 Val Vlazny
 Don Leonard
 Don Patterson
 Al Loek
 Eric Swanson
 Emerson Beinhauer
 Himanshu Sethia
 Sathish Kumar Natarajan

Guests

Joe Weber
 Tommy

Social

Bradley Swanson
 Mike Pastore

TREASURER'S REPORT

CASH

Chase Checking	21,601.09
Chase Savings	85,187.82
Total	\$106,788.91

PAYMENTS

Naper Aero	Fuel and Fees	4,046.11
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
TEAM	3SP AD's:Air Filter & Fule Lines	163.65
Jayarajan	Equity Return	4,061.10
Luminair	3SP Nose gear serv, Oil leak inspec, Door spring serv, Pedals serv	1,384.76
PsPrint	Print / Mail Marketing Mailer	918.07
Kastor	5RC D.G. & Oil pressure service, 4BC Fuel line inspect, 3SP Oil pressure & cowl stud serv	290.00
Jones	Equity return plus overpayment	4,376.00
Total		\$16,507.44

RESERVES

INSURANCE (\$1500/ mo)	-4,500
ANNUALS (\$1000/ mo)	-8,000
LL10 DUES (\$350/ mo)	-3,500
INACTIVE MEMBER	-7,727
ENG OVRHL 4BC	-28,000
ENG OVRHL 5RC (\$750/mo)	-6,000
CREDIT BALANCE MEMBER	-16,000
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	-1,927
EQUITY INSTALLMENT MEMBER	-1,000
EQUIPMENT UPGRADE	-30,135
Reserves net	0
Reserve Increase/(Decrease)	\$7,654.00

LOAN

INTEREST PAID @ 6.0%	\$543
PRINCIPAL PAID	\$1,123
AIRCRAFT LOAN Balance	\$107,340

RECEIPTS

Dues & Flying	18,909.09
Equity	5,250.00
Bank Interest	2.97
Total	\$24,162.06

CREDITS TO MEMBERS

Fuel Away	1,770.99
Loan Pymt	555.10
Office Supplies	56.62
Oil Away	14.25
Total	\$2,396.96

FLYING HOURS

July

884BC	
FLYING	40.6
TACH	2160.7
TBO	2000
TMOH	-160.7
†CLUB	1.1
*GAL/HR.	10.2

983SP	
FLYING	53.5
TACH	4698.4
TBO	2000
TMOH	1853.0
†CLUB	0.8
*GAL/HR.	10.2

415RC	
FLYING	22.5
TACH	5463.9
TBO	2000
TMOH	581.7
†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) Engine has been removed for the overhaul. Waiting for shipping crate to send it to Corona. (See What's Up in the Members Section for a video link showing an engine overhaul)
- 2) Looking to get annual taken care of during engine maintenance
- 3) Exhaust heat shield was found to be cracked and is being repaired

N983SP

- 1) Tail strike broke off tail eye bolt. Plane has been cleared to fly by A&P.
- 2) Red beacon is INOP. Use strobes until beacon is fixed.
- 3) Nose gear has been rebuilt to fix shimmy
- 4) Oil seepage from cylinder fixed
- 5) Spring in co-pilot door replaced
- 6) Keep an eye on tire wear and report if excessive

N415RC

- 1) Hangar winch issue has been reported to airport manager
- 2) Davtron still INOP
- 3) Static wick missing to be replaced
- 4) Using 100W oil in the plane currently

OLD BUSINESS

No updates on old business

NEW BUSINESS

- The president presented the idea of a club deductible to the members in attendance. When an aircraft is damaged and taken offline, this will help offset the cost of the airplane being offline. Previously the liable member would cover the insurance deductible however our insurance deductible is now \$0. We have had some incidents in the past that were under \$3000 to fix the aircraft so the liable member paid the repair cost without the club filing an insurance claim. Today if there is major damage done to an aircraft and the club files a claim, the cost to the liable member is \$0 and the plane is out of service. The proposed club deductible would be a maximum of \$3,000 for any one accident and the amount will be determined on a case by case basis. We are working on the wording for this and if it should be part of the bylaws. It will be presented at a later meeting for review and put up for a vote at the following meeting.

SAFETY

- Taxiing in the G1000 equipped N884BC: Maintain sterile cockpit. Keep eyes outside the window when taxiing and not looking at the radios, gps, etc.
- Taxi N884BC into the paved parking spot across from the hangar. Not in front of the electrical box. Line the plane up when pulling it with the winch.

MEMBERSHIP – GUESTS

Tommy At Lewis studying unmanned aircraft. Currently has his PPL.

Joe Weber Is currently training at Aurora and has 3 hrs. logged.

Welcome!

MARKETING

Postcard went out and Jim brought some extra to the meeting to pass around. If you see a new face at the meeting say Hi!

ACCOMPLISHMENTS

Emerson Beinhauer successfully obtained his Instrument rating. Congratulations Emerson!

Annie Price successfully soloed. Congratulations Annie!

What's Up...

Ray submitted this YouTube video of a Lycoming IO-360 Engine overhaul.

<https://youtu.be/n-26eqLc4pQ>

Very interesting as we have our second IO-360 engine being overhauled.

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.

LL10 AIRPORT UPDATES

- The airport will be eliminating the obstructions from 9/27 in order to make it a legal runway. Trees have been trimmed or taken out. The fence has also been removed. All of this will make it a legal 1600' runway.
- Walk the ground cables back to the reels. Don't let it snap back to the stop.
- The new approach will be active on October 11th. The FAA will be holding 2 training sessions on the new approach. If you haven't already contacted Mike Pastore to get on the list you will need to do so. You will only get a letter of authorization if you are currently instrument rated. Non-instrument rated pilots and instruments students will need to visit the FSDO after they obtain the rating.

THE NIGHT MAN

Submitted by Larry Bothe (originally written 06/30/2014)

When I got my CFI certificate in 1976 there was a lot of flight training going on, much of it Vietnam veterans on the GI Bill. That's in fact how I got my advanced certificates and ratings. We had to get the Private certificate on our own, but then the VA would pay for 90% of advanced training. The privately owned airport near where I lived had several Cessnas on leaseback, a couple more they owned, and maybe 5 flight instructors already working there. I went to the owner with my new CFI and asked if he had any work for me.

I knew the owner fairly well. He and I had gotten our private certificates at the same flight school several years earlier, and I bought my first plane from him, a Cessna 150. His family later bought the airport very close to where I was living, and he was running it. I had moved up to a C-172, which was based at his field, and I was out at the airport quite a bit. He told me the only work he had was doing night training for the other instructor's students. They were tired at the end of the day and didn't want to hang around at night. The truth was they wanted to go to the local pilot's bar and drink beer, but he didn't say it that way. He gave me keys for the FBO building and a quick lesson on how to do billing and keep records. I was instantly THE NIGHT MAN. That suited me just fine since I already had a full-time day job in the plastics industry.

One of my first students was a young man who was partners in a Cessna 150. He needed his 10 night takeoffs and landings (there was no night X-C requirement at the time) in order to keep his certificate from being restricted to day flight only. The plan was to fly over to North Philadelphia Airport (PNE) where they had good field lights (ours were

terrible), do 9 landings, and return to N10 (Perkiomen Valley) for the 10th, and we'd be done.

The weather was beautiful, and so were the student's night landings. He had no problems at all. Around and around the pattern we went, him flying, me counting landings. The whole thing was very boring. This was before I figured out that I could actually be using this time to teach a few things about night flight, like simulated landing light failure; not just fulfilling an aeronautical experience requirement. Pretty soon I started day-dreaming, not paying attention at all.

Near the end, maybe the 7th or 8th landing, I was enjoying the city lights, trying to determine if I could see far enough south to pick out the statue of William Penn on top of city hall, and thinking what I would be doing the next day. As we came over the threshold I think I was oblivious to even being in the plane. All of a sudden I came-to because the airplane felt like it was falling out of the sky, because it was. And we were nowhere near the runway. It was a true There I Was moment. The airplane had quit flying and was just dropping towards the pavement. I brought my hand up under the student's, intending to add power, but I was too late. The plane hit the ground just as my hand touched the throttle.

To this day, that is still the hardest I have ever hit the ground in an airplane. It was bone-jarring. I thought surely the gear would have collapsed, but after the shock wore off we were just sitting there, seemingly OK, with the engine running. There was essentially no ground-roll. After several more seconds the student began to advance the throttle to take off again. I told him no way; we were going to inspect the airplane for damage. We taxied off and went to a parking area under some street lights. We couldn't find anything wrong. The gear wasn't bent, the airplane sat level, and the prop tips were straight. Thankfully we had hit on the main gear. Why the student had flared so high after making several near-perfect landings, we'll never know. He couldn't explain it to me. We made another landing or two at PNE and headed back to Perkiomen Valley. After landing we tied the plane down, and I signed the student's logbook and went home to bed.

The next day I went to the airport to write up the instruction bill, and while there decided to have a look at the 150 in full daylight. Uh-oh, I guess the lighting at North Philadelphia wasn't as good as I thought. One of the main gear wheels had its flanges bent out flat; the tire bead was exposed on both sides. I can't imagine why the tire did blow on impact, and have no idea how it held up for 2 or 3 more landings. The mechanic found an old but serviceable Cessna wheel in the shop and had it swapped out in no time. And that's the end of this story, although I had another bad experience with this same student, which will be the subject of a future article.

The point of telling this tale is to warn flight instructors to always pay attention to what their student is doing. Don't become complacent. Even the best students can and do make mistakes. There is no more important time to be paying undivided attention to what is going on than during the final portion of the landing phase. Bad things can happen close to the ground; it is hard and unforgiving. To this day, when we turn final, I put my clipboard in the back seat, sit up very straight in my seat, place my hands on my knees, and watch intently. I check everything; airspeed, aircraft position, gear and flaps, other traffic on final, and airplanes on the ground. I'll never have an airplane drop out from under me again, day or night.

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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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: Kevin Kanarski

GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539
Raymond Kvietkus	630-907-7721 ¹
Mike Pastore	630-606-3692
Michael Beinhauer	847-902-7053

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	Don Leonard	630-803-6967