

# 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

\$4.71/gal

### Aircraft Rates as of October 1st

C172S 4BC \$121.60

C172SP 3SP \$116.60

C182S 5RC \$142.26

### CY Cumulative Hours Flown

#### September 2018

884BC 0.0 hrs.

983SP 38.0 hrs.

415RC 25.4 hrs.

TOTAL 63.4 hrs.

#### 2018 Totals

884BC 215.7 hrs.

983SP 238.8 hrs.

415RC 173.2 hrs.

TOTAL 627.7 hrs.

Join us for our next meeting:

**Tuesday, November 6, 2018**

Business meeting at 7:30pm

See you there!

## IN THIS ISSUE...

**October Meeting Minutes**

**Election of Board of Directors**

**Proposed Amendment to Bylaws and Rules & Regulations**

**Members Section**

**Article – The Cross-Country by Larry Bothe**

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, October 2nd, 2018 at Naper Aero. The President called the meeting to order at 7:30 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 September was 63.4 hours with 1.7 hours club time. We made \$35,975.03 in payments and had \$17,654.96 in receipts. The loan balance is \$104,698 and cash in the bank is \$97,076.66. 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 which included approving the 2019 slate of Board of Directors and proposed bylaw amendments. Please see details in the following sections.

The meeting adjourned at 8:43 PM.

Attendees

**Members**

- Jim Krzyzewski
- Gevin Cross
- Jack Lindquist
- Kevin Kanarski
- Ray Kvietkus
- Kris Knigga
- Walt Slazyk
- Nick Davis
- Steve Snapp
- Jim Robertson Jr.
- John Wrycza
- Val Vlazny
- Don Leonard
- Don Patterson
- Bob Downey
- Jim Cresto
- Hubert Elsen
- Josh Krecek

**Guests**

- Nick Moore

**Social**

- Bradley Swanson
- Eric Popper

TREASURER'S REPORT

| <b>CASH</b>                        |  |
|------------------------------------|--|
| Chase Checking                     | 26,883.49                                  |
| Chase Savings                      | 70,193.17                                  |
| <b>Total</b>                       | <b>\$97,076.66</b>                         |
| <b>PAYMENTS</b>                    |  |
| Naper Aero                         | Fuel and Fees 3,116.13                     |
| Volartek                           | Loan Payment 1,110.21                      |
| Aircraft Clubs                     | Reservation System 36.00                   |
| Swanson                            | Worknight Supplies- August 59.84           |
| Textron Avia                       | 4BC Prop 4,480.63                          |
| Queen                              | Equity and Overpayment Return 4,376.00     |
| Freiburg Ins                       | Director / Officer Liab Ins Prem. 1,575.00 |
| Lumanair                           | 3SP Alternator, ACU, Tail hook 1,864.68    |
| Avionics Place                     | 4BC ADS-B downpayment 5,795.00             |
| Corona                             | 4BC Engine Overhaul Balance 13,561.54      |
| <b>Total</b>                       | <b>\$35,975.03</b>                         |
| <b>RESERVES</b>                    |  |
| INSURANCE (\$1500/ mo)             | -3,000                                     |
| ANNUALS ( \$1000/ mo)              | -10,000                                    |
| LL10 DUES (\$350/ mo)              | -4,200                                     |
| INACTIVE MEMBER                    | -7,727                                     |
| ENG OVRHL 4BC                      | -17,938                                    |
| ENG OVRHL 5RC (\$750/mo)           | -7,500                                     |
| CREDIT BALANCE MEMBER              | -15,200                                    |
| ADS-B EQUIPMENT (\$7/hr,\$3 dues)  | 2,697                                      |
| EQUITY INSTALLMENT MEMBER          | -2,750                                     |
| EQUIPMENT UPGRADE                  | -31,459                                    |
| <b>Reserves net</b>                | <b>0</b>                                   |
| <b>Reserve Increase/(Decrease)</b> | <b>(\$2,320.00)</b>                        |
| <b>LOAN</b>                        |  |
| INTEREST PAID @ 6.0%               | \$531                                      |
| PRINCIPAL PAID                     | \$1,134                                    |
| AIRCRAFT LOAN Balance              | \$104,698                                  |
| <b>RECEIPTS</b>                    |  |
| Dues & Flying                      | 12,902.49                                  |
| Equity                             | 4,750.00                                   |
| Bank Interest                      | 2.47                                       |
| <b>Total</b>                       | <b>\$17,654.96</b>                         |
| <b>CREDITS TO MEMBERS</b>          |  |
| Fuel Away                          | 166.73                                     |
| Loan Pymt                          | 555.10                                     |
| Paint & Supplies – Ramp Striping   | 92.56                                      |
| <b>Total</b>                       | <b>\$814.39</b>                            |

## FLYING HOURS

### September

| 884BC    |        |
|----------|--------|
| FLYING   | 0.0    |
| TACH     | 2160.7 |
| TBO      | 2000   |
| TMOH     | -160.7 |
| †CLUB    | 0.0    |
| *GAL/HR. | 10.2   |

| 983SP    |        |
|----------|--------|
| FLYING   | 38.0   |
| TACH     | 4787.8 |
| TBO      | 2000   |
| TMOH     | 1763.6 |
| †CLUB    | 1.1    |
| *GAL/HR. | 10.2   |

| 415RC    |        |
|----------|--------|
| FLYING   | 25.4   |
| TACH     | 5505.5 |
| TBO      | 2000   |
| TMOH     | 540.1  |
| †CLUB    | 0.6    |
| *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 expected back soon and Randy is standing by to install
- 2) Need to ferry aircraft to Lumanair for annual after engine install
- 3) The new prop is waiting to be installed

### N983SP

- 1) Alternator and control unit replaced
- 2) Tail hook replaced
- 3) Fuel line inspection complete
- 4) Pilot seat recline still INOP

### N415RC

- 1) Davtron still INOP
- 2) Don L. did some work on the winch and reports it is working now

## OLD BUSINESS

### ➤ Election of Club Officers and Directors

The member names for club Board of Directors, as stated at the September meeting, were raised for nomination. A request for further nominations was made. Nick Davis withdrew from the plane captain nomination. Don Patterson and Kris Knigga will remain the 172 plane captains. Jim Robertson was raised as the plane captain for the 182 replacing Don Leonard. A motion was made by Val Vlazny and Nick Davis 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      | Jim Robertson Jr. |

The four Directors authorized to conduct financial transactions will remain the same. Those directors are James Krzyzewski, Gevin Cross, Jack Lindquist, and Kevin Kanarski. Also, Kevin Kanarski was appointed as the Illinois Registered Agent.

- ADS-B Update: We made a down payment for the ADS-B install in N884BC. It will have the Garmin GTX-345R transponder installed and the G1000 software will be updated. The scheduled install date is November 26<sup>th</sup>.
- John W. and Jim R. painted stripes in front of each hangar.
- **Amendment to the Bylaws and Rules & Regulations**

The President presented the proposed amendment to the Bylaws and Rules & Regulations related to the club deductible and some other cleanup items. After the reading there was additional discussion by the members present as follows:

Bob Downey raised concern with the Bylaw wording *“unless the damage results from a violation of any FAA or Club regulation, in which case the party responsible for the damage shall be liable for the full extent of the cost of repairs to the aircraft”*. This wording existed in the Bylaws prior to the proposed amendment. Bob made a motion to change it to *“unless the damage is not covered by insurance, in which case the party responsible for the damage shall be liable for the full extent of the cost of repairs to the aircraft”*. The motion was seconded, and the majority of members present approved the motion.

Nick Davis made a motion to modify *“in excess of two-thousand (\$2,000) dollars”* in the proposed Bylaw to read *“in excess of two-thousand (\$2,000) dollars or the insurance deductible, whichever is greater,”*. Walt Slazyk seconded, and the majority of members present approved the motion.

Walt Slazyk made a motion to remove the wording *“and aircraft downtime”* in the proposed Rules and Regulations. Nick Davis seconded, and the majority of members present approved the motion.

Walt Slazyk made a motion to modify *“within thirty (30) days of written notice”* in the proposed Bylaw to read *“within thirty (30) days of written notice or other arrangements agreed to by the board”*. Nick Davis seconded, and the majority of members present approved the motion.

The proposed amendment to the Bylaws and Rules & Regulations with the above approved changes highlighted is documented on the next page of this newsletter. This amendment will be raised for a vote at the November club meeting. It will require 2/3 approval of the members present at the meeting to pass.

## NEW BUSINESS

No new business

## SAFETY

Be aware of runway conditions as we approach winter. Inspect surface for ice and snow.

## MEMBERSHIP – GUESTS

**Nick Moore** was at the meeting and is offering flight instruction for the club members. See Nick’s contact info on the last page. Thanks Nick!

## MARKETING

There have been some good leads from the marketing campaign. We have people interested and coming to check out the club.

## ACCOMPLISHMENTS

Hubert Elsen accomplished the CFG add-on rating. Congratulations Hubert!

## PROPOSAL TO AMEND THE CURRENT BYLAWS

### Article II, Section 9 – Remove the last sentence

Any member desiring to become an inactive member must notify the Club in writing. When a replacement member is voted into the Club, the inactive member gives up his or her membership standing and rights. With a priority over prospective members, inactive members may replace an active member desiring to resign at any time. An inactive member may give up this priority at any time, receiving his or her total paid-in membership costs, less all-outstanding indebtedness to the Club. ~~For a twelve dollar (\$12.00) annual fee, inactive members shall receive the Club newsletter.~~

### Article VI, Section 4 - Replace section in its entirety with the following

1. In the event of any accident, the Board of Directors or a committee appointed by the Board of Directors shall take all steps necessary to ascertain the facts, conditions and circumstances for the accident; shall arrive at conclusions regarding the probable cause and the responsibility for said accident; and shall make known to all parties involved in the accident its findings in the form of a written report.
2. The Board of Directors shall not impose financial responsibility on any one member in excess of two-thousand (\$2,000.00) dollars **or the insurance deductible, whichever is greater**, for any one accident, **unless the damage is not covered by insurance**, in which case the party responsible for the damage shall be liable for the full extent of the cost of repairs to the aircraft, subject to the Board of Directors' decision.
3. All financial obligations imposed on any member as a result of the decision of the Board of Directors shall be satisfied within thirty (30) days of written notice **or other arrangements agreed to by the Board of Directors**. Otherwise, all unsatisfied monies may be deducted from the members equity share, the remainder of which shall be returned to the member with a cancellation of membership in the Club.
4. In the event of an accident in which two pilots have access to the controls, the legal Pilot in Command shall be held financially responsible. In the event of an accident in which both an instructor and a club member who is receiving instruction at the time of the accident are present in the aircraft, the financial responsibility shall be shared 50-50. In the event of an accident in which a student is flying solo under the direction of an instructor, the instructor shall have no financial responsibility provided that the instructor has met the legal requirements to sign off the student for the solo flight.

## PROPOSAL TO AMEND THE RULES AND REGULATIONS

**Rules and Regulations Section 4 – Financial Responsibility** – Dues are established as follows:

Modify first bullet to read:

- \$126.00 per month for active membership.

**Rules and Regulations Section 4 – Financial Responsibility** – Aircraft hourly rental rates:

Replace the individual aircraft rates with the following:

The current aircraft hourly rental rates are published in the newsletter and on the club website, flybfc.org.

**Rules and Regulations Section 4 – Financial Responsibility** – Add the following paragraph:

In the event of an accident resulting in damage to the club aircraft or property, the liable member(s) will be financially responsible for repairs. The guidelines for determining this financial responsibility are as follows not to exceed the maximum stated in the bylaws:

- If the total amount to repair damage to club aircraft and property equals or exceeds \$2,000 then the liable member(s) will be responsible for \$2,000 **or the insurance deductible, whichever is greater.**
- If the total amount to repair damage to club aircraft and property is less than \$2,000 then the liable member(s) will be responsible for the total cost of repair.
- The Board of Directors will review and determine financial responsibility on a case by case basis.

**Rules and Regulations Section 8 – Accident Review** – Add this section with the following:

In the event of an accident the Board of Directors may assign a committee to review the accident. This committee will consist of the Safety Officer, Maintenance Officer and 3 other members appointed by the board. A final written report of the accident will be provided to all parties involved. This report will contain at a minimum the following information:

- Date and time of incident
- Location of incident
- Aircraft involved
- Description of what happened
- Liable Member(s)
- Any safety concerns that should be raised to the broader club
- Financial Responsibility
- Signed by Safety Officer, President, and liable member(s)

## 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.

### THE CROSS-COUNTRY

*Submitted by Larry Bothe (originally written 11/27/2014)*

In my last article I told the story of how I started out in flight instructing by doing the newly-required night training for other instructors' students. When I wasn't paying attention one evening a student made a really hard landing. The minor damage (bent wheel) wasn't discovered until the next day. I concluded that a CFI must never become complacent or let down his or her guard, no matter how well the student is flying, especially on landing.

After a month or two of doing mostly night training I acquired a couple students of my own, so I was out at the airport in the daytime on weekends. I was also taking helicopter training at the time so I was often there all day long. One Saturday I arrived at the airport around 8:00 AM and was immediately buttonholed by the same student with whom I had the hard landing. He was supposed to do his long cross-country that day, and the weather was good, but his regular instructor couldn't make it in to sign him off. He asked if I would review his planning and give him the required endorsement so he could go. My first student wasn't until 8:30 so I said sure. We sat down to have a look.

The student, along with a partner, owned a Cessna 150. The proposed X-C was from Collegeville, PA (just north of Philadelphia) to Salisbury, MD (on the Eastern Shore, east of Washington, DC) to Hagerstown, MD (way out in western Maryland), and return to Collegeville. Sound like a long distance? It is. Back then, in the late 70's, the requirement was for a 300-NM X-C for Private Pilot. It was an all-day trip in a Cessna 150. The student's preflight planning was in order so I signed him off and told him to have a nice flight.

I was still at the airport a little after 4:00 when his partner showed up and asked, "where's Gary?" I said I signed him off for his long cross-country first thing this morning, but he certainly ought to be back by now. The partner said he had already looked around for the plane, and it wasn't there. Another pilot piped up and told us that Gary went flying with somebody else, and then they went to lunch. He didn't leave on his X-C until 12:30 or 1:00. Uh-oh. There was no way he could get back before dark.

The partner was angry because he had a flying dinner date and his girlfriend was going to be disappointed. He said Gary knew about the date. I didn't care much about the partner's date, but I was concerned about Gary's safety. He would be flying over a lot of pretty desolate terrain, at night, with no night training other than some landings at a nearby airport. The 150 had one VOR receiver for electronic navigation. This was well before LORAN or GPS. And my name was on the sign-off in his logbook.



We needed to find out where Gary was, and if he was OK. I knew a guy at Philadelphia Flight Service (there were many local FSS's in the 70's) so I called. Luckily, my friend was on duty. I explained the situation, the N-number of the plane, and the route of flight, and asked my friend if he could track down the plane without causing an FAA investigation. He said he would try, and I should call back in about 15 minutes. He had his regular work to do, in addition to my favor. We waited. It got dark. I called back. So far my friend had determined that Gary had made it to Salisbury, MD, and took off again in mid-afternoon. I asked about Gary getting to Hagerstown, perhaps an hour and a half flight in a C-150. My friend hadn't gotten that far yet; I was to call him back in another 15 minutes for further information. We waited, becoming more concerned all the time, and called back again. Yes, Gary had made it to Hagerstown, and had gone to the restaurant for food. By the time he took off again (Hagerstown had a tower, they logged it) the sun was below the horizon. Rats, Gary was flying at night.

We got out a chart and measured the distance from Hagerstown MD to Collegeville, PA. It was 110 NM and would take a little over an hour in a C-150. That meant he should either be back already or landing shortly. We called on the radio and got no answer. After a while, without hearing from Gary, I called my friend at Flight Service for the third time. Now even my friend was worried. This time he had me hold on. It seemed like forever. When he came back he said Gary was talking to Wilkes-Barre (PA) approach and would be landing at Wilkes-Barre in a few minutes. Gary was off course 70 miles to the north, but he was safe. Whew.

Now we had to mount an effort to go get Gary. My FSS friend told me that Wilkes-Barre wouldn't let him take off again, and I didn't want him to anyway. Keep in mind that this is way before cell phones; there was no good way to directly contact Gary. We formulated a plan. I would go home and pick up my wife (very close to the airport) and she and I, along with the partner and his girlfriend, would get in my C-172 and fly to Wilkes-Barre to get Gary. The partner and the girlfriend would bring the 150 back, and Gary would return with me in the 172. So there I was, wishing I wasn't, with no dinner, flying to Wilkes-Barre to rescue a scatterbrain.

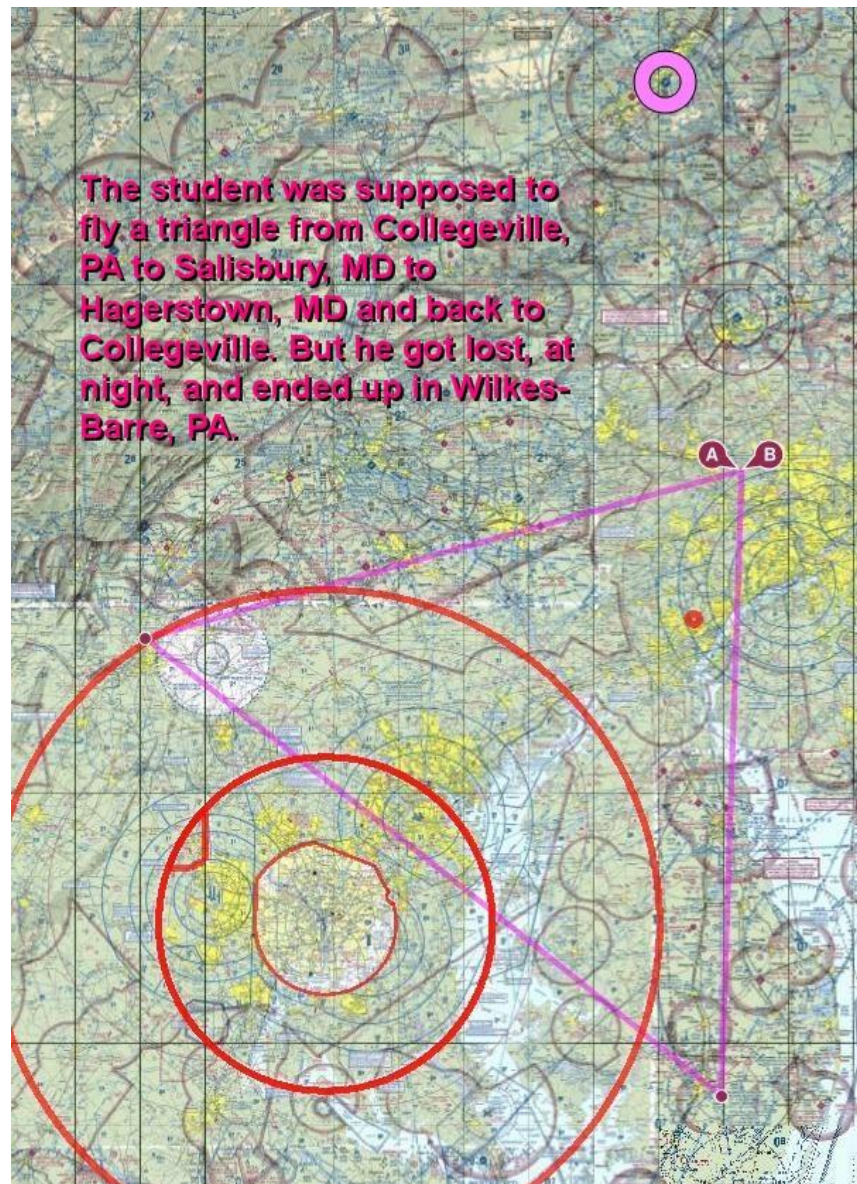
We get to Wilkes-Barre, the plane is there on the ramp, but we can't find Gary. It takes a while, but we finally locate him in the bar, feeling no pain. He had no money, but some other pilots felt sorry for him so they bought him several beers while he was waiting. The tower had made Gary come up to the cab after he landed, so they could inform him that they would not let him take off again, and to chastise him for wandering around at night and getting lost. Since it was around dinnertime the tower guys had sent out for pizza, and they fed Gary. He was the only one of us who got dinner that night.

Gary told us the 150 needed fuel so the partner (with the money) told the line service people to fill it up. It took 19-something, out of 22.5 usable, so Gary didn't have much fuel left when he landed, in the Pocono Mountains, at night, after being lost. But even then, we weren't done yet. When the partner and the girlfriend took off on runway 22 they immediately asked for a left turn on course, about 170°. The tower approved it. I heard it because tower and ground were combined on a quiet Saturday night. I called on ground and strongly suggested that they tell him to fly runway heading until reaching 2000 feet. There's an unlighted (at least back then) ridge about 1000 feet above the airport elevation that parallels runway 4-22, and the partner was going to fly right into it.



I never said anything to the partner; he doesn't know that I probably saved his life that night.

There is a sad footnote to this story. Several years later, after Gary got his private certificate and he and his partner had moved up to an Archer, Gary and his fiancé were killed in a VFR-into-IMC accident. Unfortunately, Gary's judgment never improved very much. He got into the habit of flying bootleg IFR. First it was for a few seconds, through a cloud he was too lazy to maneuver around. Then it was for a few minutes, to climb or descend through a cloud deck he found to be in the way. One night he tried it and just didn't come out the other side. He flew along for a while, but began to panic. He called Allentown Approach and tried to get help, but it was too late. He lost control and crashed. Since he called Approach they had it all on tape. I was an active Accident Prevention Counselor and went to most of the FAA safety meetings in our area. The FAA used to play the tape at those meetings. Gary's last words were "I just flew right past another airplane", followed by the sound of impact. They determined that he was passing a lighted radio tower in a steep-bank graveyard spiral. They didn't have a chance.



## 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](mailto: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](http://www.aircraftclubs.com)

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

**President:** Jim Krzyzewski

**Vice President:** Gevin Cross

**Secretary / Webmaster:** Kevin Kanarski

**Treasurer:** Jack Lindquist

**Safety Officer:** Ray Kvietkus

**Quartermaster:** Jeff Andrews

**Grillmaster:** Bradley Swanson

### BFC Instructors:

|                   |                           |
|-------------------|---------------------------|
| Nick Davis        | 630-393-0539              |
| Raymond Kvietkus  | 630-907-7721 <sup>1</sup> |
| Mike Pastore      | 630-606-3692              |
| Michael Beinhauer | 847-902-7053              |
| Nick Moore        | 530-906-9793              |

<sup>1</sup> 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 | Jim Robertson | 630-803-6967 |