The BFC Flying Club Newsletter

November 2018

Volume 56 / Issue 11

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

October 2018

884BC	0.0 hrs.
983SP	25.9 hrs.
415RC	26.3 hrs.
TOTAL	52.2 hrs.

2018 Totals

884BC	215.7 hrs.
983SP	264.7 hrs.
415RC	199.5 hrs.
TOTAL	679.9 hrs.

Join us for our next meeting:

Tuesday, December 4, 2018
Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 6th, 2018 at Naper Aero. The President called the meeting to order at 7:35 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 52.2 hours with 1.5 hours club time. We made $20,605.80 in payments and had $11,343.58 in receipts. The loan balance is $103,938 and cash in the bank is $87,814.44. 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 voting on the amendments to the bylaws and rules & regulations. Please see details in the following sections.

The meeting adjourned at 8:16 PM.

Attendees

Members

Jim Krzyzewski
Gevin Cross
Jack Lindquist
Kevin Kanarski
Ray Kvietkus
Kris Knigga
Walt Slazyk
Nick Davis
Jim Robertson Jr.
John Wrycza
Val Vlazny
Don Patterson
Steve Snapp
Matt Forsberg
Mel Finzer

Guests

Ahmed Abutaleb
David Ferguson

Social

TREASURER'S REPORT

CASH		
Chase Checking		17,618.75
Chase Savings		70,195.69
Total		**$87,814.44**
PAYMENTS		
Naper Aero	Fuel and Fees	2,973.53
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Swanson	Worknight Supplies- Sep & Oct	132.00
Naper Aero	Naper Aero Annual Dues	4,050.00
Patterson	Return accumulated account bal	11,000.00
Sec of State	Illinois filing - Registered Agent	5.00
Sec of State	Illinois filing - Annual Report.	10.00
Killacky	4BC Hangar Rental	200.00
Reiff Systems	4BC Oilpan HotStrip heater	131.00
JA Air Center	4BC Temp Probes	958.06
Total		**$20,605.80**
RESERVES		
INSURANCE ($1500/ mo)		-4,500
ANNUALS ($1000/ mo)		-11,000
LL10 DUES ($350/ mo)		-350
INACTIVE MEMBER		-7,727
ENG OVRHL 4BC		-16,849
ENG OVRHL 5RC ($750/mo)		-8,250
CREDIT BALANCE MEMBER		-4,600
ADS-B EQUIPMENT ($7/hr,$3 dues)		2,207
EQUITY INSTALLMENT MEMBER		-3,250
EQUIPMENT UPGRADE		-33,496
Reserves net		0
Reserve Increase/(Decrease)		**($9,262.00)**
LOAN		
INTEREST PAID @ 6.0%		$525
PRINCIPAL PAID		$1,140
AIRCRAFT LOAN Balance		$103,938
RECEIPTS		
Dues & Flying		10,841.06
Equity		500.00
Bank Interest		2.52
Total		**$11,343.58**
CREDITS TO MEMBERS		
Fuel Away		938.41
Loan Pymt		555.10
Express mail		10.65
Domain Renewal		64.10
Static Wick / Polish – 5RC		124.08
Gift Card - Claire K.		109.24
Total		**$1,801.58**

FLYING HOURS

October

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

983SP	
FLYING	25.9
TACH	4813.7
TBO	2000
TMOH	1737.7
†CLUB	1.5
*GAL/HR.	10.2

415RC	
FLYING	26.3
TACH	5531.8
TBO	2000
TMOH	513.8
†CLUB	0.0
*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 and new propeller installed
2) Plane flown to Aurora with ferry permit for annual inspection
3) Airplane needs to be flown according to break-in procedures (see below) and should not be used for training until further notice

N983SP

1) Tanis heater plug being moved. Have parts waiting on install.
2) Hangar doors sticking. Airport manager has been informed.
3) Remember to use the oil in the back of the plane
4) Pilot seat recline still INOP

N415RC

1) COM1 issue reported but not noticed since. Report if you notice anything.
2) Davtron still INOP
3) Winch is working now

OLD BUSINESS

- **Amendment to the Bylaws and Rules & Regulations**
  Nick Davis made a motion to approve the proposed amendments to the bylaws and rules & regulations as published in the October 2018 newsletter. 13 out of 14 members present for the vote approved the amendments. The new Bylaws and Rules & Regulations will take effect on this day, November 6, 2018, and are published on the club website, www.flybfc.org.

NEW BUSINESS

- BFC Holiday Dinner. Gevin will be sending out an email to the members with details. Please respond with your RSVP.

SAFETY

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

MEMBERSHIP – GUESTS

Ahmed Abutaleb – Looking to get back into flying. Has soloed and needs to finish his PPL training.

David Ferguson – Has his PPL and 182 time. He is currently building a Hummel Bird experimental built aircraft. Looking to get into a club and back into flying.
https://en.wikipedia.org/wiki/Hummel_Bird

MARKETING

Ray has 3 prospective members in addition to the 2 guests this month.

ACCOMPLISHMENTS

No accomplishments this month

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.

LYCOMING ENGINE BREAK-IN PROCEDURES

Now that N884BC is back in service with a freshly overhauled engine, we must follow these procedures:

- NO touch and gos, NO airwork (stalls, slow flight, lazy-8, chandelle)
- Minimize time on the ground – do normal run-up but nothing extra
- Full power take-off, climb at slightly higher airspeed to maximize cooling (90 knots instead of 75 to 80)
- Climb to altitude no higher than 3500 MSL (density altitude below 5000 feet) and cruise at 2600 RPM for at least 1 hour
- Maintain accurate record of any oil added and check more rigorously for leaks

Remember, "more power is better". If you try to baby the engine by flying at less power, you have screwed it up. The above procedures should be followed for the first 10 hours minimum. We will use straight weight mineral oil for the first 50 hours and then switch to ashless dispersant (AD) oils. Oil and filter changes will be done at 10 and 35 hours.

THE VENERABLE CESSNA 150

Submitted by Larry Bothe (originally written 3/15/2015)

I have been an active volunteer FAA FAASTeam member for almost 40 years. In the beginning we weren't called FAASTeam reps; we were Accident Prevention Specialists. Then somebody decided that the word "accident" was too harsh, and we became Aviation Safety Counselors. Several years ago, the program got revamped, and now we're FAASTeam members. It's always been the same concept though; senior aviators keeping their eyes open and quietly counseling a pilot who might be about to do (or already did) something dumb and talk about how to avoid the situation in the future. FAASTeam reps have to be very careful and low-key; we don't have the authority to tell people to do or not do anything. We're not FAA inspectors. We just try to help our fellow airmen be better, safer pilots.

As a FAASTeam rep, I try to keep up with accidents in my district. A few years ago there were two takeoff accidents here in southern Indiana, both in Cessna 150's. Both had serious injuries, and there was one fatality. In my notes for future articles in this series I had several personal Cessna 150 experiences that I planned to write about. Here are some stories about what not to do with a low-power two-seat trainer.

When I first got my Private certificate (we called it a license back then) in February of 1973 I bought a 1967 Cessna 150; one in which I had done some of my training. Or more properly, my mother paid the $5000 purchase price with a portion of an unexpected inheritance she had recently received. Even though I was 30 years old, I was like a little kid with a new toy. I played with the 150 a lot; took people for rides, and even flew it to Maine (from the Philadelphia area where I lived) to visit my mother. I kept the plane at the grass strip in New Hanover, PA where I learned to fly. It was 2100 feet long by 300 feet wide.

I had offered to take a young woman for a ride. She wasn't fat, just big, maybe 5' 11", surely weighed more than I did (back then). We went up on a Sunday afternoon late in July, hot, little wind. The plane was nearly full of fuel. With light wind out of the east I elected to take off on runway 13. That was into the wind all right, but it was a bad choice. There were BIG trees on the departure end, 75 or 80 feet high. It would have been better to take off a few knots downwind rather than deal with the obstacle, but with less than 200 hours total time I had never considered taking off downwind on purpose. And not going at all never entered my mind.

I taxied down to runway 13, went all the way to the end, and, due to the rough field, put on 10 degrees of flaps. Between the uneven surface, tall grass, high temperature (somewhere around 90°f) and essentially no help from the wind, it took about half of the runway just to get airborne. But when I pitched up to a normal climb attitude all I got was the stall horn. Uh oh! I was too slow to climb. I quickly lowered the nose to stay in ground effect. Now I was aimed right at the base of the big trees, and they were getting bigger all the time! At the last second, I yanked back on the yoke and converted all my airspeed into altitude. There I was, over the trees, on the edge of a stall, with the horn blaring. I had no choice but to lower the nose below the horizon to keep from mushing into the ground.

Now, in Pennsylvania in the early 70's there were still "Blue Laws", which basically meant that stores weren't open on Sundays. On the other side of the trees there was a shopping center parking lot. Thankfully, it was empty. I flew through it very close to the ground. I got up to best angle speed by the time I crossed the lot and was able to affect a shallow climb and get out of there. I don't know what my passenger thought; she never said a word. I of course acted like nothing was wrong; that was our normal departure from New Hanover on runway 13. But come to think of it, I never did see her again.

After I got my CFI a few years later and began teaching short field and soft field takeoffs and landings, I always relate this story to my students. It gives me the opportunity to talk about high density altitude and downwind takeoffs. When we're out flying, usually when I'm teaching engine failure in the pattern (on long runways), I have my students do both landings and takeoffs downwind. I want them to see what it looks and feels like. Just talking about it isn't good enough.

After I had my 150 for 18 months, two things happened. First, I was pretty well fed up with the plane because of the poor load carrying capability and slow speed. At about that same time my house needed a new roof, and I had no money to pay for it. It was time to say goodbye to the 150. That was in 1975. After that I owned a Cessna 172, and later was a 1/3-partner in a 182, but I didn't get involved with 150's again until I moved to Chicago in 1991. There I joined a flying club that had a 150, and as a club instructor I

found myself teaching in it quite a bit. I'll tell you two Cessna 150 stories from the Chicago days.

Our airport, Naper Aero Estates (LL10), had 2 runways; north-south paved 2600 feet long, and an east-west grass strip only 1600'. We used the 1600' grass strip only when there was strong wind out of the east or west. One day I had a flight review with a fairly skinny club member, and we elected to take off to the east because there was maybe 10 knots of wind from that direction. It was hot out, but not stifling. The student taxied to the full length, put on 10° of flaps, and opened the throttle. Everything seemed normal, except the airplane just didn't accelerate. It was as if there was no air. We were converting avgas into noise. As we passed the half-way point, I began to get a little nervous. At 2/3 the plane was still firmly on the ground and not accelerating very much. No time to talk. I brought my hand up underneath the student's, pulled out the throttle and aborted the takeoff. It just didn't seem like the plane was going to fly. We stopped before the end quite easily and taxied off the runway. After a discussion about what happened and why (we weren't too sure about the "why") we switched to the paved runway, accepted the crosswind, and got airborne without any problem.

The point of this story is that if an airplane feels like it's not going to fly, it probably won't; at least not on a timely basis. You need to have an abort point in mind. If you reach the abort point and you're not airborne you need to abandon the takeoff RIGHT NOW, while you can still stop. There are no obstacles going east out of Naper Aero, but I had grave concern that the plane wasn't even going to leave the ground, let alone climb. I had visions of going through the fence and out into the prairie. Not good.

On another occasion at Naper Aero we had to take the 150 to a neighboring airport for annual inspection. Our 172 had just completed its annual and we could bring it home. The flying club president and I were good friends; we decided to make the short flight together. The wind, what little there was, favored taking off to the south. There was a 12-foot hedge across the south end of the runway, not very high as obstacles go. The weather was warm but not hot, but both Mark and I carry around some unneeded pounds. Club rules required that the planes be filled up with fuel after each flight. We may have been just a tad heavy. The run-up was normal, and with 2600 feet available we didn't even think about a takeoff problem. We knew we were heavy so we didn't expect the plane to leap into the air. But when we did get airborne it was very reluctant to climb. We made it over the hedge, but not by much. I remember saying to Mark, "Damn, that was close! I wonder what that was all about. We're not that heavy."

I found out "what that was all about" the next day. The shop manager called to tell me the 150 would be down for about 3 weeks. Why? Because 2 of the 4 cylinders had compressions in the 30's and had to be sent out for overhaul. Our 100 HP engine was making, maybe, guess, 65 horsepower. I think we were very lucky to get off the ground at all.

The lesson here is that just because an engine seems OK during run-up, that doesn't mean it's making full rated power. Running smoothly and apparently reaching minimum RPM doesn't guarantee that all the horses are working for you. It's easy for a mechanical tachometer to be off 150 RPM. Compression can be low, as in our case. If the air is less dense (hot out), that will rob you of some power (and thrust, and lift). You need to

develop a feel for the plane, at least for ones you fly regularly, and when it doesn't feel right, listen to the message.

In writing this article I don't mean to pick on the Cessna 150. It just happens to be a plane with which I have a fair amount of experience. There are plenty of low-power aircraft out there that will get you into trouble real fast if you try to take off with some combination of low power, heavy weight, and not enough runway. I nearly put my Skyhawk in a farm pond in north-central Pennsylvania under similar circumstances (blew off the abort point), but I'll spare you the details of that one, at least for now.

An example of a Hummel Bird that our guest David Ferguson is building

Photo Credit: FlugKerl2

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
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 [1]
Mike Pastore	630-606-3692
Michael Beinhauer	847-902-7053
Nick Moore	530-906-9793

[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	Jim Robertson	630-803-6967