

# 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

\$4.33/gal

### Aircraft Rates as of April 1st

C172S 4BC \$117.80

C172SP 3SP \$112.80

C182S 5RC \$137.58

### CY Cumulative Hours Flown

#### April 2019

884BC 41.1 hrs.

983SP 38.5 hrs.

415RC 00.0 hrs.

TOTAL 79.6 hrs.

#### 2019 Totals

884BC 95.2 hrs.

983SP 77.8 hrs.

415RC 31.2 hrs.

TOTAL 204.2 hrs.

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## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, May 7th, 2019 at Naper Aero. The President called the meeting to order at 7:31 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 March was 31.1 hours with 1.4 hours club time. We made \$12,308.14 in payments and had \$11,205.89 in receipts. The loan balance is \$96,978 and cash in the bank is \$101,578.94. 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 8:22 PM.

Join us for our next meeting:

**Tuesday, June 4, 2019**

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

Attendees

**Members**

Jim Krzyzewski  
 Gevin Cross  
 Jack Lindquist  
 Kevin Kanarski  
 Ray Kvietkus  
 Eric Swanson  
 Grant McElroy  
 David Vaught  
 Nick Davis  
 Steve Snapp  
 James Robertson Jr.  
 John Wrycza  
 Al Loek  
 Jeff Andrews  
 Mel Finzer  
 Chuck Blazevich  
 Don Patterson

**Guests**

Mark Hanson  
 John Hanson  
 Joe Willig  
 Zack Willig

**Social**

Bradley Swanson

TREASURER'S REPORT

<b>CASH</b>		
Chase Checking		16,368.12
Chase Savings		85,210.82
<b>Total</b>		<b>\$101,578.94</b>
<b>PAYMENTS</b>		
Naper Aero	Fuel and Fees	3,116.12
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Garmin	4BC GPS / DB Subscription	1,245.25
Lumanair	3SP Annual Inspection	6,796.56
Chase Bank	Fee	4.00
<b>Total</b>		<b>\$12,308.14</b>
<b>RESERVES</b>		
INSURANCE (\$1500/ mo)		-4,500
ANNUALS ( \$1000/ mo)		-8,000
LL10 DUES (\$350/ mo)		-2,450
INACTIVE MEMBER		-7,727
ENG OVRHL 5RC (\$750/mo)		-23,425
CREDIT BALANCE MEMBER		-5,900
ADS-B EQUIPMENT (\$7/hr,\$3 dues)		3,189
EQUITY INSTALLMENT MEMBER		-8,000
EQUIPMENT UPGRADE		-44,766
<b>Reserves net</b>		<b>0</b>
<b>Reserve Increase/(Decrease)</b>		<b>\$(1,102.00)</b>
<b>LOAN</b>		
INTEREST PAID @ 6.0%		\$491
PRINCIPAL PAID		\$1,175
AIRCRAFT LOAN Balance		\$96,978
<b>RECEIPTS</b>		
Dues & Flying		10,702.92
Equity		5,00.00
Bank Interest		2.97
<b>Total</b>		<b>\$11,205.89</b>
<b>CREDITS TO MEMBERS</b>		
Fuel Away		202.50
Loan Pymt		555.10
Keys 3SP		106.67
<b>Total</b>		<b>\$864.27</b>

## FLYING HOURS

### April

884BC	
FLYING	11.2
TACH	2258.9
TBO	2000
TMOH	1901.8
†CLUB	0.6
*GAL/HR.	10.2

983SP	
FLYING	19.9
TACH	4909.6
TBO	2000
TMOH	1641.8
†CLUB	0.8
*GAL/HR.	10.2

415RC	
FLYING	0.0
TACH	5594.9
TBO	2000
TMOH	450.7
†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) No more nose wheel shimmy reported since being fixed
- 2) Strobe light replaced
- 3) Pilot door pin repaired
- 4) Plane is at Aurora for engine removal after prop strike. Engine will be torn down and inspected by Ed Rachanski. Prop needs to go for inspection and determined if it can be fixed or replaced. After the meeting it was discovered the firewall is also bent and needing repair.

### N983SP

- 1) Annual complete.
- 2) No more nose wheel shimmy reported

### N415RC

- 1) At Aurora for annual inspection.

## OLD BUSINESS

- Waiting to sell 5RC until 4BC comes back online. We don't want to be down to one plane.
- Looking into purchasing and installing the Sky Beacon ADS-B Out solution on 415RC. This is an inexpensive solution that replaces the wingtip NAV light and will make 415RC compliant past January 1, 2020.

## NEW BUSINESS

- LL10 Update (Kent): Looking at new fuel delivery in July and price will likely go up. Static line on pump 1 replaced with line that has automatic brake. Trees around club house will be trimmed. Some hangar lights are out so looking to replace them with LED.
- Need towels for washing the planes. Bring your old towels to the June meeting and clean some planes.
- We have new keys for 3SP so get a new key from Ray if you haven't yet.
- Try to be considerate in your scheduling of 3SP while we are down to only one plane. Only book for the time you actually need so others can get in. Also, notify all members if you cancel the plane.

## SAFETY

There is a BFC club 6 month currency requirement. You need to fly with an instructor if you haven't flown in 6 months. Ray will be monitoring this and locking people out of the reservation system if outside 6 months currency.

We need to be diligent about personal minimums. Suggest using the PAVE worksheet available from the FAA at the link below.

[Personal Minimums Checklist](#)

## MEMBERSHIP – GUESTS

Mark and John Hanson – John Hanson joined the club as a student pilot. All members present at the meeting voted and unanimously accepted John into the club.

Joe and Zack Willig – Zack Willig joined the club. Zack already has his private license with additional ratings for seaplane, tailwheel and high-performance endorsement. All members present at the meeting voted and unanimously accepted Zack into the club.

Welcome all visitors and new members!

## MARKETING

We currently have a wait list to join the club!

## ACCOMPLISHMENTS

No new accomplishments this month

## MEMBERS SECTION

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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.

### MAKING IT FIT

*Submitted by Larry Bothe (originally written 02/23/2016)*

Over the past several years I have written 11 columns in this series of articles about bad things that have happened to me while instructing. The one common thread in all of them is that they happened a long time ago. Now I'm embarrassed and dismayed to find myself writing about one that happened just last year. I was helping a client with getting enough time in a Maule MX-7 to satisfy his insurance company. For reasons not entirely clear to me (nearly calm wind, nice day, essentially ideal flying conditions) I ground-looped it on landing.

Now, that's the third ground-loop I have experienced in my many years of taildragger flying. I think most taildragger pilots, if they are honest, will admit to having gotten the "quick, scenic view" a few times. Please don't think that the old fool (me!) was trying to fly a plane he had never seen before. A review of my logbook (after the fact) revealed that I had 26 hours in that specific make and model. I don't instruct in airplanes in which I have no prior experience.

Ground-loops, at least at low speed, are usually no big deal. You may well leave the runway (if it's paved) and end up out in the grass. After the airplane comes to a stop you taxi back up onto the runway and take off again. But this time there was a @#\$%^& runway light in the way. The owner started to taxi back toward the runway and I said "no, let's take it to the ramp, shut down, and inspect it". When we got out of the plane, the damage was revealed. There was a huge rip in the belly fabric, with lots of insulation hanging out. Close inspection showed that the metal boot cowl had a substantial dent. The only good news was that there wasn't a mark on the propeller. Any damage there would have required an engine teardown. Thank God for small favors.

The end result was sort of an anticlimax. I carry non-owned aircraft insurance through SAFE. They paid the \$4200 repair bill without question. No deductible. All I had to do was fill out an insurance company accident report explaining the circumstances and showing that I was legally current in all respects. Easy. The FAA was never involved because the damage was not "substantial" and nobody was hurt. That's why we have insurance. I suppose I'll lose my accident-free discount when I renew next year, but that's life.

OK, I told you about my embarrassing recent experience, but there better be some point to this story or our editor isn't going to publish the article. And there is. I struggled with what exactly caused me to lose control on landing, and I still don't know definitively, but

a contributing factor could well have been that I could not properly adjust the right front seat to make it so I could properly reach the rudder pedals. Maule's, at least that one, have a 2-position front seat. The forward position was just right for my 5' 7" height, but the seat wouldn't stay there. There was something wrong with the forward position detent; any pressure at all with my feet would cause it to "hop" to the rear position. Not wanting the seat to move at an inopportune moment, I was flying from the rear position. But it was really too far back for good rudder, brake and tailwheel control. I was stretched out to the limit of my toe reach on the pedals. I really can't say for sure that the bad seat position was what caused the accident, but it sure didn't help. The client was landing the plane OK, but he was flying really sloppy patterns. I was flying to demonstrate what a good pattern should look like. When I got around on final I just continued to the touchdown, expecting a nice landing and rollout. Unfortunately, it didn't end that way. Given the bad seat position I should have turned the actual landing back to the client, but I didn't. I paid for my bad judgment.

While thinking about my accident and the possible role of the out-of-position seat I recalled two other situations where bad ergonomics got in the way of good flying. Fortunately, neither one resulted in an accident.

The first one involved a student that I inherited when I first moved to Seymour, IN. The student had a lot of time but had never soloed. The reason was that she was wildly inconsistent and couldn't get past it. One time she could land perfectly, and the next the instructor had to save her. To make matters worse, her instructor, who had just left to take another job, used to holler at her, and sometimes made her cry. Not good.

So I flew with her, in a Cessna 150. It was just like I was told; inconsistent. Initially I was looking outside to see what the plane was doing, to see if she would need saving again. But at some point I looked over at her and instantly identified the problem. She is a short woman and simply couldn't see out of the plane. She was like the little old lady driving a Cadillac, looking through the steering wheel. I had her taxi back to the office and went inside and found a boat cushion. She sat on that and could instantly land safely every time. I right away moved on to crosswind landings and go-arounds, and she soloed shortly thereafter. She got her private certificate and went on to become the president of the local pilots' association. But she very nearly gave up because she didn't properly fit in the aircraft.

The other it-doesn't-fit situation happened to me. There is a nifty air museum in a WW-II blimp hangar at Tillamook, Oregon, right by the Pacific Ocean. At that same airport was an airplane ride operation called Tillamook Air Tours. Their claim to fame was that they used vintage airplanes to give the rides. One of the planes was a Stinson Reliant, aka Gullwing Stinson. I really wanted to fly that plane. (If you want to see this plane go to <https://www.youtube.com/watch?v=DBiT69oU6BA> and watch the short video. Not me in the video.) After some "negotiation" I talked the owner into it. I didn't want to go look at the ocean; I wanted to do takeoffs and landings. The pilot said OK, but he wouldn't let me fly from the left seat. That's because there weren't any brakes on the right side, and he didn't trust that he might need the brakes to save me. I was OK with that because I'm comfortable flying from either side. I got in the right seat, adjusted things to fit me, and off we went.

The pilot asked me if I wanted to fly off the long paved runway or the shorter grass cross runway. I'm no fool; I knew I would be way better off flying a big taildragger off the grass. I took off and actually made 3 good landings from the right seat. The pilot then offered; "hey, you fly this thing pretty well. Want to try it from the left seat?" Of course I did! We shut down and switched seats. Upon getting into the left seat I found that I couldn't reach the rudder pedals or control yoke very well. I couldn't find a seat adjustment lever so I asked the pilot, who was a big guy, how to adjust the seat. He said he had no idea; he hadn't moved it in years. I should have given up right there, but I didn't. I pushed in the throttle and took off, with both my arms and legs stretched way out.

I was bothered by not fitting the airplane very well and flew a lousy pattern. I came in hot and not well lined up. I touched down late and headed right for the big red and white sign announcing that we were coming to the intersection with the paved runway. It was obvious that I was going to hit it; stabbing the rudder would have caused a ground loop. Instead I counted on the big 300 hp Wright Whirlwind engine and stuffed in the throttle. I hopped over the sign and re-landed on the other side. The pilot said "thanks". I did go around one more time and made a mediocre landing. Then we put the airplane up before something really bad happened.

The point of these stories is that it is really important that the airplane fits the pilot properly. When it doesn't students don't progress and even experienced pilots have control problems. As CFI's we must observe our students and make sure they set seats correctly and they can see out of the plane. Remember, students have no frame of reference for this; they don't know what "good" is. You have to tell them. Don't hesitate to stop a lesson to fix an ergonomic problem. And for heaven sake, learn from my mistakes. Don't think you can fly a plane that you can't adjust to fit you just because you have a lot of experience. It doesn't work.

## 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.



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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](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>
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
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### Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Knigga	765-357-4735
N415RC	Jim Robertson	630-215-5003