

# 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

\$4.62/gal

### Aircraft Rates as of August 1st

C172S 4BC \$120.70

C172SP 3SP \$115.70

C182S 5RC \$141.15

### CY Cumulative Hours Flown

#### August 2019

884BC 00.0 hrs.

983SP 54.6 hrs.

415RC 23.8 hrs.

TOTAL 78.4 hrs.

#### 2019 Totals

884BC 95.2 hrs.

983SP 301.9 hrs.

415RC 128.3 hrs.

TOTAL 525.4 hrs.

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**September Meeting Minutes**

**Members Section**

**Flying in a 1958 C-54 – by Zack Willig**

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, September 3rd, 2019 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 August was 78.4 hours with 2.4 hours club time. We made \$21,792.10 in payments and had \$18,799.19 in receipts. The loan balance is \$92,220 and cash in the bank is \$118,232.28. 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 8:29 PM.

Join us for our next meeting:

**Tuesday, October 1, 2019**

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

Attendees**Members**

Jim Krzyzewski  
 Gevin Cross  
 Jack Lindquist  
 Kevin Kanarski  
 Kris Knigga  
 Zack Willig  
 Bob Downey  
 Nick Davis  
 John Wrycza  
 James Robertson Jr.  
 Mel Finzer  
 Dave Gustafson  
 Jim Cresto  
 Don Patterson  
 Walt Slazyk

**Guests**

Chris Gill

**Social**

Val Vlazny  
 Bradley Swanson

## TREASURER'S REPORT

**CASH**

Chase Checking	18,009.81
Chase Savings	100,222.47
<b>Total</b>	<b>\$118,232.28</b>

**PAYMENTS**

Naper Aero	Fuel and Fees	5,217.08
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
McBride	Equity return plus overpayment	4,376.00
Csernak	Equity return less amt owed	4,124.00
Avemco	Quarterly Insurance premium	4,375.00
JA Air Center	5RC Alternator Control Unit	533.93
Lumanair	5RC Oil and Filter	170.42
Aircraft Spruce	5RC Lamp Assembly	178.74
Lumanair	3SP Repair tail tie down ring	393.08
Aircraft Spruce	5RC Alternator / Battery	1,277.64
<b>Total</b>		<b>\$21,792.10</b>

**RESERVES**

INSURANCE (\$1500/ mo)	-1,500
ANNUALS ( \$1000/ mo)	-8,000
LL10 DUES (\$350/ mo)	-3,850
INACTIVE MEMBER	-16,227
ENG OVRHL 5RC (\$750/mo)	-26,425
CREDIT BALANCE MEMBER	-1,600
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	2,114
EQUITY INSTALLMENT MEMBER	250
EQUIPMENT UPGRADE	-52,062
4BC REPAIR	-10,933
<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/(Decrease)</b>	<b>-2,993</b>

**LOAN**

INTEREST PAID @ 6.0%	467
PRINCIPAL PAID	1,198
AIRCRAFT LOAN Balance	93,419

**RECEIPTS**

Dues & Flying	18,295.89
Equity	500.00
Bank Interest	3.30
<b>Total</b>	<b>\$18,799.19</b>

**CREDITS TO MEMBERS**

Fuel Away	696.20
Loan Pymt	555.10
<b>Total</b>	<b>\$1,251.30</b>

## FLYING HOURS

### August

884BC	
FLYING	0.0
TACH	2258.9
TBO	2000
TMOH	1901.8
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	54.6
TACH	5133.7
TBO	2000
TMOH	1417.7
†CLUB	0.5
*GAL/HR.	10.2

415RC	
FLYING	23.8
TACH	5691.9
TBO	2000
TMOH	353.7
†CLUB	1.9
*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) Estimating return on the 19<sup>th</sup> of September (fingers crossed)
- 2) Annual will be performed while plane is being repaired
- 3) Engine will need break-in procedure; 10 hours high power, low altitude

### N983SP

- 1) It was determined that we don't need to comply with the Air Filter inspection AD since we don't use a paper air filter
- 2) Tail tie down bolt has been replaced

### N415RC

- 1) Battery has been replaced. Old one was 6 years old.
- 2) Alternator was replaced with a rebuilt unit
- 3) Alternator control unit was replaced with a new unit
- 4) Low voltage light is now fixed and alternator circuit breaker doesn't trip anymore

## OLD BUSINESS

- No updates for old business.

## NEW BUSINESS

- LL10 airport update - #1 hangar door left partially open and the wind blew it off the hinges. Leaving the doors partially open will cause it to swing so don't leave the doors open that way. Repairs being made to hangars with missing wood or siding. Asphalt repaired at the north end. Fuel purchase expected 10/1 and fuel price has gone down. Pay attention to the fuel pump indicator and use the one its pointing at. John W. mentioned the winch in the 3SP hangar still isn't working.
- The following is the slate of candidates for the October election:
  - President – Jim Krzyzewski
  - Vice President – Kevin Kanarski
  - Treasurer – Jack Lindquist
  - Secretary - Alex Siegman
  - Safety – Nick Davis
  - Maintenance – John Wrycza
  - Plane Captain 3SP – Kris Knigga
  - Plane Captain 4BC – Don Patterson
  - Plane Captain 5RC – Jim Robertson Jr.

## SAFETY

- Cowl plug cords have been found to be behind the propeller. The rope should be in front of the propeller.
- Try not to put anything on top of the glare shield as it could scratch the windscreen
- Planes have been found with baggage door or passenger door unlocked. We need to lock the planes up since the hangar doors do not lock.
- Pilots should get in the habit of turning on the NAV lights after engine start during all times. This will be required when 415RC has the ADS-B SkyBeacon installed.

## MEMBERSHIP – GUESTS

Chris Gill is a private pilot and joined the club during the meeting. He was unanimously voted into the club by all members present. Chris replaces Annie Price. Welcome Chris!

Val Vlazny, a long-time member and now social member, visited. He shared some info on his continued flying with the glider club.

## ACCOMPLISHMENTS

None reported

## 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.

### FLYING IN A 1958 C-54

*Submitted by Zack Willig*

The week of July 8th, we had a very special visitor at the local airport by our lake house in Angola, Indiana – the Tri-State Steuben County Airport (ANQ). It was a 1958 C-54 owned by the Berlin Airlift Historical Foundation. The airplane was at an air show in Goshen, Indiana the weekend of the 4th of July and the next weekend it was to be in Toledo, Ohio for another air show. Our airport manager had been in contact with the C-54 crew for a couple years and it finally worked out for them to make an appearance in Angola. Their plan was to park the airplane on the ramp and do routine maintenance to it while being open to the public for tours of the airplane. They were opening up the airplane to display it to the public for free, with donations accepted of course. The Berlin Airlift Historical Foundation is funded fully by donations.

The C-54 takes a crew of 4 to fly it. Three people in the cockpit and one person in the back whose job is to visually inspect the engines during flight. Some of the performance statistics of the airplane are staggering. It has four 14 cylinder Pratt & Whitney R-2000 engines. The takeoff fuel burn is 425 GPH and the cruise fuel burn is 200 GPH. It can hold a total of 3,540 gallons of fuel, which is a 17.5 hr max flight time. Even more impressive is the oil consumption. The average oil consumption is 6-10 gallons per hour over all 4 engines. The total oil capacity is 144 gallons. Each engine has a 22-gallon oil tank. If that is not enough oil, there is a 56-gallon oil tank in the cabin that they can pump to any engine while in flight. They spend roughly 15-20 man hours working on it per hour of flight time, and they fly the airplane over a hundred hours per year.

Each day, the entire crew was at the airport working on the airplane and walking people through the airplane. The interior is set up to be a flying museum. In all, there were 6 crew members. My dad, our good friend Randy and I thought it would be a good idea to invite them out to the lake one evening after they finished up at the airport. Randy took the crew for a seaplane ride in his Maule -- they could not wipe their smile off after that flight! We loaded the coolers and ordered pizza and headed out on the lake for an evening pontoon ride with the crew. To say that they enjoyed it is an understatement. Each one of them said that was the best thing they have done while on the road during air show season.

On Friday when it was time to fly the airplane to Toledo, my dad and I were asked if we wanted to ride along. Words cannot explain our excitement. They invited 5 people to travel with them. To make it even more special, they almost never take passengers with them on flight. Everything about the flight was amazing. The sound of the 4 radial

engines is something I will never forget. About 60 seconds after takeoff, they turned off the seatbelt sign (yes there actually is a seatbelt sign!) and my dad and I bolted directly for the cockpit. The flight to Toledo took about 30 minutes. We flew at roughly 2,500' and 170 knts. The pilot, co-pilot and flight engineer are wearing old headsets that look to be about the same age as the airplane. You could hear them yelling "What? What did you say?" back and forth at each other. They also used paper charts to navigate to Toledo. I swear at one point each one of them thought we were flying over a different town! The noise, the smell, the oil leaking out of the engines -- everything about it was so cool. We landed in Toledo and were parked between a C5 Galaxy and a Gulfstream 450. We definitely arrived in the coolest plane!

Below is a link to the website of the Berlin Airlift Historical Foundation. Check it out. They own a C-54 and a C-97. The entire crew were some of the most friendly and welcoming people I have ever met. They can answer every single question you could have about the airplane and loved to talk about anything aviation related. They were beyond thankful for the generosity of my dad, Randy and I for taking them out on the water and in the seaplane. They were also extremely grateful for the airport hosting them for a week and the overall friendliness presented by the public that came and visited and donated. Each one of the crew agreed that it was one of the most fun and best weeks they have had in a very long time, and to this day, they have still not stopped telling us that. I included some pictures below of the airplane and the flight. Please don't hesitate to reach out if you have any questions or would like to get in contact with the crew of the C-54.

<http://www.spiritoffreedom.org>







## 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