

# 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

\$4.50/gal

### Aircraft Rates as of Feb. 1st

C172S	4BC	\$119.50
C172SP	3SP	\$114.50
C182T	89L	\$154.68

### CY Cumulative Hours Flown

#### April 2020

884BC	42.6 hrs.
983SP	4.7 hrs.
1489L	15.0 hrs.
TOTAL	62.3 hrs.

#### 2020 Totals

884BC	87.7 hrs.
983SP	45.7 hrs.
1489L	62.9 hrs.
TOTAL	196.3 hrs.

## IN THIS ISSUE...

### May Meeting Minutes

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, May 5th, 2020 via an online video conference. The President called the meeting to order at 7:30 PM. The online format worked well again. The list of attendees is provided in the sidebar on page 2, though it is not a complete list as there was no official sign-in sheet.

An airport update was provided by John Wrycza. Details under New Business.

The minutes from the last meeting were published in the newsletter. Comments were solicited, but none given. The minutes were approved as published.

The Treasurer was not available to provide a report, but provided it for inclusion in this newsletter. Total flying time for April 2020 was 62.3 hours with 1.1 hours club time. We made \$3,951.99 in payments and had \$10,650.42 in receipts. The loan balance is \$179,957 and cash in the bank is \$51,841.09. See the complete financial details later in this newsletter.

The aircraft reports were presented by the plane captains and maintenance officer. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:01 PM.

Join us for our next meeting:

**Tuesday, June 2, 2020**

Work Night / Cookout 5:30pm,  
pending pandemic status  
Business meeting at 7:30pm

See you there!

Attendees**Members**

Kris Knigga  
 Alex Siegman  
 Nick Davis  
 Kevin Kanarski  
 Jim Krzyzewski  
 John Wrycza  
 Allan Loek  
 Chuck Blazevich  
 Jim K  
 Joe  
 Don Patterson  
 David Vaught  
 Doug Smith  
 Eric Swanson  
 Zack Willig  
 Ray K  
 Huber Elsen  
 Walt Slazyk

**Guests**

Chris Lubke  
 Matt  
 Tim

**Social**

Joe Willig

## TREASURER'S REPORT

<b>CASH</b>		
Chase Checking		26,605.46
Chase Savings		25,235.63
<b>Total</b>		<b>\$51,841.09</b>
<b>PAYMENTS</b>		
Naper Aero	Fuel and Fees	2,566.29
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Aircraft Spruce	4BC Lord Mount (2)	129.33
	3SP Oil door latch kit	
Cntr for Aviation	3SP Install oil door latch kit	110.16
<b>Total</b>		<b>\$3,951.99</b>
<b>RESERVES</b>		
INSURANCE (\$2100/ mo)		-5,500
ANNUALS ( \$1000/ mo)		-4,000
LL10 DUES (\$350/ mo)		-2,450
INACTIVE MEMBER		-16,227
ENG OVRHL 5RC (\$750/mo)		-10,612
CREDIT BALANCE MEMBERS		-6,700
ADS-B EQUIPMENT (\$7/hr,\$3 dues)		-1,705
EQUITY INSTALLMENT MEMBER		-2,500
EQUIPMENT UPGRADE		-2,147
<b>Reserves net</b>		<b>0</b>
<b>Reserve Increase/(Decrease)</b>		<b>6,698</b>
<b>LOAN</b>		
INTEREST PAID @ 6.0%		909
PRINCIPAL PAID		1,866
AIRCRAFT LOAN Balance		179,957
<b>RECEIPTS</b>		
Dues & Flying		10,650.22
Equity		0.00
Bank Interest		0.20
<b>Total</b>		<b>\$ 10,650.42</b>
<b>CREDITS TO MEMBERS</b>		
Fuel Away		430.43
Loan Pymt		1665.10
<b>Total</b>		<b>\$2,095.53</b>

## FLYING HOURS

### April

884BC	
FLYING	42.6
TACH	2447.9
TBO	2000
TMOH	1712.8
†CLUB	0.3
*GAL/HR.	10.2

983SP	
FLYING	4.7
TACH	5260.2
TBO	2000
TMOH	1291.2
†CLUB	0.3
*GAL/HR.	10.2

1489L	
FLYING	15.0
TACH	1258.3
TBO	2000
TMOH	741.7
†CLUB	0.5
*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

### N983SP

- 1) Approx. 42 hours left on oil change, 92 hours left on fuel injector inspection
- 2) Annual went well, details in April newsletter
- 3) No issues to report

### N884BC

- 1) Alternat failed in flight for Kris; bolt found completely out and laying in the lip of the cowling
- 2) Tim Quigly to fix alternat and check out left turning tendency

### N1489L

- 1) Thanks to Zack and Joe Willig for washing the airplane!
- 2) Pilot side PTT switch cleaned; please report any issues with talking to ATC
- 3) Rudder trim indicator is once again indicating incorrectly, seems to be an indication problem only, plane flies straight.
- 4) There have been some reports of electronic trouble with G1000: partial reversionary mode, magnetometer failures, and COM2 failures. Please be aware of these, none of these failures have been permanent, and no specific cause has been tracked. Please record what kind of failures you might see so we can track down the cause. JA recommends reseating all LRUs behind screens – we will work on getting this done.

## OLD BUSINESS

### ➤ Winch install for 3SP hangar

John has the replacement winch, waiting for warm enough weather to install. Should be imminent.

## NEW BUSINESS

### ➤ Airport Updates

- 5RC Door being repaired
- Winch install for 3SP hangar imminent
- **Don't use north end hangar storage room as dumping ground, only discard oil in the proper place. Has been found very untidy recently.**
- Ground line on south side static pump is broken, Kent will be notified to fix.

### ➤ Currency

- FAA Flight Reviews and Currency have temporary extensions due to COVID-19
- Be aware that skills fade regardless of what is legal
- Insurance company has NOT extended their currency requirements

### ➤ Airventure

- As a note, EAA has cancelled Airventure 2020 due to COVID-19.

## SAFETY

Be aware of deterioration of skills. Make sure to adjust your personal minimums relevant to your ACTUAL currency.

Towers in the area, Aurora in particular, are operating at reduced hours and capacity. Always be sure to check NOTAMs before flights, especially with the various closures and reduced services due to COVID-19.

Be sure to actually spend time to maintain your skills, not just travel. Practice basics and emergency drills as part of maintaining currency.

Interesting note from Nick: United had 260 flights in January, but 38 in May. They are flying cargo and mail alongside passengers. The North Atlantic tracks at a few quick spot checks were showing 20% of their normal traffic.

## MEMBERSHIP – ENTRANCE WAIT LIST

Still getting interest in the club, even during a pandemic! No official entrance waitlist, but 2 folks have expressed interest in being added.

## ACCOMPLISHMENTS

None reported 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.

### A Trip Back in Time

By Larry Bothe, 4/23/2020

This coronavirus thing has us all trapped at home (except for essential workers, to whom we owe a very large debt of gratitude). It is difficult for retired persons who own their own planes. We are used to flying all over the place whenever we want to. And so it came to pass that my friend Helmut Weislein and I conspired to make a trip and conform to social distancing at the same time. OK, we admit it up front, we did *NOT* stay-at-home.

Helmut knows a guy, Jimmy Shulthise (son of the late Dr. Art Shulthise\*), who has a Twin Champ. Say what? A Champ with 2 engines? Yep! Back in the early 60's Champion Aircraft developed a Champ with 2 engines in an effort to capture the twin-engine training market with a low cost (purchase price and operating expense) airplane. It is called the Champion Model 402 Lancer, and first flew in 1961. Only 26 were ever built, all in 1963. Performance was marginal, but the real downfall was that with the 100hp Continental O-200 engine, swinging a fixed-pitch prop, the plane could not be used for multi-engine checkrides. The checkride requires demonstrating the feathering of a constant-speed propeller, and the Lancer didn't have one. An interesting note: Champion must have been thinking of fixing that problem, just before production ceased. On Jimmy's airplane (one of the very last Lancers), the left engine has the plumbing for a constant-speed propeller. He says only two such O-200s were ever built, and he doesn't know where the other one is.

After hearing about this airplane, as a Champ owner, I wanted to see it. Sit in it. See, touch, feel the controls and instruments. Helmut said he could make arrangements for us to go to Jimmy's private grass strip in northern Kentucky to see the airplane, and maybe get a tour of the defunct whiskey distillery that is at the same location. After some phone calls to agree that there wouldn't be anybody else around (besides Jimmy), we would wear masks most of the time, and practice social distancing of 6-feet or more, we had the trip set up. In order to avoid having to get in a car and go out, we packed a lunch to eat right there.

On Monday, April 6th, on short notice because the weather was nicer than forecast, we flew over to Jimmy's strip. When I got there, it looked shorter than expected. It's on the sectional as 2700 feet, but it's more like 1900 usable. I'm used to short field work, and my 115-hp Champ does pretty well, but it was still surprising at first. You should always walk a private airport before landing on it, but I didn't do that. Shame on me. Helmut of course doesn't care. He flies a Zlin Savage Cub, with tundra tires and vortex generators. It's a light-sport airplane with a 180-hp engine, and uses only a few hundred feet for takeoff or landing.

We decided to do the distillery tour first. Jimmy has lived there quite a while and knows all the history. They haven't made whiskey there since 1975, and the place was shuttered in 1983. The big warehouses for aging barrels are now owned by other area distillers, but the whiskey-making buildings are pretty much like they were when production stopped nearly 50 years ago. The property is in the process of being sold; to be turned into a sort of rustic resort. It will eventually have cabins, a restaurant, bar, and museum. I'm glad I got to see it as it was, but it will be interesting to come back in a few years to see how it has developed.

We ended the tour at Jimmy's hangar. Inside was Jimmy's Champ, essentially identical to mine, right down to having started life as a 7FC (tricycle-gear Champ) and the 115-hp Lycoming engine conversion. Next to Jimmy's Champ was the 402 Lancer. It's immaculate! The red paint isn't cracked or faded. The interior is in excellent shape as well. It has red rolled & pleated leatherette seats, with black trim. No cracks or tears. There are levers, toggle switches and instruments everywhere! The throttle quadrants, 6 levers per quadrant, come down from the ceiling; 2 sets, one front, one rear. There are two of all the engine instruments. Simulated gear switch, complete with red & green lights. There were some things I couldn't identify. I'm multi-engine rated, but far from current. But you know what? – With a little recurrent training, I could fly that plane.

I asked Jimmy for a little history of the Lancer. His father bought it some years ago, but never flew it. He couldn't find an instructor who was comfortable to give him dual. Jimmy hasn't ever flown it either. It was last flown when ferried from Bowman Field to the grass strip, 5 or 6 years ago. Jimmy rode in it for that flight; as close as he ever got to "flying" it. They ran the engines last year; both started up fine. Jimmy showed us a video on his cell phone. Although not in current annual, it wouldn't take much to make it flyable, especially for a ferry flight. The airplane is for sale. Mark Cottrell is handling that. He can be reached at 502-548-9282, or [air2mcc@yahoo.com](mailto:air2mcc@yahoo.com). Also, check for an ad on Barnstormers. The original purpose of buying the Lancer was that Jimmy's father liked Champs, and wanted to have one in each configuration; regular tailwheel Champ, tricycle-gear 7FC Champ, and the twin-engine Lancer. He never got as far as the tricycle version 7FC; he passed away last year.

After inspecting and admiring the Lancer we went out by the wind sock where our airplanes were parked and continued to practice social distancing while eating lunch. All too soon our "excellent adventure" was over. It was time to fly back home ahead of the forecasted rain that evening. Before leaving the area, Helmut took some aerial shots of my airplane, the first I ever had. What a great day, made even greater by the opportunity to escape from medical house arrest, if only for a brief respite.

\*Jimmy's late father is Dr. Art Shulthise, well-known AME in the Indiana and Kentucky area. Art was born in 1923, and flew B-17s in WWII. He passed away in 2019 at the age of 95.

*Larry Bothe is a past FAA Designated Pilot Examiner, and currently a FAAS Team Lead Representative and Gold Seal Instructor in southern Indiana. He is also a Master Certified Flight Instructor Emeritus and has 8000 hours in more than 90 types of aircraft. Larry is part-owner of a 1961 7EC Champ and may be contacted at [LBothe@comcast.net](mailto:LBothe@comcast.net). He received the 2015 NAFI Greg Laslo Award for Excellence in Writing.*







## 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, immediately report it to the plane captain, maintenance office or a board member. 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

[inquiry@flybfc.org](mailto:inquiry@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. 2007 Cessna 182T N1489L

**Aircraft Reservations:** [www.aircraftclubs.com](http://www.aircraftclubs.com)

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

**President:** Jim Krzyzewski

**Vice President:** Kevin Kanarski

**Secretary:** Alex Siegman

**Treasurer:** Jack Lindquist

**Safety Officer:** Nick Davis

**Webmaster:** Kevin Kanarski

**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
N1489L	Jim Robertson	630-215-5003