

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 - CJP

LL10 Avgas 100LL
\$5.07/gal.

Aircraft Rates

C172R/SP = \$103.20
C182S = \$129.69

Aircraft Hours Flown:

Dec. 2013 – Jan. 2014
388ES 5.6 hrs
983SP 13.7 hrs
415RC 23.9 hrs
TOTAL 43.2 hrs

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, February 4th, 2014 at Naper Aero. The President called the meeting to order at 7:39 pm.

The list of attendee's is provided on page 2, left column.

The minutes from the last meeting were published in the last newsletter. Corrections, comments or questions were solicited but none received. A motion was made and then seconded to accept the minutes as published. The minutes were accepted.

The Treasurer's report was reviewed for the members. The total flying hours reported was 18, no club time, and \$798.00 reimbursements for the Christmas party. Other details such as fuel and fees, monies paid for repairs, credits to members, the loan payment, balance status, principal and interest, and fuel away credits were also reviewed. The reserves are fully funded; we have \$62,808.00 cash in the bank. Our loan balance is \$83,225.00.

The president commented that we have sixty-two thousand cash in the bank and the reserves are fully funded. We are in good financial shape to handle the eventual overhauls required on the 172's.

A motion was made and seconded to accept the treasurer's report as published. All members present accepted the report. Full details are provided below.

The aircraft reports followed by old and new business were discussed. Please see details in the following sections.

Meeting adjourned at 8:37 pm.

Attendees:

Ray Kvietkus
 Chuck Jaudes
 Jack Lindquist
 Don Leonard
 Kris Queen
 John Wrycza
 Gevin Cross
 Joshua Jones
 Hubert Elsen
 Kevin Kanarski
 Todd Mick
 Dale Wudtke
 Mel Finzer
 Greg VanDenHam
 Steve Snapp
 Don Patterson
 Jim Krzyzewski
 Val Vlazny
 J.P. Balakrishnan

Guests:

James Robertson

Social:**Old Business**

The new G1000 airplane proposal was put on the table for comment. Upgrading of the plane would make our club up to date with current technology. We would provide a 172 equipped with the latest avionics while still offering a 172 with standard gauges. The pilot could choose their preference. The G1000 system offers a mode S transponder and traffic in areas with radar coverage. The system also has a crew alerting system. This means for instance when traffic is detected nearby you will hear the word "Traffic" in your headset rather than just a buzzer. The autopilot may be fully coupled to the G1000 (depending on model). Once programmed it will make all the procedure turns for instance, on its own.

Our insurance would most likely require additional checkout time for each pilot wishing to fly it. The estimate is about 5 hours.

We do not plan on voting tonight. The plan is to publish in the newsletter (this one) the proposal to members for a vote to be taken in the next several weeks.

A discussion took place as to which plane to sell and whether or not to conduct the annual inspection before sale. The result is it depends on which plane would sell first. 8ES is the older of the two and has more time. The general feel from the senior members is that a completed annual inspection is a selling point.

This purchase will result in a higher monthly due but benefits anyone flying 172's.

We hope this will be a magnet to attract newer members. The thought is to eventually upgrade all planes to glass or perhaps keep one 172 analog. It depends on what the membership decides.

We plan to finance this purchase internally because we have people who are willing to commit the cash and to invest in the club. The dues increase will be around \$22.00 to \$27.00 additional per month. The hourly cost is thought to be about \$5.00 additional per hour.

We do have an issue about how to enforce currency rules on the G1000 172. That will need to be determined.

A discussion took place where pilots related their personal experience flying a G1000 panel. Two members recommended we get the fully coupled autopilot vs. the KAP140. Missed approach is a pushbutton operation. The approach plate is displayed along with taxi diagrams.

A member asked what the process to sell and buy a plane? The club requires a 2/3-majority vote of members to give the board the authority to sell a plane. This means we must get 30 members to commit to this upgrade. The plan is to sell first then buy.

We discussed the history of the last internal financing that was accomplished on our loan balance.

We discussed declaring the club as a 501C not for profit tax status so we can accept tax-deductible donations. One members glider club did this recently.

We discussed the avionics on the other planes and what the plan would be going forward. Generally its one or two years from now take a look at the existing 172 then the 182 after that. It depends on what kind of support we can get on the current proposal. It would be possible to do 2 plans but that would require double the amount of money.

The current proposal includes the \$2-3.00 per month per pilot increase in insurance costs. We have not heard more from our insurance query.

Attendees:

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 Chuck Jaudes
 Jack Lindquist
 Don Leonard
 Kris Queen
 John Wrycza
 Gevin Cross
 Joshua Jones
 Hubert Elsen
 Kevin Kanarski
 Todd Mick
 Dale Wudtke
 Mel Finzer
 Greg VanDenHam
 Steve Snapp
 Don Patterson
 Jim Krzyzewski
 Val Vlazny
 J.P. Balakrishnan

Guests:

James Robertson

Social:

The motion to the membership was heard.

Here is that motion: "The board of directors of the BFC shall be authorized to sell one of the club's 172 aircraft, either N388ES or N983SP and purchase a Cessna 172 aircraft with G1000 avionics and finance this purchase within the club with a loan of no more than \$100,000 at 6%. The dues of the club will be increased by no more than \$30 per month in order to make the loan payment and pay any increased insurance costs. The flying rate of the new aircraft will be no more than \$5 greater than the current flying rate of the club's 172s."

New Business

A selection of 4 new club logos was presented to the membership. The logo's were lettered A-D. I received them as PDF, which I cannot publish here. Send me an email and I'd be happy to forward a copy. Letter B appealed to most of those present.

We discussed the prospects of putting this logo on a jacket or polo shirt. A proposal was made to put the logo on a t-shirt and a sweatshirt as an example for members to look at. A suggestion was made to take off the background off B to allow it to be put on the front of a polo shirt. Logo B could be made with 1957 or www.flybfc.org depending on what it's being used on. John W. will follow up with the designer to get this done.

Work Credits are assigned to members that maintain the planes. This includes annual inspections routine maintenance, and plane washes.

The Club really appreciates the hard work and savings these members provide!

John Wrycza	*
Don Patterson	*
Josh Jones	*
Eric Popper	*
Val Vlazny	0
Don Leonard	0
Brad Swanson	0
Mike Manly	0
Steve Snapp	0
Josh Krecek	0
Fiore D'Orazio	0
Kevin Kanarski	0
Al Loek	0
Joe McBride	0
Tom Kean	0
Hubert Elsen	0
Kris Queen	0
Mike Csernak	0
Steve O'Connor	0
Mel Finzer	0
Nick Davis	0
Bob Downey	0
Gevin Cross	0
Steve Highland	0
Greg VanDenHam	0
Todd Mick	0
Matt Forsberg	0
James Krzyewski	0
Don Patterson	0
Dave Otero	0
Joshua Jones	0
J.P. Balakrishnan	0
David Kluzak	0

Aircraft Reports:

N388ES

1. The ground wire on the external power plug is missing.
2. The annual inspection is due in March; next month.
3. The pedestal light needs to be replaced.
4. Missing cowl screws will be replaced during the annual
5. Attitude indicator is slow to stabilize. We plan to swap out the instrument and send it in. This should be a 1-week turn around.
6. Jerky flaps will be addressed at the annual inspection. Ray flew it recently and reported no issue with them.
7. The seats will be recovered at that time as well.

No other issues reported.

N983SP

1. The wing patch will be completed at the annual inspection.
2. The compass light is out.
3. The annual inspection is due in April.

No other problems were reported.

N415RC

1. The DG will need to be replaced during the annual inspection. It appears to be precessing a lot.
2. Nose wheel shimmy is worse. This will be fixed during the annual inspection.
3. John will check the date on the ELT.
4. The right toe brake is low but works.
5. The oil consumption is still higher than normal. This needs more investigation.
6. The airspeed indicator or lines must have moisture in them. It was reported to freeze by two pilots. The pitot tube heat cures the issue for now.

No other problems were reported.

Flying Hours:

January Aircraft Report

	388ES	983SP	415RC
FLYING	2.5	4.5	11.8
TACH	931.9	3793.6	4463.7
TBO	2000	2000	2000
TMOH	143.4	326.2	1581.9
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

December Aircraft Report

	388ES	983SP	415RC
FLYING	3.1	9.2	12.1
TACH	929.4	3789.1	4451.9
TBO	2000	2000	2000
TMOH	145.9	330.7	1593.7
CLUB	0.4	0.4	0.0
GAL/HR.	10.2	10.2	12.3

November Aircraft Report

	388ES	983SP	415RC
FLYING	13.8	7.4	10.9
TACH	926.3	3779.9	4428.9
TBO	2000	2000	2000
TMOH	149.0	339.9	1616.7
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

8ES hours on new tach

TBO – engine time between overhauls

TMOH – engine time to major overhaul

January 2014 Treasurer's Report

Cash

Chase Checking	12,754.76
Chase Savings	50,050.88
Total	\$62,805.63

Payments

Loan Payment	Volartek	555.10
8ES Battery	Naper Aero	523.78
Fuel and Fees - Dec	R. Ewers	1,708.21
Total		\$2,787.09

Reserves

Insurance (\$1500/ mo)	-4,500.00
Annuals (\$1000/ mo)	-12,000.00
LL10 dues (\$325/ mo)	-1,300.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP (\$1000/mo.)	-26,500.00
Credit Balance Member	-7,100.00
Equipment Upgrades	0.00
Reserves net	-571.00
Reserve Increase/(Decrease)	4,008.00

Loan

Interest Paid @ 6%	419.00
Principal Paid	580.00
Aircraft Loan (Due Jan 2023)	\$83,225.00

Receipts

Dues & Flying	5,993.23
Equity	0.00
Christmas Party	798.00
Total	\$6,791.23

Credits To Members

Fuel Away	0
Work Night (December)	0
Office supplies	0
Loan payments	444.08
Maintenance	
Total	\$444.08

Membership:

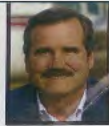
New member Dale Wudtke just joined us. Ray performed his club checkout recently. He was voted into the club unanimously. Welcome Dale!
We had one visitor; Jim Robertson who is a retired corporate pilot living in Woodridge. Welcome Jim, hope to welcome you into our club soon.

Accomplishments:

Josh Jones completed his CFI renewal. Congrats Josh!

What's Up...?

See attached article about G1000 glass reprinted with permission from J. Mac McClellan from Sport Aviation Magazine January 2012



J. MAC MCCLELLAN
COMMENTARY / LEFT SEAT

The Myth About Glass Cockpits

Making sense of modern avionics

THERE IS A MYTH that persists about flying with a flat glass primary flight display (PFD). The odd thing is that this is a multifaceted myth. One group believes it is harder to fly with reference only to a glass display and pilots transitioning to glass need lots of time and training. The other segment believes that flying with a PFD is so much easier that those who learn to fly instruments with a glass display can't be trusted to also fly with conventional flight instruments.

The common core belief of pilots who subscribe to this myth is that a PFD is simply different, very different, and too different for pilots to transition to or from easily. The myth is just flat out wrong.

As I'm sure you know, a PFD takes the six primary flight instruments and combines them on a single glass display. The actual glass displays are versions of displays used for consumer electronics such as smartphones, tablet computers, or even the flat glass televisions found in most homes. The displays have been

adapted to the cockpit environment with brighter lighting and other modifications.

All PFDs have an attitude presentation that looks much like any artificial horizon gyro instrument. There is blue above to represent the sky, brown below to indicate the surface of the Earth, and a horizon line in between. Every artificial horizon gyro built in the past 50 years has looked pretty much the same. Earlier gyro horizons sometimes lacked the blue-brown color, but all had a line to represent the relative position of the horizon, the most essential piece of information to determine your aircraft's attitude.

PFDs also have a compass arc to indicate magnetic heading. Often the compass display is a full 360-degree circle, but on



J. MAC MCCLELLAN

some displays only 90 or 120 degrees of arc ahead are shown. There is a course pointer and a course deviation indicator. There also are bearing pointers that can point at any airport or navaid information supplied to the PFD. Again, nothing very different than what is shown on conventional flight instruments.

VERTICAL TAPES VERSUS ROUND GAUGES

But what about airspeed and altitude indications on a PFD? They are vertical tapes, just like a thermometer. The people who say flying with a PFD is easier/harder usually point to vertical tapes as a big issue.

Do you know anyone old enough to fly who would need to be shown how to read a thermometer? I don't think so. The big numbers are at the top, small numbers at the bottom, and some sort of indicator moves up and down the scale. A vertical scale is pretty simple and intuitive to read.

Now, if you want to argue human factors—the study of the best way for people to interact with machines—the vertical tape display is not the winner. We humans can absorb and comprehend information displayed on a round clock type of display better than any other type of display I know of. Humans are analog machines, and we best understand information as an approximation. A round dial delivers approximate information perfectly. The best example of this is the Movado type of watch that has only a single index mark—often a diamond—at the 12 o'clock position. But without any other marks on the face of the Movado watch we can tell the time, at a glance, to within a minute or two simply by looking at the position of the watch hands.

A glance at the traditional airspeed indicator and altimeter gives us lots of information, too, simply by observing the relative position of the pointers on the display face. This is

particularly true when looking for cardinal information on an altimeter. If the big pointer is straight up, we are on some number of thousands of feet of altitude, for example.

As good as the round altimeter and airspeed displays are, they are not perfect. For example, more than one pilot has misread a conventional three-pointer altimeter by 10,000 feet, and that's why three-pointer altimeters were banned from airplanes that fly at high altitudes and replaced with a "drum-style" display that uses numbers in addition to a single pointer.

There are those in the myth-believing group that really miss the turn-and-bank indicator or the turn coordinator when they think about a PFD. Those instruments use a gyro to measure rate of turn and a ball encased in a curved tube of fluid to show slipping or skidding. These are the most basic gyro flight instruments, and most of us have been taught to rely on them in an

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emergency because they are almost always electrically powered, while the attitude and directional gyros are often powered by a not-too-reliable vacuum pump.

Because of its decades-long status as the savior for pilots who lose the vacuum pump while flying in the clouds, the turn indicator has special status for many. But when you really think about what the instrument is telling you, the information is very basic—the airplane is changing heading and in which direction, and the airplane is, or is not, in coordinated flight.

Most PFDs simply put a colored line on the compass rose showing that the airplane is changing heading and in which direction. Another mark shows what heading change equals the standard rate turn.

To show slip or skid many PFDs use a small box under the roll index pointer at the top of the bank angle scale. This little box moves left or right to show a slip/skid. Some

other PFDs put an actual “ball in a race” type of slip-skid on the display that looks very much like an electronic version of the actual ball in the fluid. Either way, the information presentation is pretty basic and simply doesn’t take time to learn to understand.

Granted there is the slight human-factors superiority of the round dial display, but how long does it take to adapt to a vertical tape display in place of the dials? Maybe a couple seconds, in my experience.

FLYING THE FIRST PFD

I had the unique opportunity to be a guinea pig with the first PFD certified in a civilian airplane. It was a little more than 25 years ago, and Gulfstream and Honeywell had created the first PFD with its vertical tapes for altitude and airspeed. There was no simulator operating when I got to fly the prototype, so my first takeoff would be on the glass and for real. And as luck would have it the

weather was about 300 feet overcast. My transition time to a PFD for real would be a couple of seconds between rotation and punching into the clouds.

Those few seconds were plenty of time because the PFD is not really different than flying conventional instruments. The vertical tapes on nearly all PFDs have bugs you set for the target airspeed or altitude, and you fly to the bug instead of actually concentrating on reading the digits on the tape. PFD makers also use colors on the tapes to call your attention to the target altitude and airspeed. These devices make up for the slight “readership” advantage of the round dial.

That first PFD in the G-IV was one of a kind because the airspeed tape had the big numbers at the bottom and little numbers at the top of the tape. The logic was that if you pull the nose up, the airspeed numbers will get smaller so the traditional thermometer presentation should be turned upside down.



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The G-IV airspeed tape is logical in an aviation sense, but in every other activity the big number is always above the smaller one on a vertical scale, so no other PFD makers followed the G-IV lead. But even with that unusual feature, it took no time to adapt to flying the G-IV glass.

When EFIS—electronic flight instrument systems—first appeared in the 1970s as individual television type displays of attitude and heading, many of us “knowledgeable” aviation types claimed it was the old guard with the fat logbooks who would be cautious and slow to accept the glass displays. With the full confidence of years of observing pilot behavior, we claimed the graybeards would demand conventional instruments on one side of the cockpit because they wouldn’t trust, or learn how to fly, the new glass stuff.

I was in that group of “experts” and was just flat-out wrong. It never happened. Nobody kept conventional mechanical instruments on one side except for those who couldn’t afford EFIS on both sides. Early on the glass was more expensive, but as costs dropped, pilots of all levels of experience embraced EFIS and the PFD as soon as they could get it in their cockpits, and the glass always went first in front of the command seat.

UNDERSTANDING THE FLIGHT MANAGEMENT SYSTEM

There are, I think, two reasons that the myth about PFDs and glass cockpits persist. One is that pilots who do not have experience with both imagine there must be some crucial difference in how you fly viewing one or the other so they project those concerns. The other, more important issue, is that many pilots confuse operation of the flight management system (FMS) with the glass displays. They are not at all the same.

The same electronic advances that made flat glass PFDs and multifunction displays (MFD) available for any level of airplane from homebuilt to the largest jet also brought along the FMS. As the name implies, an FMS can manage all aspects of cockpit operation from the basics of tuning a comm frequency, to detailed en route and

terminal navigation, to showing you all sorts of new information on the PFD such as synthetic vision, traffic and terrain information, and charts.

While the basics necessary for flight information displayed on a PFD are essentially standardized, no matter what type of airplane you fly, every FMS can be, and is, different. Software makes it possible to customize FMS functions so that the same hardware system from the same avionics manufacturer will almost certainly not be exactly the same in different airplanes. There also will be operating changes and new functions added in the same type of airplane using the same basic equipment as time goes by and new capabilities become possible. You just can’t generalize about exactly how an FMS, and thus the entire glass cockpit, functions in every detail.

While the basics necessary for flight information displayed on a PFD are essentially standardized, no matter what type of airplane you fly, every FMS can be, and is, different.

So, when you are flying your homebuilt or a large jet, should you worry about “learning” how to fly with a flat glass display? Absolutely not. Should you worry about learning thoroughly how to use the FMS in that airplane before flying, particularly in the system or in the weather? Absolutely yes.

As with many myths, there is an element of truth about the difference in flying with glass or conventional instruments. But the myth is incorrectly aimed at the PFD and MFD glass displays. The real concern is the FMS and all that it encompasses, and that we must be trained for. Flying the PFD will just take care of itself.

WIND SHIFT

Among the many “new” bits of information the FMS and glass cockpit can show us is real-time accurate winds aloft. The air data computer knows our indicated airspeed, our pressure altitude, and the air temperature and thus knows true airspeed. The GPS navigator knows our groundspeed, ground track, and magnetic heading. Put all of that info into the system and, presto, you see wind direction and velocity just like the system had a perfect E6-B whiz wheel running all of the time.

Often I find seeing the wind aloft as I fly to be depressing because head winds now seem to be bigger than when I was trying to estimate the wind based on crude DME groundspeed readings. But seeing what the wind is really doing is very revealing about what’s going on in the atmosphere around you.

Not long ago I was flying home from Oshkosh to Muskegon on the other side of Lake Michigan. There were some heavy rain showers including embedded thunderstorms, but I found a nice wide path between those where the satellite Nexrad display showed only light rain.

As I neared the west shore of Lake Michigan the wind aloft was 010 degrees at 9 knots. The ride in the light rain wasn’t bad. But then I noticed the wind arrow on the PFD start moving to the right, and the smooth ride turned into grab the seat bottom turbulence. In the span of 20 miles the wind cranked all the way around to 220 degrees and the velocity increased to 41 knots. Nothing that dramatic was in the forecast, but I had clearly flown through some kind of front that was kicking up enough wind shear to make me wish I were somewhere else.

The wind output from the modern avionics couldn’t smooth out the bumps, but it sure did take the mystery out of what caused them. And not long after the wind settled on its new southwest heading I flew into the clear, and smooth, air. *EM*

J. Mac McClellan, EAA 747337, has been a pilot for more than 40 years, holds an ATP certificate, and owns a Beechcraft Baron. To contact Mac, e-mail mac@eaa.org.

Safety:

There is a new approach that traverses the VFR corridor east of Chicago along the lakefront. This was published in a Letter to Airmen from the FAA. We discussed this new approach during the meeting. If you're doing the lakefront tour, make sure your talking to approach or MDW even though you're not required.

Seen on the web:

Aviation Photos Needed:

What are you flying? Send me a picture or two for the newsletter. Club planes count too! Write a little blurb on the last place you flew to lunch and we'll publish it. I **really** could use some flying pictures.

Photo credit: Debbie Westley

Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. The person scheduled for refreshments should coordinate with the grill master to bring beverages and dessert to the club meeting. If unable to attend, s(he) should arrange with someone else to cover the commitment or pick another time. Please note this is different than grill duty.

Restaurant Review:

None to publish.

This Month's Photo Corner



Fox Valley Mall near LL10.



Runway 33 at ARR.

Safety Reminders

- Beware of Presidential TFR's.
- Watch for stadium TFR's especially Joliet Speedway and DeKalb University.
- Check the tire pressure during pre-flight; 172-30psi 182-40psi
- Check oil change due sticker, it's not a showstopper, just tell the maint. officer
- Be careful of FOD from the garbage and other sources.
- Recommend a second walk around before startup.
- Avoid distractions. They cause you to deviate from your normal routine. Stick to your routine and go back a few steps if necessary.
- Please, if you must depart right cross wind do so at 1500' or above. Left climbing turns over the numbers or mid-field are acceptable.
- If you damage the aircraft, please man up and report it. Your board and airplane captains are not here to judge you or make a mockery out of your situation. We all make mistakes and it can happen to anyone! Our goal will be to handle the situation discreetly and efficiently to minimize down time of the aircraft. Only those who need to know will.
- Double check to ensure the tow bar is NOT attached before taxi. Never leave the tow bar attached to the airplane. Do NOT set the tow bar on the wheel pants.
- As members we own 1/45 of these planes. It is inappropriate for any of us to decide what is to be fixed or how. That is up to the chief maintenance officer, airplane captain, and your club officers to decide.

If you encounter ANY problems, notify the airplane captain immediately!
The number is available in the fuel logbook.

Operational Reminders:

- Windshield washing: Please use a CLEAN, soft CLOTH. Paper scratches the windshield.
- Don't park at the pumps for extended periods.
- The red BFC compressor available to fill tires.
- Log oil added in the airplane logbook.
- Remember to lean the airplane during Taxi, the engine loads up and you or the next pilot will fail the magneto check. General rule is to lean two fingers width away from full rich.
- 36 is the preferred runway at Naper in calm winds.
- Check to ensure the oil does not need to be changed before your flight. If it is, notify the airplane captain.
- We now favor **landing on pavement rather than grass**. This has changed recently due to our unusually high gyro instrument issues. The thinking is now to spend money on tires rather than DG's; they are much cheaper. Turf landings tend to be rougher in general rather than pavement. Use your best judgment however and consider winds and safety first.
- NEVER, EVER fly the plane with a completely deflated strut. Remember the rivets sheared off in 388ES?
- Check the tires for bald spots.
- 388ES has a new door panel. **Please, please** try to use the door itself for closure rather than the latch handle pocket. The door should be closed gently. If it does not close, check to make sure there is no obstruction like the rubber trim on the non-hinge side, or your coat, or maybe you forgot to fasten your seat belt before closing the door.

BFC
P.O. Box 2631
Naperville, IL 60567

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 planes:

1. Cessna 172R N388ES
2. Cessna 172SP N983SP
3. Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Michael Pastore	630-606-3692 * ¹
Eric Popper	630-841-3065 *

* These instructors offer limited training

¹ Available for club checkouts and BFR's

Chief Maintenance Officer:

John Wrycza	630-697-3559
-------------	--------------

Plane Captains:

N388ES	Don Patterson	815-436-5771
N983SP	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065