

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airport 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

January 2020

884BC	7.4 hrs.
983SP	14.6 hrs.
1489L	0.0 hrs.
TOTAL	22.0 hrs.

2020 Totals

884BC	7.4 hrs.
983SP	14.6 hrs.
1489L	0.0 hrs.
TOTAL	22.0 hrs.

Join us for our next meeting:

Tuesday, March 3, 2020

Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

February Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, February 4th, 2020 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 January 2020 was 22.2 hours with 0.7 hours club time. We made \$482,478.61 in payments and had \$173,616.80 in receipts. The loan balance is \$185,529 and cash in the bank is \$52,636.90. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented. These large sums include sale of 5RC and initial annual and payments on 89L, as well as payment of bridge loans.

Details on aircraft purchase are as follows: Purchase price of \$327,000, \$20,000 sales tax, \$3,000 for prop service. Total plane \$350,000. Funding sources: 5RC sold for \$165,000; 10 year note for \$100,000 at 6%; \$85,000 club cash. Temporary loans of \$130,000 and \$35,000 cash covered the gap between purchase and sale, these are already paid off. Of club cash, \$65,000 was unreserved, and \$20,000 was out of the engine reserve for 5RC; the new reserve balance matches new plane engine time. Overhaul timing went from 1-2 years out to 5-6 years out on the 182.

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 8:25 PM.

Attendees**Members**

Kris Knigga
 Zack Willig
 John Wrycza
 Jack Lindquist
 Alex Siegman
 James M Robertson
 Nick Davis
 Mel Finzer
 Kevin Kanarski
 Don Patterson
 Doug Smith
 Al Loek
 Jim Krzyzewski
 Eric Swanson
 Chris Stradling

Guests**Social**

Joe Willig

TREASURER'S REPORT

CASH

Chase Checking	42,421.86
Chase Savings	10,215.04
Total	\$52,636.90

PAYMENTS

Naper Aero	Fuel and Fees	2,015.85
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Van Bortel	N1489L Purchase	327,000.00
Chase Bank	Wire Transfer Fees	50.00
Sporty's	89L Cowl Plugs / POH	224.95
JA Air Center	4BC Pitot Tube	162.41
Aero-Space	5RC Closing Fees	350.00
Cntr for Avia.	5RC Installation ADS-B	132.19
US Postmaster	Postage Stamps	110.00
Members	Pay Off Bridge Loan + interest	130,515.00
IL Dpt Revenue	89L Sales Tax	20,438.00
Total		\$482,478.61

RESERVES

INSURANCE (\$1500/ mo)	-8,400
ANNUALS (\$1000/ mo)	-9,000
LL10 DUES (\$350/ mo)	-1,400
INACTIVE MEMBER	-16,227
ENG OVRHL 5RC (\$750/mo)	-8,362
CREDIT BALANCE MEMBER	-3,400
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	-98
EQUITY INSTALLMENT MEMBER	-1,750
EQUIPMENT UPGRADE	-4,000
Reserves net	0
Reserve Increase/(Decrease)	-308,862

LOAN

INTEREST PAID @ 6.0%	937
PRINCIPAL PAID	1,838
AIRCRAFT LOAN Balance	185,529

RECEIPTS

Dues & Flying	8,028.60
Equity	0.00
Bank Interest	0.20
5RC Sale	165,000
Christmas Party	588.00
Total	\$ 173,616.80

CREDITS TO MEMBERS

Fuel Away	0.00
Loan Pymt	1,665.10
Keys 1489L	63.57
Printer Ink	38.78
Wire Transfer Fee	30.00
Total	\$1,797.45

FLYING HOURS

January

884BC	
FLYING	7.4
TACH	2367.6
TBO	2000
TMOH	1793.1
†CLUB	0.4
*GAL/HR.	10.2

983SP	
FLYING	14.6
TACH	5229.1
TBO	2000
TMOH	1322.3
†CLUB	0.3
*GAL/HR.	10.2

1489L	
FLYING	0.0
TACH	1200.0
TBO	2000
TMOH	800.0
†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

N983SP

- 1) 20 hours until next oil change, 72 hours to next fuel injector line inspection
- 2) Annual and ELT check due in April
- 3) Nose gear strut was low; now fixed
- 4) Tail tie down found freshly flattened, watch your attitude on landing

N884BC

- 1) Pitot Heater Fixed
- 2) Bald spot left main tire, will need replacement soon, pay attention on pre/post flights
- 3) Small scratch on windscreen on inside – don't put things on glare shield, be careful of devices
- 4) Pilot side visor reported to drop down unexpectedly – will need to find a way to tighten it
- 5) GDL69 occasionally reports fail – is just the XM receiver, but be aware XM weather may not work. Still has ADS-B weather available.

N1489L / N415RC

- 1) 415RC left on February 3rd to it's new owner
- 2) Waiting on hose kit for remote oil filter
- 3) All annual work done
- 4) Prop service is done and installed
- 5) Hopefully in service for flight in the next week or two.
- 6) **BE SURE TO READ BELOW ON REQUIREMENTS FOR USING N1489L**

OLD BUSINESS

➤ Magnetos

We still don't have our warranty-covered magnetos back with the saga starting in October. John is staying on them, but mostly out of our hands

➤ Winch for 3SP

Current control cable is short. John has a replacement lined up, no ETA on install. Current winch works fine

➤ N1489L Requirements

All new reservations will be disabled on the reservation system for this aircraft until you contact a club instructor or Board Member to ensure that you have the correct currency requirements. These requirements can be found on our website. You do not need new G1000 training. Most currently flying C182 pilots that are okayed for the G1000 in 4BC probably have no additional requirements needed. Pilots with less than 200 total time, less than 25 hours of high-performance time, less than 3 hours of C182 time in the last 180 days, or without G1000 approval from 4BC will likely require additional training.

NEW BUSINESS

➤ KLN94 in 3SP

Looking at options for when KLN94 fails and is unrepairable. \$1500 Labor, \$4000 parts for a GPS175. Would be WAAS capable and compatible with autopilot. Would be a physical swap, CDI in plane is compatible. We should plan for replacement so we have a plan in place. Backlog of avionics work from people not doing ADS-B has appointments for work booked until September.

Goal is to have a plan in place so we can act quickly once it fails.

➤ Boost Oxygen Bottles

Small light canister of option, easily portable. If you're feeling hypoxic, they are a good quick resource to get oxygen, are small, and weigh very little. If you use one found in the plane, it's yours. Please replace it promptly.

SAFETY

New 182 has a few limits we need to consider. There is a limitation on starting.

Make sure to preflight the strut. Grab the prop and pull down, make sure the strut doesn't bottom out. If it touches, the airplane should be considered non-airworthy.

Winter isn't over yet. Be aware at all times of weather, icing, and cold weather operations.

MEMBERSHIP — ENTRANCE WAIT LIST

No membership changes during January. Nobody on the entrance or exit lists as of now.

ACCOMPLISHMENTS

No accomplishments 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 Down Under

Zack Willig

During the first three months of 2019, I took 14 commercial airline flights totaling roughly 35,000 miles, 75 hours of flight time which included two of the longest nonstop commercial airline routes in the world. I have had the incredible opportunity to fly in almost every commercial airliner from a Dash-8 to the A380 and have officially flown around the world.

It all began with a six-week "study" abroad with a group of students from Michigan State University. (Really, I DID study some Mon and Dad!!) We spent 5 weeks in Australia and one week in New Zealand. After the study abroad program ended, I flew back to Australia to spend a week sailing and scuba diving at various places around the Great Barrier Reef. I then met my parents back in New Zealand and we spent two weeks traveling throughout the country. On March 10th, I took the 17.5-hour, direct flight from Auckland to Dubai on the A380 with Emirates Airlines. The A380 is massive and Emirates Airlines made the long flight very enjoyable. After spending four days in Dubai, I arrived back home in Chicago to mark the end of my 10-week trip. Believe me, I know how incredibly fortunate I am that I was able to have a trip of a lifetime at such a young age.

While on this trip, I was also able to fly a couple of times in small airplanes too. The first place I rented an airplane was in Wellington, NZ. I had to fly with an instructor due to not having a NZ pilot's license but from what they said, all you need to do to fly in NZ with an American PPL is New Zealand's version of a BFR. Wellington is known as the windiest and worst weather town in NZ yet the day that I flew was anything but that -- light winds and clear blue skies. I was flying a Cessna 172SP and I can confirm that it looks and flies the same as a 172 here. One main difference is that the planes fuel tanks are still measured in gallons, but the fuel pumps are in liters. I sat left seat and flew the entire time and the instructor handled the radios. Even once we left the busy airspace of the Wellington Airport, every 5 to 10 minutes we had to report our position to ATC. We took off out of Wellington (which is on the North Island of NZ) and headed 25nm across the ocean to the South Island of NZ where there are hundreds of mountainous islands that look very similar to places in Alaska. The instructor that I flew with loved the flight because he never gets to "just go flying" any more. All his flying is with students in challenging weather conditions and that day he got to sit back and be a passenger. Needless to say, it was awesome for me as well!

The next place I went flying was in the Whitsundays area in Northern Australia. There is a seaplane airline called Air Whitsundays located in the town of Arlie Beach that has a de Havilland Beaver and a Cessna Caravan on amphib floats. The 1957 Beaver that I flew in began its working life in Georgia as a crop duster, then went to Alaska as a seaplane, then was used in Australia as a crop duster all before being bought by Air Whitsundays years ago and converted back into a seaplane. The flight was a scenic flight so there was also a family from China on the flight. When I told the pilot that I too was a seaplane pilot too, he got all excited. He said out of the 6 days a week he flies, maybe only once a month does he have a passenger that has a pilot's license which I thought was surprising. I got to sit right seat and was able to fly for about 15 minutes. We flew for roughly an hour around the islands and to a part of the Great Barrier Reef they call the "Outer Reef". We circled around the reef at 200 ft above the ocean and did a touch and go on a small strip of coral free water before heading back towards the main land. Two years ago, during low tide, they had a pilot hit a chunk of coral which ripped a hole in the bottom of the float! Oops! We landed and stopped at a secluded 5-mile-long beach and were served champagne with cheese and crackers. We flew for another 20 minutes before landing back at the airport. I asked the pilot how they keep the airplanes clean and corrosion free with all the salt water and he said there is almost no way to prevent corrosion even with washing the entire plane after every flight.

My next aviation related experience was completely different from a seaplane at the Great Barrier Reef - it was landing on a glacier in a helicopter. This flight took place during the 2 week trip with my parents traveling throughout New Zealand. One of the towns we stopped at was Franz Josef in the South Island. Located roughly ten miles from the ocean on the western side of the island, Franz Josef is home to the Franz Josef Glacier. What makes this glacier unique is that the base of the glacier is only 1,000 ft above sea level, and it is in a temperate rainforest with palm trees, not exactly what you would think of associated with mountains and glaciers. It is 1 of only 3 glaciers in the world that ends in a rain forest (2 in New Zealand and one in South America). The heliport in this small town is one of the busiest heliports in the world with 6 different tour companies each operating multiple helicopters each taking off and landing almost constantly (on a nice day) from 15 helipads. My dad and I were planning on doing a 45-minute helicopter flight that goes up the glacier valley, lands on the glacier and circles back around. Due to low clouds and rain, our flight was canceled --- twice. We later found out that 70% of the scheduled flights are canceled due to weather. As they say, third time is the charm and that was the case for us as we were rescheduled once again, and it was finally a go. We flew up the mountain valley under the low clouds and spitting rain and popped out of the clouds on top of the glacier to crystal clear blue skies and snow-covered mountains as far as the eye could see including New Zealand's tallest mountain only 4 miles away. We landed on at the top of the glacier and got out of the helicopter for some pictures and made a few snowballs!

Next, I was able to do another flight in Wanaka, NZ - a small town nuzzled in the mountains of the South Island. Because the area is surrounded by mountains, the flight ended up being a mountain flying lesson. The weather was not the best with 25knt winds and spitting rain showers, but we were able to use the strong winds to learn the full effects of the impact of how the wind flows over the mountains. To say it was bumpy is an understatement. My dad was with us and he lost track of how many times his head

hit the ceiling in the back of the Cessna 172. (Sorry dad!) The vertical speed indicator was pegged all the way up and all the way down numerous times. It is not very comforting being hit by a downdraft that pushes you down at 2,000+ ft/min with the rugged mountains not all that far below you. It was eye opening at how much stress and turbulence a 172 can handle. It was a very good learning experience and the biggest take away from it is, when flying through a mountain valley, you want to stay on the down-wind side of the valley. We used the updrafts to our advantage many times as we were climbing. The closer to the mountain we got, the stronger the lift was. The instructor was telling me to get as close to the mountain as I felt comfortable and we were too close if the wingtip started to brush the sides of the mountain. Yes, he was kidding about the wing touching but not the part about being close to the mountain. I was able to find a small spot of "smooth" air on the upwind side of a mountain ridge just before the wind goes over the top and sinks back down the other side. It was very easy to get blown too far downwind and cross the fine line where the updrafts become down drafts and you start sinking a few thousand ft/min. Even though we do not have mountains in the Midwest, if you ever have a chance to do a mountain flying lesson, I highly recommend it. What an experience it was.

The last small plane experience I had was scheduled flight with passengers, but not a normal passenger flight. I was lucky enough to sit in the co-pilot seat and chat with the pilot the entire time. We were flying in a Cessna Grand Caravan from Queenstown, NZ to Milford Sound, NZ. This was by far the most beautiful flight on the trip as we flew over and around the snow-covered mountains on the way to the coast. The runway at Milford Sound is a 2,500 ft - one way in one way out runway. Taking off and landing require tight maneuvering around the 5,000 ft tall mountains directly in the path of the runway. Since they can only take off one direction, they have a 15-knot tail wind limit. Although the Caravan is not very fast, it really showed how capable of an airplane it is flying in and out of the small runways with 10+ passengers on board. Milford Sound receives so much rain each year, it is measured in feet. Luckily the day we were there it was clear blue skies.

Below are a few pictures from the flying I was able to do in Australia and New Zealand. If you have any further questions about my flying experiences or are planning a trip to Australia, New Zealand or Dubai, feel free to contact me.



Flying around the northern part of the South Island of NZ



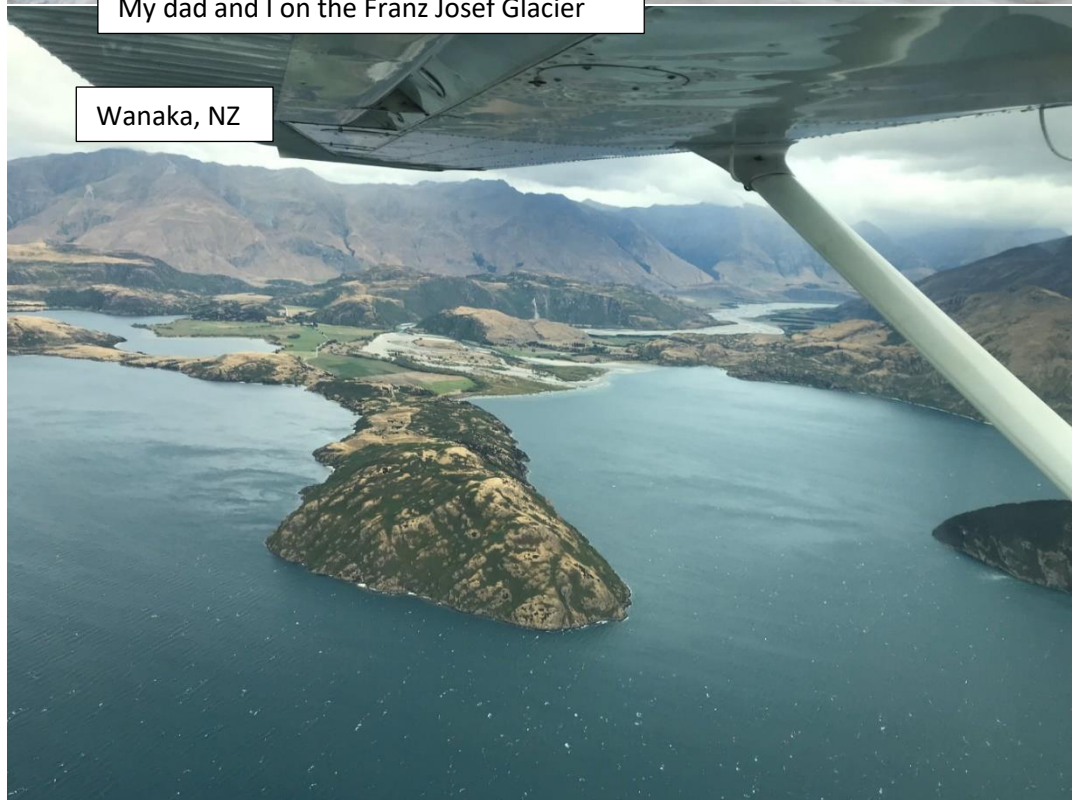
Whitehaven Beach in Australia from the Beaver

The Outer Reef





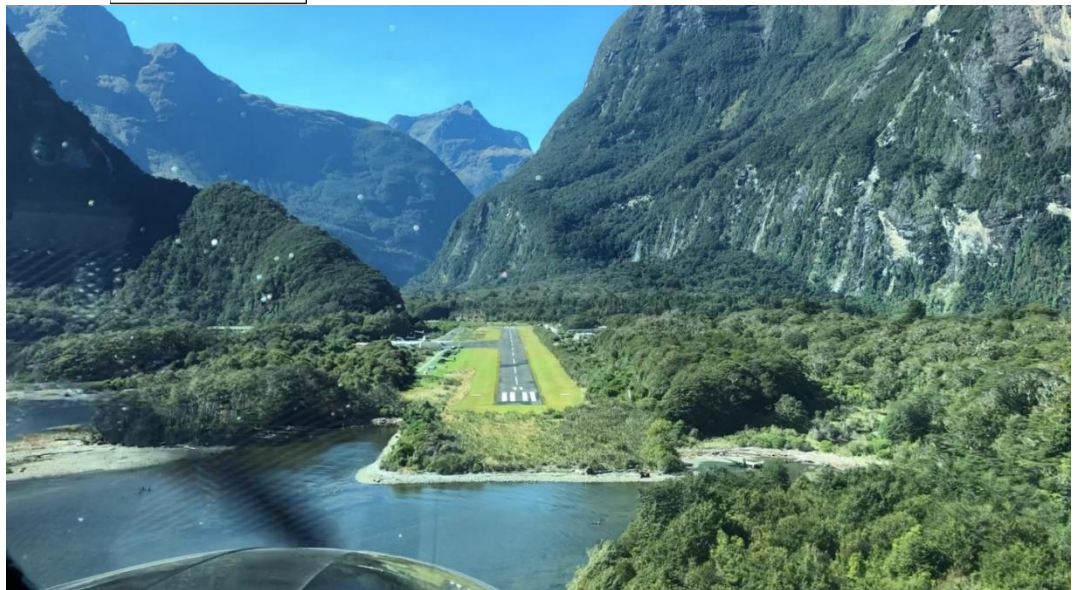
My dad and I on the Franz Josef Glacier



Wanaka, NZ



Wanaka, NZ



Short final in the Caravan at Milford Sound



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
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ABOUT OUR ORGANIZATION

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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

BFC Website: 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 ¹

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 630-215-5003