

# 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

\$3.72/gal

### Aircraft Rates as of Feb. 1st

C172S	4BC	\$111.70
C172SP	3SP	\$106.70
C182T	89L	\$145.08

### CY Cumulative Hours Flown

#### August 2020

884BC	43.3 hrs.
983SP	30.3 hrs.
1489L	44.8 hrs.
<b>TOTAL</b>	<b>118.4 hrs.</b>

#### 2020 Totals

884BC	206.1 hrs.
983SP	153.7 hrs.
1489L	221.8 hrs.
<b>TOTAL</b>	<b>581.6 hrs.</b>

## IN THIS ISSUE...

### September Meeting Minutes

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, September 1st, 2020 outside at Naper Aero. The President called the meeting to order at 7:15 PM. We started early due to fading daylight and the need to be outside for social distancing measures.

Kent Krueger, Naper Aero's Airport Manager, gave an update on the airport. See New Business below for details.

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's report was reviewed for the members. Total flying time for August 2020 was 118.4 hours with 0.1 hours club time. We made \$12,242.84 in payments and had \$19,724.59 in receipts. The loan balance is \$172,398 and cash in the bank is \$87,261.64. 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 7:59 PM.

Join us for our next meeting:

**Tuesday, October 6th, 2020**

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

See you there!

Attendees**Members**

Nick Davis  
 Kevin Kanarski  
 Walt Slazyk  
 Mike Young  
 Mel Finzer  
 Kris Knigga  
 Steve Snapp  
 Ray Kvietkus  
 Jack Lindquist  
 Jim Robertson  
 Jim Krzyzewski  
 John Wrycza  
 Chuck Blazevich  
 Dean Likas  
 Don Patterson  
 Bob Downey  
 Alex Siegman

**Guests**

Kent Kreuger  
 Alec Koczka  
 Abigail King  
 Pete Sindic  
 Brian Aureden

**Social**

## TREASURER'S REPORT

<b>CASH</b>		
Chase Checking		47,024.84
Chase Savings		40,236.80
<b>Total</b>		<b>\$87,261.64</b>
<b>PAYMENTS</b>		
Naper Aero	Fuel and Fees	4,131.18
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	42.00
Aircraft Spruce	89L Oil (2 cases)	105.84
Aircraft Spruce	89L / 3SP Oil filters	61.56
B. Swanson	Worknight supplies - Jul / Aug	131.68
Aircraft Spruce	Brake Linings - spare	58.05
Aircraft Spruce	Oil (10 cs) & Filters (16)	1,020.01
Aircraft Spruce	89L Tail Lamp Assbly	48.06
Avemco	Insurance Premium	5,534.25
<b>Total</b>		<b>\$12,242.84</b>
<b>RESERVES</b>		
INSURANCE (\$2000/ mo)		-2,000
ANNUALS ( \$1000/ mo)		-8,000
LL10 DUES (\$350/ mo)		-3,850
INACTIVE MEMBER		-16,227
ENG OVRHL 89L (\$750/mo)		-13,612
CREDIT BALANCE MEMBERS		-11,700
EQUITY INSTALLMENT MEMBER		-3,250
EQUIPMENT UPGRADE		-28,623
<b>Reserves net</b>		<b>0</b>
<b>Reserve Increase/(Decrease)</b>		<b>7,482</b>
<b>LOAN</b>		
INTEREST PAID @ 6.0%		871
PRINCIPAL PAID		1,904
AIRCRAFT LOAN Balance		172,398
<b>RECEIPTS</b>		
Dues & Flying		19,724.59
Equity		0.00
Bank Interest		0.00
<b>Total</b>		<b>\$ 19,724.59</b>
<b>CREDITS TO MEMBERS</b>		
Fuel Away		1,260.26
Loan Pymt		1,665.10
<b>Total</b>		<b>\$ 2,925.36</b>

## FLYING HOURS

### August

884BC	
FLYING	43.3
TACH	2596.7
TBO	2000
TMOH	1564.0
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	30.3
TACH	5378.2
TBO	2000
TMOH	1173.2
†CLUB	0.1
*GAL/HR.	10.2

1489L	
FLYING	44.8
TACH	1417.2
TBO	2000
TMOH	582.8
†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) New antenna on winch key fob; working better
- 2) Bad magneto test reported; not corroborated since
- 3) Plane was found uncleaned after a flight; this is unacceptable. It's everyone's duty to keep our planes clean.
- 4) Minor tail strike bent tail tie down ring
- 5) 2 static wicks are broken
- 6) Reports of intermittent EGT gauge
- 7) VOR in-flight test performed – we're approaching IFR season, this needs to be done to stay IFR legal. Please fill out the sheets in the airplane book.

### N884BC

- 1) Plane due for annual and ELT check – scheduled for last week of September
- 2) Seat recline fix is \$1051, looking at options. Please, be kind to the seat. Do not use it for leverage. Use the cushion to help in the meantime.
- 3) G1000 xm weather subscription has run out
- 4) Left courtesy light is out
- 5) Missing cowl fastener to be replaced at annual
- 6) Number of reports of intermittent issues. Please help us watch and report so we can nail these down.
  - a. Left wing low conflicting reports
  - b. Com 1 volume low and unable to be raised
  - c. Right fuel gauge 'X'd out once (can happen from overfull tanks)
  - d. Range knob inoperative
  - e. Backup altimeter significantly off from G1000
  - f. Dead starter?

### N1489L

- 1) Alternator field breaker tripped on start. Couldn't get it to work until we turned everything on and then started. Remember, breakers are there to tell you something. Only reset them once before assuming inoperative.
- 2) Right main tired nearing end of life; plan to change in September sometime
- 3) Visor tension knob missing

## OLD BUSINESS

No old business was covered

## NEW BUSINESS

### ➤ Airport Updates from Kent Krueger

- Be careful with hangar doors – another hangar guide was broken. Do not go too fast, and do not let them slam in to guides and end stops.
- Clip cam off on one of the static lines – walk them back, they are not invincible
- Lights over pumps are now both LEDs, more being replaced
- Pump 2 had a probe issue that is now fixed
- Fire inspection of underground fuel tanks passed, good for 2 years
- Working on raising electrical boxes so they don't fill with water

- Pothole on the approach end of 36 should be fixed during September
- Kent will be on vacation 9/23 to 10/14 – Contact Les or Mike for airport help
- Roof is replaced, Naper Aero will be repainted on the top side
- The 182 hangar will get releveled so that it's not so hard to pull out – no ETA yet

➤ **Annual Board Elections**

The annual election of the board is due next month. Jim K. has decided to step down as president, having helped the club rebuilt its membership and update to newer equipment. Please contact the board if you would like to be considered for a board position. The current proposed slate is as follows:

- President: Kevin Kanarski
- Vice President: Kris Knigga
- Treasurer: Jack Lindquist
- Secretary: Alex Siegman
- Maintenance: John Wrycza
- Safety: Nick Davis
- 3SP Plane Captain: **Looking for someone!**
- 4BC Plane Captain: Don Patterson
- 89L Plane Captain: Jim Robertson

## SAFETY

Nick brought up quite a few safety and operational reminders.

DuPage Airport could use more traffic. We've been invited to come practice towered operations at DuPage. Of note: practice approaches must still start and go through Chicago Center.

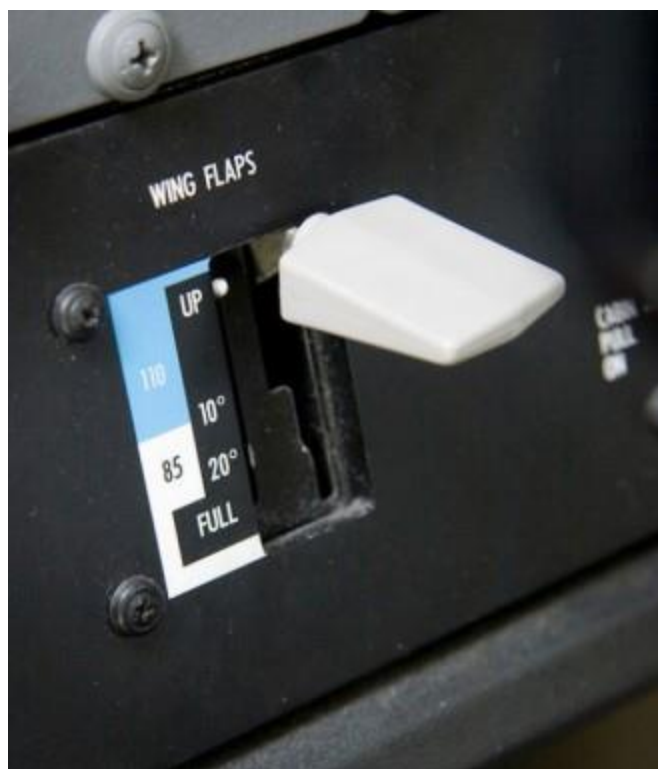
9/3 was a perfect day to use grass runway 27 – consider expanding your skills this fall and get some grass runway training.

Kris put together a site about the various “nights” in aviation:

<https://loggingnight.org/>

Be aware of the ladder and take your time fueling. Make sure everything is properly stowed and clear of the plane before restarting the engine.

Lastly, do not operate flaps above their indicated safe operating speeds. The repairs this causes are very costly, and could create a dangerous failure in flight. The speeds are in the POH and clearly placarded on the flap lever. Example:



## MEMBERSHIP AND GUESTS

We had several guests, including 4 CFIs, visit the meeting. Some folks have asked for their contact information.

Alec Koczka – [aleckoczka@outlook.com](mailto:aleckoczka@outlook.com) – 630-267-0420

Abigail King – [abbeyking0120@gmail.com](mailto:abbeyking0120@gmail.com) – 630-514-3309

Pete Sindic – [peter.sindic@gmail.com](mailto:peter.sindic@gmail.com) – 847.323.2202

Brian Aureden – [bmaaa87@gmail.com](mailto:bmaaa87@gmail.com) – 847-530-6275

Remember, club insurance does not protect CFIs. As the club member, the airplane and airport operations are your responsibility. If you have any concerns about using external CFIs, please contact a board member for clarification.

We currently have 3 people on the entrance list.

We currently have nobody on the exit list. We have a lot of interest in the club. Please be sure to let interested parties know that submitting our written application will secure their place on the entrance list. With Mike Young joining, there are currently no applications submitted for the entrance list.

## ACCOMPLISHMENTS

Eric Swanson has earned his CFI rating!

Ray is celebrating 50 years of marriage!

## 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 Shotgun:  
In the Pattern  
By Nick Davis

The FAA Rule §91.119 for flying over congested areas ( $\geq 1000$  AGL or greater.) has been around a very long time. FAA §91.159 prescribes that any VFR flight greater than 3000 AGL shall be operated at a VFR cruise altitude. Those two rules offer a VFR pilot a relatively thin amount of airspace of 2000 feet vertical space in which to operate, in any direction within this altitude range. That being said, the OCD that exists to some extent in all pilots tends to direct us each to fly at a precise altitude. Most traffic moving between airports at some distance (such as LL10 to KJOT, C09, KDKB, etc), tend to gravitate to altitudes divisible by 500 (2000 MSL, 2500 MSL, 3000 MSL, 3500 MSL). The problem is, everybody else is at those altitudes.

There is a certain reality about the see and avoid concept: When another aircraft is flying directly toward you, its silhouette is minimal, and if you can see it more than 2 miles out, you have really good eyes. This problem becomes more pronounced on a crystal-clear day, when objects on the ground can be seen clearly. Any approaching aircraft will be slightly above the horizon and will tend to blend into the background. An aircraft on a collision course will not move relative to the background. That approaching flying machine will be virtually invisible. Go fly on a day with 3 to 5 miles visibility. Approaching airplanes stand out sharply against the gray of the lousy visibility. See and avoid actually works better on such a day. Visual navigation is somewhat more difficult. The proof of all of this comes from our G-1000 airplanes, and the TIS system (Traffic Information System). How many times have you actually seen an airplane identified as a potential conflict on the TIS system? Maybe half. And how much times have you wasted valuable time looking for an airplane 300 feet below or above you, in level flight. That plane is not a potential conflict so do not waste valuable time looking for it. The plane that will get you is the at the same altitude as you. And that is where your eyes should be, not looking down, or up, but level.

Back to the first paragraph, there is some separation that you can provide yourself when cruising out to Morris. Fly at 2300 MSL or 3300 MSL, or 2800 MSL, or any altitude not divisible by 500. If everybody flew at a different 100 foot interval, the chance of a mid-air collision would decrease dramatically. We all depend on the "big sky" concept. But the sky is not that big.

Once you decide to descend to your airport of choice, far too many pilots immediately cut power, and push the nose over. You can get away with this in the C-172, but absolutely

not in the C-182. By reducing power, you reduce heat generation, and pointing the nose down, your speed increases and hence your cooling increases. This is a double impact on the engine, especially when the weather is cold. And the various components of the engine cool at different thermal coefficients, hence different size changes and more wear. Plan your decent. Cool slowly. For the C-172, in a zero wind condition, plan about 4 nm per 1000 feet above pattern, with about 3 additional miles to slow to pattern speed. Descending to LL10 from 3300 MSL generates 1800 feet down or about 7 miles, plus 3 to slow down, or about 10 miles out. At 10 miles out:

- Pitch down to maintain 500 per minute vertical speed down. The plane will take about 20 seconds to reach its decent speed, and at the same time reduce your power only slightly to maintain the RPMs you had during the previous cruise portion of your flight.
- Most pilots forget to check their vertical speed and forget to trim. So TRIM!
- Richen your mixture a bit for each 1000 feet,  $\frac{1}{4}$  to  $\frac{1}{2}$  turn rich.
- Reaching pattern altitude, level off, your speed will decrease, TRIM.
- Now, continue to gently reduce power until you get to your initial pattern speed which should be in, not above, the white arc. No flaps yet either.
- Mixture should be; summer somewhere near full rich, winter full rich.

For our C-182, the process is considerably more complex, and because of the very large engine, more critical. A lot more heat is generated during cruise, and lost during descent, so this heat loss must be carefully controlled. Hence the cowl flaps, and their need to be closed during descent. Add in the Constant Speed Propeller, and in the descent, you can move the speed of the plane into the yellow arc. A little bit about the yellow arc. At the lower end of the yellow arc, a FAA imaginary 50 ft/sec gust load will put the airplane just at the edge of permanent deformation (damage). As you go faster toward Red Line, smaller gust loads will deform the plane. At Red Line, other bad things start to happen, such as things start to be torn off the airplane, loads on flight controls are too much for them to handle, and...well, more bad things. If you go slower than the Yellow Arc, larger gusts will not damage the airplane, until you get to  $V_A$ . At that speed (slower if you are lighter than maximum gross weight), the plane will stall before damage occurs. The problem is, nobody knows exactly what this 50 foot per second gust load feels like. 50 feet per second equals about 34 mph, or 29.5 kts. Our C-182 can easily enter the yellow arc in a 500 per minute cruise descent. You get extra miles for the same price, cool engine more evenly, and get to your destination sooner. All of these things save the club, and hence you, money.

Our airport, LL10, is located near a path between KDPA and KMDW, and just a bit south of a direct KARR/KMDW routing. More than a few times, I have observed aircraft transiting these routes at exactly 1000 AGL, in compliance with the FARs, but moving along at high speed, flying directly over the airport and through the traffic pattern. And while you are concentrating on the pattern, these transiting planes may or may not see you. My Primary Instructors (I had 4, in different parts of the country), always recommended an 800 AGL pattern height. Before the Chart Supplement, before the Airport / Facility Guide, various subsections of the Airman's Information Manual provided limited airport information. But you had to get these sections via subscription from the Government Printing Office. And very few pilots went through this complex procedure. The VFR charts were about the best source of information you could obtain. The current Aeronautical Information Manual



(AIM) suggests propeller driven aircraft should fly a traffic pattern at 1000 AGL, unless the Airport Supplement requests otherwise. Some airports have a variety of pattern altitudes depending on runway, such as Dane County, KMSN. But there are still plenty of airports that request you fly an 800 AGL pattern. At LL10, 800 AGL has been the preferred altitude for some time. Flying an 800 AGL pattern puts you 200 feet below the lowest transiting airplanes. That 200 feet is a miss as “good as a mile”. Since pattern altitude is only a suggestion (as is the pattern itself), choose 800 AGL and you reduce the chance some more, of a mid-air collision.

Next time, speeds in the Traffic Pattern and when to use flaps (it is NOT based on Traffic Pattern location, but rather along track distance to the runway).

## 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

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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](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