

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

\$4.01/gal

Aircraft Rates as of Feb. 1st

C172S	4BC	\$114.60
C172SP	3SP	\$109.60
C182T	89L	\$148.65

CY Cumulative Hours Flown

June 2020

884BC	30.4 hrs.
983SP	18.8 hrs.
1489L	44.4 hrs.
TOTAL	93.6 hrs.

2020 Totals

884BC	130.9 hrs.
983SP	96.3 hrs.
1489L	135.5 hrs.
TOTAL	393.1 hrs.

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July Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, July 7th, 2020 outside at Naper Aero. The Vice President called the meeting to order at 7:32 PM.

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 June 2020 was 93.6 hours with 0.0 hours club time. We made \$6,269.44 in payments and had \$17,807.02 in receipts. The loan balance is \$176,196 and cash in the bank is \$69,950.64. See the complete financial details later in this newsletter. Of special note, flying rates went down on June 1st, and are likely to go down again with new gas prices coming up.

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 8:10 PM.

Join us for our next meeting:

Tuesday, August 4, 2020

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

See you there!

Attendees**Members**

Alex Siegman
 Nick Davis
 Kevin Kanarski
 John Wrycza
 Josh Krecek
 Don Patterson
 Ray Kvietkus
 Jack Lindquist
 Allan Loek
 David Vaught
 Jim Robertson
 Doug Beck
 Steve Snapp

Guests

Grillmaster Bradley
 Kent Kreuger
 John Tueting

Social**TREASURER'S REPORT**

CASH		
Chase Checking		29,714.52
Chase Savings		40,236.12
Total		\$69,950.64
PAYMENTS		
Naper Aero	Fuel and Fees	4,245.69
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Aircraft Spruce	Oil / Filter and Belly Soap	179.55
B. Swanson	Work night supplies	88.22
Aircraft Spruce	Brilliance , Oil / Filter , Camloc , Platamount	367.31
Aircraft Spruce	Oil / Filter	242.46
Total		\$6,269.44
RESERVES		
INSURANCE (\$2000/ mo)		-4,000
ANNUALS (\$1000/ mo)		-6,000
LL10 DUES (\$350/ mo)		-3,150
INACTIVE MEMBER		-16,227
ENG OVRHL 89L (\$750/mo)		-12,112
CREDIT BALANCE MEMBERS		-9,100
EQUITY INSTALLMENT MEMBER		-3,000
EQUIPMENT UPGRADE		-16,362
Reserves net		0
Reserve Increase/(Decrease)		11,538
LOAN		
INTEREST PAID @ 6.0%		890
PRINCIPAL PAID		1,885
AIRCRAFT LOAN Balance		176,196
RECEIPTS		
Dues & Flying		17,806.76
Equity		0.00
Bank Interest		0.26
Total		\$ 17,807.02
CREDITS TO MEMBERS		
Fuel Away		1,011.23
Loan Pymt		1665.10
Worknight Supplies		42.10
Total		\$2,718.43

FLYING HOURS

June

884BC	
FLYING	30.4
TACH	2521.5
TBO	2000
TMOH	1639.2
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	18.8
TACH	5310.8
TBO	2000
TMOH	1240.6
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	44.4
TACH	1330.9
TBO	2000
TMOH	669.1
†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) Oil Change in 35 Hours; 41 Hours for Fuel Injector Inspection
- 2) Dipstick filler tube found loose. **DO NOT OVERTIGHTEN OIL DIPSTICK – Will cause leaks and fire hazard**
- 3) Fasteners on cowling are worn. Be sure to report any missing, John can replace them now

N884BC

- 1) Annual will come due in September – plan to do it at Bolingbrook
- 2) It's been flying a lot – please watch for oil change times
- 3) **Several squawks are being watched – please read them all below**
- 4) Left turning tendency – may need rudder trim adjustment; John to address
- 5) Right main tire showing wear, nose tire showing cracks; John to replace
- 6) COM1 reported intermittent, low receive volume – please watch and help us corroborate this report
- 7) We've been seeing oil on bottom, but no oil leak. Be careful filling, use a funnel, and watch for signs of oil leaking.
- 8) Fastener missing on cowl; John to replace

N1489L

- 1) Wheel pants not installed due to cracked bracket
- 2) Spark plugs fixed
- 3) New left main tire and tube
- 4) Rudder trim indicator is re-rigged
- 5) Broken rudder return spring found and fixed as well
- 6) Fluttering noise fixed by new mounts near cowl flaps
- 7) 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. More investigation has revealed a potentially dirty plug on the back of MFD as a likely cause. John and Nick will investigate a fix.

OLD BUSINESS

- **Separate Plane Wash**
 - A separate plane wash was done on June 7th. Thanks to all those that attended and helped.

NEW BUSINESS

➤ Airport Updates from Kent Krueger

- 5300G Gas On Hand, 1332 usable, gas coming in next couple of weeks. Averaging 100 Gal/Day – new gas should drop price by a good margin.
- One of the pump lights has burned out – will be replaced with LEDs
- Hangar doors should all be repaired. Please be careful with them, do not ram them in to the stops, guide them gently.
- Whiteboard replaced in club house
- Naper Aero working on changing bylaws to help address, but in the mean time be aware of kids and golf carts near runway.
- Hangar roof being replaced late July / Early August. Will require moving of planes. Plane captains to coordinate.
- Estimated time to completion, 2 weeks
- Be aware of grounding straps at fuel pumps; they are having to be replaced regularly. Walk the reels back, and don't taxi away with them still attached.

SAFETY

Be aware of density altitude. Lean for takeoff as needed, especially 2000ft or higher density altitude. POH recommends 3000ft and above. Suggest lean during run-up by watching for max power. Also, keep smooth power on power application. Can experiment initial take off, but do not be distracted by it, you'll be close with run-up lean.

Air traffic is increasing steadily. The skies will become more crowded.

After you break ground on takeoff, please tap the breaks. It will help with tire wear. Also, be sure the tires are always filled to the proper pressures. Air is cheap, tires are not.

MEMBERSHIP – ENTRANCE WAIT LIST

David Kluzak has been formally voted in.

We have 1 person on the exit list, and nobody waiting to join.

ACCOMPLISHMENTS

John Wrycza has now stretched BFC's legs from Niagra to South Dakota, over 1000 miles!

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.

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

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

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
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Knigga	765-357-4735
N1489L	Jim Robertson	630-215-5003