

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

September 2020

884BC	49.8 hrs.
983SP	29.6 hrs.
1489L	37.5 hrs.
TOTAL	116.9 hrs.

2020 Totals

884BC	255.9 hrs.
983SP	183.3 hrs.
1489L	259.3 hrs.
TOTAL	698.5 hrs.

IN THIS ISSUE...

October Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, October 6th, 2020 in one of the hangars at Naper Aero. The President called the meeting to order at 7:28 PM.

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 September 2020 was 116.9 hours with 0.8 hours club time. We made \$35,418.39 in payments and had \$23,626.74 in receipts. The loan balance is \$145,122 and cash in the bank is \$75,469.99. Of special note, we paid off one of our member-backed aircraft loans with excess cash that was in excess of necessary reserves. Also, fixed costs were reviewed which has resulted in reduced monthly dues by \$8. 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 8:17 PM.

Join us for our next meeting:

Tuesday, November 3rd, 2020

Business meeting at 7:30pm

See you there!

Attendees**Members**

Nick Davis
 Kevin Kanarski
 Walt Slazyk
 Mel Finzer
 Kris Knigga
 Jack Lindquist
 Jim Robertson
 Jim Krzyzewski
 John Wrycza
 Don Patterson
 Alex Siegman
 Doug Smith
 David Vaught
 Hubert Elsen
 Josh Krecek

Guests

Luke Burlingame
 Aaron Holton
 Anthony Standish
 Tim Quigley
 Les Smith
 Scott W.
 Anthony Johnson

Social

Bradley Swanson

TREASURER'S REPORT

CASH		
Chase Checking		25,232.86
Chase Savings		50,237.13
Total		\$75,469.99
PAYMENTS		
Naper Aero	Fuel and Fees	4,053.57
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Aircraft Spruce	4BC Courtesy /Nav Bulbs	46.66
Center for Avia	3SP Exhaust / Oil Leak Serv	559.32
Member	Loan Payoff	25,362.63
Wudtke	Equity Return	4,250.00
Total		\$ 35,418.39
RESERVES		
INSURANCE (\$2000/ mo)		-4,000
ANNUALS (\$1000/ mo)		-9,000
LL10 DUES (\$350/ mo)		-4,200
INACTIVE MEMBER		-16,227
ENG OVRHL 89L (\$750/mo)		-24,362
CREDIT BALANCE MEMBERS		-12,300
EQUITY INSTALLMENT MEMBER		-3,500
EQUIPMENT UPGRADE		-1,881
Reserves net		0
Reserve Increase/(Decrease)		-11,792
LOAN		
INTEREST PAID @ 6.0%		862
PRINCIPAL PAID		1,913
AIRCRAFT LOAN Balance		145,122
RECEIPTS		
Dues & Flying		19,126.41
Equity		4,500.00
Bank Interest		0.33
Total		\$ 23,626.74
CREDITS TO MEMBERS		
Fuel Away		748.88
Loan Pymt		1,665.10
Worknight Supplies		91.13
Hangar Asphalt Repair		54.99
Total		\$ 2,560.10

FLYING HOURS

September

884BC	
FLYING	49.8
TACH	2646.5
TBO	2000
TMOH	1514.2
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	29.6
TACH	5407.8
TBO	2000
TMOH	1143.6
†CLUB	0.8
*GAL/HR.	10.2

1489L	
FLYING	37.5
TACH	1454.7
TBO	2000
TMOH	545.3
†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) During oil change, muffler found broken. Has been repaired
- 2) Magneto connection was bad, magnetos were ALWAYS hot; now repaired
- 3) Cowl was repaired
- 4) Tail tie down hook replaced
- 5) Flaps serviced
- 6) Knick found in propeller – currently seems okay and serviceable
- 7) Slight nose wheel shimmy

N884BC

- 1) Plane was in annual at time of meeting.
- 2) Voltage Field Regulator popped, will be replaced
- 3) Bird nest was found in horizontal stabilizer – should have been visible on preflight with a flashlight.
- 4) Found a lot of bad previous MX from Luminair such as a loose castle nut with no safety wire
- 5) Cowling repair – somebody tried to use a bolt and it tore up the cowling – do not use unapproved fasteners
- 6) Found courtesy and position lights out; fixed
- 7) Rigging has been adjusted
- 8) Front right hydrolock still broken – use the cushion. Will likely not fix this \$1100 part so long as it's not causing a safety issue
- 9) Backup altimeter off from G1000 – will be handled at pitot-static check in December

N1489L

- 1) Slight shake; prop will be balanced, further diagnosis if needed
- 2) Tire changed
- 3) Intermittent COM2 Inop; please report
- 4) Sometimes Autopilot gets into a bad state (eg. Turning the wrong direction) – pulling breaker, waiting, and putting back in to reboot it has helped some pilots

OLD BUSINESS

➤ 2021 Board Members

Motion to accept the new board members for 2021 was approved at 7:53. The open slot for 3SP plane captain was filled by Doug Beck, Kevin has become the president, and Kris the vice president. All other positions remain the same. The motion to accept the new board slat was approved at 7:53. The list of current Board members always appears at the end of this newsletter. Many thanks to Jim for four years of excellent service as president and a great member for more than a decade. During his presidency, 29 new members joined!

NEW BUSINESS

➤ **Grillmaster Bradley**

Our thanks to Grillmaster Bradley for another great season of cookouts to go with our Work nights and plane washes!

➤ **3SP GPS**

John has proposed that we begin discussing a GPS upgrade for 3SP. We do not need to pull the trigger yet, but we should have an approved plan for when the time comes. Our existing unit has been showing it's age for some time, and is the only non-garmin GPS in the fleet with an antiquated update process and flakey "enter" button. Some notes:

- A newer Garmin 275 would cost approximately \$7k, \$4k for equip, \$3k estimated labor
- NAVCOM+GPS would be a few thousand more, and can replace our radio that needs a \$2000 screen fix as well.
- Avionics shop still have huge delays, many booked out for the next 12 months
- Will work with existing autopilot, transponder, CDI, and give us WAAS approach capability
- If we do the upgrade while our KLN94B is still functional, we could recoup approximately \$1000 selling the old unit.

➤ **3SP Strobe Lights**

A service bulleting is fast approaching for the strobe lights on 3SP to be replaced with LED lights.

➤ **Future Meetings**

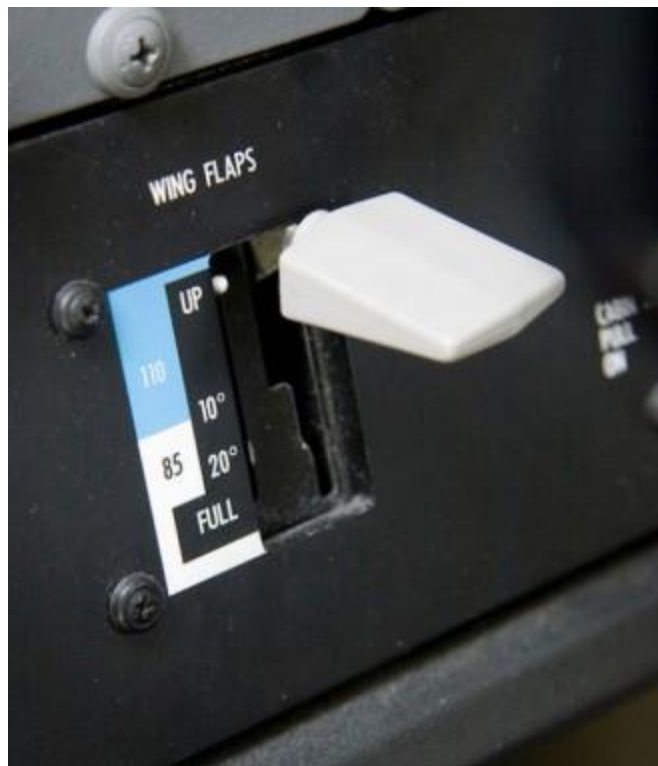
Now that work nights are over, we will have to decide how to proceed with meetings amidst the continuing pandemic as temperatures drop. It is possible we will return to online meetings.

SAFETY

We have covered this in previous safety sections, but you are reminded to tap the breaks after takeoff – it takes time to build a habit, and we will keep reminding you!

If you're confident in your pattern work, you should spend some time with an instructor. You should be able to land on the runway from any point on downwind or further in the pattern in the event of power loss.

Pay attention to airframe limitations – we've had folks extending flaps too fast which is both dangerous and expensive. We already are experience slop in 3SPs flaps. Do not operate flaps until you're well into the white arc. Many operations have a standard operating procedure of using the published limitations LESS 10 kts. For our 172s, that would be at 100 kts for the first notch, and 75 for the additional notches.



We've been having a lot of issues with oil leaks and spillage – use a funnel when filling the oil, and stop overtightening the dipstick. If you need to use your thumb and crank it, you've overtightened it. Two fingers with no thumb should be able to get the dipstick securely tightened without overdoing it.

Lastly, winter is coming. Give yourself extra time, give the oil plenty of time to warm up, use the engine heaters, and refresh your winter operating procedure knowledge.

MEMBERSHIP AND GUESTS

Chris Luebke was officially approved as a new member; the motion was carried and passed at 8:06pm.

We currently have nobody on the exit list

We currently have 6 applications and 1 inactive member all looking to join.

ACCOMPLISHMENTS

Eric Swanson has earned his CFI and CFII rating!

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.

Nick was planning to have an article about airplane limitations, but was unable to finish in time. If you have content you would like to share, please send it to the 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

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The Club has 45 equity members sharing 3 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: Kevin Kanarski

Vice President: Kris Knigga

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	Doug Beck	630-544-7432
N1489L	Jim Robertson	630-215-5003