The BFC Flying Club Newsletter

December 2020

Volume 58 / Issue 12

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
$3.65/gal

Aircraft Rates as of Nov. 1st

C172S	4BC	$111.00
C172SP	3SP	$106.00
C182T	89L	$144.22

CY Cumulative Hours Flown

November 2020

884BC	31.0 hrs.
983SP	19.4 hrs.
1489L	26.5 hrs.
TOTAL	76.9 hrs.

2020 Totals

884BC	313.8 hrs.
983SP	234.5 hrs.
1489L	312.4 hrs.
TOTAL	860.7 hrs.

Join us for our next meeting:

Tuesday, January 5th, 2020
Business meeting at 7:30pm via online conference; details to follow via email.

See you there!

IN THIS ISSUE...

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, December 1st, 2020 online via Zoom. The President called the meeting to order at 7:34 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 October 2020 was 76.9 hours with 2.7 hours club time. We made $17,569.43 in payments and had $15,132.23 in receipts. The loan balance is $142,124 and cash in the bank is $78,138.51. Further details follow in the newsletter. The Treasurer's report was approved as presented.

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 8:49 PM.

Attendees

Members

Dave Klucak
Alex Siegman
Kevin Kanarski
Jack Lindquist
Nick Davis
Hubert Elsen
Okan Sengullu
Donald Patterson
Kris Knigga
Ray Kvietkus
Zack Willig
Walt Slazyk
CMB
Josh Krecek
Doug Beck
James Robertson
Jim K

Guests

Joe Willig

Social

TREASURER'S REPORT

CASH		
Chase Checking		17,900.53
Chase Savings		60,237.98
Total		**$78,138.51**
PAYMENTS		
Naper Aero	Fuel and Fees	3,197.42
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Swanson	Worknight supplies	60.25
Center for Avia	89L Alternator & Spark plug serv	220.32
Center for Avia	4BC Pitot Static, Oil leak Serv	964.92
Aircraft Spruce	89L Alternator Control	646.92
Center for Avia	3SP Nose strut serv, Static wick	385.66
Center for Avia	4BC Oil Chng, Oil leak Serv	624.48
Avemco	Aircraft Insurance	6,057.25
C. Kelly	Equity return less a/c balance	4,156.00
Postmaster	Postage Stamps	110.00
Total		**$17,569.43**
RESERVES		
INSURANCE ($2000/ mo)		-2,000
ANNUALS ($1000/ mo)		-7,000
LL10 DUES ($350/ mo)		-700
INACTIVE MEMBER		-11,977
ENG OVRHL 89L ($1500/mo)		-27,362
CREDIT BALANCE MEMBERS		-14,000
EQUITY INSTALLMENT MEMBER		-4,000
EQUIPMENT UPGRADE		-11,100
Reserves net		0
Reserve Increase/(Decrease)		**-2,437**
LOAN		
INTEREST PAID @ 6.0%		718
PRINCIPAL PAID		1,502
AIRCRAFT LOAN Balance		142,124
RECEIPTS		
Dues & Flying		15,131.79
Equity		0.00
Bank Interest		0.44
Total		**$15,132.23**
CREDITS TO MEMBERS		
Fuel Away		623.94
Loan Pymt		1,110.21
Domain name, Web site		62.92
Oil 4 case		210.60
Total		**$ 2,007.67**

FLYING HOURS

November

884BC	
FLYING	31.0
TACH	2704.4
TBO	2000
TMOH	1456.3
†CLUB	1.5
*GAL/HR.	10.2

983SP	
FLYING	19.4
TACH	5459.0
TBO	2000
TMOH	1092.4
†CLUB	0.6
*GAL/HR.	10.2

1489L	
FLYING	26.5
TACH	1507.8
TBO	2000
TMOH	492.2
†CLUB	0.6
*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

Notes for all planes:

1) Nick bought new thermo cubes as ours were missing, and some showed up in the interim. We now have spares in the cabinet.
2) Nick suggested compiling a list of common lightbulbs so we can keep spares or ready LED replacements

N983SP

3) Discussions about radio display and GPS to come
4) No new squawk reports

N884BC

1) Potential fuel leak – has not repeated; best guess is overflow tube; please report any liquids found in/around the airplane
2) Oil Leaks – replaced oil crusher switch, oil pressure regulator, oil dipstick *again* with a different part
3) The G1000 and backup altimeter differ. Both units are still in spec, despite being off. No repair needed yet.
4) Both front seatbelts have a latch that came apart; after reassembly has not repeated – Ray investigating

N1489L

1) Oil change due at 1521 hours
2) Magneto check due at 1533 hours
3) Report of rudder trim still being stiff or binding; if you're careful you can move it, but do not force - will address at annual or when magneto's are checked

OLD BUSINESS

3SP Avionics Upgrade – Motion Approved

A motion was presented and approved regarding 3SP Avionics Upgrades.

The motion was to replace the GPS in 3SP and replace the NAV/COM2 Display with an OLED one. Funding would be provided 50% from club funds, and a $4/hr rate increase for 3SP until deficit recouped.

Further details:

Replace KLN94B with a Garmin GPS175. This unit is a straight replacement, but with modern SD card storage, WAAS, and more featureful software. This is approximately $6000+tax, plus the cost of a maintenance flight to Oshkosh, WI. Estimated as a total of $7500.

To fix the radio display is $600 plus shipping.

Discussion of the motion brought up a few concerns.

This tightens the price difference between 3SP and 4BC. 4BC is actually being rented cheaper than its maintenance costs dictate after 4 years of actual costs versus our original estimates. Jack will reevaluate the data and set new appropriate prices.

Discussing upgrades brought up that a remote oil filter installation would also be welcome to help simplify oil changes. This is less than $1000 in cost, so a motion is not required. We will considering doing this as part of regular maintenance when it makes sense; most likely this will coincide with an annual.

This avionics upgrade will make 3SP an excellent IFR trainer.

All attendees who voted were in favor of the motion; no negative votes were recorded.

NEW BUSINESS

Maintenance Costs and Hourly Rates

Jack will re-review maintenance cost estimates versus actual costs and recommend new hourly rates based on historical data rather than our intial estimates. Our discussion of the motion for 3SP's avionics upgrade brought this probably disparity to light, so Jack will rectify it.

New Chief Maintenance Officer Needed

John Wrcyza has decided to resign as the club's chief maintenance officer. He has done an amazing job as the club's maintenance officer for nearly a decade. We are indebted to him for his excellent service

Kevin will update the club via email with further details. Ray Kvietkus has offered to step up as the interim maintenance officer, as well as take on the position permanentally once an official vote can occur.

Oil Change Crew

Doug Beck has taken on the task of reassembling an oil change crew to help spread the regular maintenance load. We need folks who know how to do oil changes and can

regularly help to perform them on our planes. This saves us money and downtime. Please contact Doug Beck if you'd like to help.

Doug reiterated that none of us our renters – we are all owners, and need to share these responsibilities. This is a great way to get involved and learn more about the airplanes. We will work out training for folks who do not have experience as well.

SAFETY

Nick mentioned a great resource – Leidos Flight Service – 1800WXBRIEF. They provide some excellent free services. Nick plans to write something up for a future newsletter on how to utilize these services but do check it out for yourself. It is government provided, free, and qualifies as a source for the required planning requirement of all flights.

Also the winter weather is definitely here. Please review our winter flying procedures and tips from the last newsletter. If you have any questions, please get with a club instructor.

MEMBERSHIP AND GUESTS

Chris Kelley has left the club. Ray Kvietkus has taken his place to return to active member status. Seven people are now on the entrance list, with nobody on the exit list.

ACCOMPLISHMENTS

Zack Willig got a chance to land at O'Hare on 27R in a Saratoga while doing some training with an instructor!

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.

A Different Perspective on Landings

Walt Slazyk

A recent BFR with Nick Davis gave me a different perspective on landings that I want to share.

When landing I've always had a prescribed series of actions, various controls to push or pull at specific points in the landing sequence. However, this rote procedure didn't really set me up for success. I needed a different point of view, a view towards landing as a process of energy management.

Our airplanes have two types of energy when flying. There is kinetic energy from our airspeed and potential energy from our altitude. Our goal when we want to land is to get rid of much of that energy. We want to reduce our kinetic energy (airspeed) so the

aircraft is just above stall speed at the same time that the potential energy (altitude) is near zero, that is, when the aircraft is less than a foot above the ground.

One of the best ways to help with this is to start the landing process with less energy. With less energy in our airplane at the start, there is less energy to shed and less for us, as pilots, to worry about. We can easily reduce both types of energy well before we begin the process of landing the aircraft.

Since kinetic energy is airspeed, we can fly the pattern at something like 80 or 85 knots instead of screaming into the pattern at cruise speed. The slower speed not only means there is less energy to shed during the landing, but it also gives us a bit more time to size up the situation and feel comfortable. It gives us more time to do things like watching for other aircraft and evaluating the wind conditions.

Our altitude gives us potential energy. Although the AIM recommends traffic pattern altitudes at 1,000 ft. AGL, with the Chart Supplement listing exceptions, it wasn't always so. In years passed it was common for light aircraft to fly the pattern at 800 ft. AGL. It's important to note that the published TPA is only a guideline, not a rule. We are perfectly legal to fly the pattern at 800 ft. and reduce our workload by having less potential energy to get rid of during the landing.

Many of us in the club have heard Nick say that it doesn't make any sense to have one foot on the gas (engine RPMs above idle) and one foot on the brakes (flaps extended). I was taught to fly the approach with 1500 RPMs. However, this excess power, like excess speed and excess altitude, was adding energy to a situation where you want to reduce energy. It also meant I needed to deploy flaps early in the process to counteract the excess power.

To help me learn all this Nick had me fly the pattern at 80 knots, 800 ft. AGL and then do power-off landings. Doing this forced me to abandon the rote procedures that I had always followed. It was necessary to manage the energy in the airplane by maintaining airspeed and gauging the effects of the wind so I could adjust my glide path and have the plane arrive at my target point on the runway.

Until that day, I had only done power-off landings four or five times. Yes, it was a gap in my education, and it took me six or seven tries before I felt comfortable. However, it gave me a feeling that I was working with the aircraft rather than manhandling it around the pattern with the contrary forces of power applied and flaps extended battling each other.

I strongly encourage VFR fliers like myself to spend extended time with an instructor doing power-off landings. You will gain two important benefits. You will gain a better feeling for the aircraft and the forces affecting its flight. You will also gain a great deal of confidence in handling an engine-out situation. If all your landings are power-off landings, then an emergency landing becomes just another routine landing.

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 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
Eric Swanson	708-653-6564

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