

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

\$3.89/gal

Aircraft Rates as of Mar. 1st

C172S 4BC \$118.40

C172SP 3SP \$112.40

C182T 89L \$147.17

CY Cumulative Hours Flown

March 2021

884BC 53.6 hrs.

983SP 26.5 hrs.

1489L 16.0 hrs.

TOTAL 96.1 hrs.

2021 Totals

884BC 94.3 hrs.

983SP 45.6 hrs.

1489L 37.5 hrs.

TOTAL 177.4 hrs.

IN THIS ISSUE...

April Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, April 6th, 2021 at Naper Aero. The President called the meeting to order at 7:30 PM.

The minutes from the last meeting were published in the newsletter. Comments indicated that the previous newsletter erroneously omitted the aircraft reports. The minutes were otherwise approved as published.

The Treasurer's report was reviewed for the members. Total flying time for February 2021 was 96.1 hours with 3.2 hours club time. We made \$10,722.48 in payments and had \$8,531.11 in receipts. The loan balance is \$136,040 and cash in the bank is \$88,647.31. 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 8:15 PM.

Join us for our next meeting:

Tuesday, April 6th, 2021

Work Night at 5:30pm

Business meeting at 7:30pm

Details to follow via email.

See you there!

Attendees**Members**

Kevin Kanarski
 John Wrycza
 Josh Krecek
 James M Robertson
 Jack Lindquist
 Ray Kvietkus
 Zack Willig
 Donald Patterson
 Eric Swanson
 Nick Davis
 Chuck Blazeovich
 Jeff Andrews
 Jim Cresto
 Michael Young
 Chuck Jaudes

Guests

Joe Willig
 Chris Rorvick
 Jim Williams

Social

Bradley Swanson

TREASURER'S REPORT

CASH		
Chase Checking		8,407.01
Chase Savings		80,240.30
Total		\$88,647.31
PAYMENTS		
Naper Aero	Fuel and Fees	1,626.45
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Aviation Oil	Oil - 6 cases	315.90
Center for Avia	89L Annual Inspection	7,316.40
CINTAS	Fire Extinguishers (3)	317.52
Total		\$10,722.48
RESERVES		
INSURANCE (\$2000/ mo)		-4,000
ANNUALS (\$1000/ mo)		-7,000
LL10 DUES (\$350/ mo)		-2,100
INACTIVE MEMBER		-11,977
ENG OVRHL 89L (\$1500/mo)		-33,362
CREDIT BALANCE MEMBERS		-16,400
EQUIPMENT UPGRADE		-13,809
Reserves net		0
Reserve Increase/(Decrease)		-2,191
LOAN		
INTEREST PAID @ 6.0%		688
PRINCIPAL PAID		1,532
AIRCRAFT LOAN Balance		136,040
RECEIPTS		
Dues & Flying		12,479.27
Equity		0.00
Bank Interest		0.59
Total		\$12,479.86
CREDITS TO MEMBERS		
Fuel Away		560.20
Loan Pymt		1,110.21
Total		\$1,670.41

FLYING HOURS

March

884BC	
FLYING	53.6
TACH	2842.1
TBO	2000
TMOH	1318.6
†CLUB	0.4
*GAL/HR.	10.2

983SP	
FLYING	26.5
TACH	5525.6
TBO	2000
TMOH	1025.8
†CLUB	0.2
*GAL/HR.	10.2

1489L	
FLYING	16.0
TACH	1584.7
TBO	2000
TMOH	415.3
†CLUB	2.6
*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

N983SP

- 1) Door pin/latch repaired. Suspected unapproved part in door failed and part replaced
- 2) Static wick replaced
- 3) Inspection plate replaced
- 4) Alternate belt replaced
- 5) Crack in exhaust – entire assembly replaced
- 6) DG and ATI replaced with overhauled unit. Filters cleaned and lines serviced. Old unit had 1600+ hours!
- 7) ELT Battery changed
- 8) Replaced fasteners that secure nose cowling
- 9) Repaired seals around inspection plate on fuel tank

N884BC

- 1) Avionics master switch swapped
- 2) Cowling repaired and patched with new fasteners to secure from vibrations
- 3) Minor oil leak from engine bowl resolved
- 4) Pilot door latch reported as catching – please report if it continues
- 5) Airplane still turns to the left during level flight
- 6) Paint on elevator trim on tail starting to crack from age

N1489L

- 1) Starter replaced after reports of solenoid not engaging
- 2) Burn's very little oil – two quarts since last oil change / front seal repair
- 3) USB and USB-C stratus charging ports installed on co-pilots side. New 2A circuit breaker installed on avionics bus with placard
- 4) Cabin power receptacle was repaired after it was not providing power during flight and ground operations
- 5) Next Annual inspection due at end of March
- 6) Static balance of propeller reduced vibration
- 7) Left main tire fixed and replaced
- 8) Mixture cable replaced
- 9) Engine displays no longer flip to reversionary mode after display contacts cleaned and reset

AIRPORT AFFAIRS

Airport manager John Wrycza provided updates for the airport.

- 10,000 Gallons of 100LL left; going to have to order more fuel soon. Price per gallon likely to go up. Estimated to change sometime in in April or May
- Clubhouse to get painted soon
- Trees around clubhouse trimmed, along with trees at threshold of 36
- Patching of taxiway to start soon – sealant along cracks starting to come loose
- Lights in clubhouse and hangars soon to be changed to LED
- Hangar door bearings were replaced

OLD BUSINESS

No old business needed to be covered.

NEW BUSINESS

Club Interest – Guests and Membership

Interest in the club remains strong. We have multiple guests present at the meetings, and the wait list still has 3 solid interested folks on it.

SAFETY

TFRs for sporting events are starting. Check your NOTAMs and exercise care in your review of your flight route, time, and altitude.

Nick Davis offering copies of each plane's POH at a reduced cost. Contact him for more information.

FAA developed a new advisory circular for self-briefings. Review the new document on the FAA's website:

Drones will be required to install ADS-B or be compliant with Remote ID in 2023.

Recent changes to the knowledge test for remote pilots require that you retake a knowledge exam or comply with the knowledge requirements as an alternative in order to operate over people and at night.

COVID is causing inadvertent airspace incursions due to a lack of pilot proficiency. Consider a review with a CFI before you go on your next flight.

COVID vaccines require a minimum of 48 hours of no-flight time after receiving them. Make sure you also comply with IMSAFE if your recovery takes longer!

VFR sectional charts are changing their expiration dates to a much shorter timeframe. Check your documents BEFORE you plan your flight!

Laser illuminations are real! Report to the nearest ATC if you are exposed to this at night. Do your best to focus on your instruments and turn up the cabin brightness to avoid spatial disorientation.

GPS simulators for all our airplanes are available for the PC.

Last month we had 3 diversions to other airports due to weather at LL10. Excellent decision making by all involved!

Trees at end of runway 9 were trimmed. Runway should be more accessible for landings.

MEMBERSHIP AND GUESTS

Eight people are currently on the entrance wait list, with three at strong interest.

ACCOMPLISHMENTS

Mike Young received his checkout in the 182 from Eric Swanson. Congratulations Mike!

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 is in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

While no article was contributed for this month, John sent some pictures from the recent maintenance to 4BC's cowling. Please enjoy!







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:

Ray Kvietkus	630-907-7721
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Doug Beck	630-544-7432
N1489L	Jim Robertson	630-215-5003