

October 2021

Volume 59 / Issue 10

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

\$4.80/gal as of Oct. 1

Aircraft Rates

C172S	4BC	\$127.50
C172SP	3SP	\$121.50
C182T	89L	\$158.37

CY Cumulative Hours Flown

September 2021

884BC	56.5 hrs.
983SP	32.4 hrs.
1489L	37.5 hrs.
TOTAL	126.4 hrs.

2021 Totals

884BC	357.3 hrs.
983SP	224.0 hrs.
1489L	198.1 hrs.
TOTAL	779.4 hrs.

Join us for our next meeting:

Tuesday, November 2nd, 2021

Business meeting at 7:30pm
Details to follow via email.

See you there!

IN THIS ISSUE...

October Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, October 5th, 2021 at Naper Aero. The President called the meeting to order at 7:32 PM.

The minutes from the last meeting were published in the newsletter. The minutes were approved as published.

The Treasurer's report was reviewed for the members. Total flying time for September 2021 was 126.4 hours with 0.5 hours club time. We made \$18,643.18 in payments and had \$22,422.01 in receipts. The loan balance is \$126,682 and cash in the bank is \$110,194.71. 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 election of Board Members for the next year was also completed. See details in Old Business.

The meeting adjourned at 8:30 PM.

Attendees**Members**

Kevin Kanarski
 Nick Davis
 Tom Dieschbourg
 Chuck Blazeovich
 Jim Robertson
 Mel Finzer
 Chris Rorvick
 David Vaught
 Zack Willig
 Herbert Elsen
 Bob Downey
 David Kluzak
 Doug Smith
 Steve Snapp
 Al Loek
 Don Patterson
 Jack Lindquist
 Ray Kvietkus
 Eric Swanson

Guests

Patrick Pyszka
 John Sheskier
 Val Vlazny

Social

Bradley Swanson
 Joe Willig

TREASURER'S REPORT

CASH		
Chase Checking		9,950.80
Chase Savings		100,243.91
Total		\$110,194.71
PAYMENTS		
Naper Aero	Fuel and Fees	2,904.15
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Desser Tire	89L Tire / Tube	225.72
Aircraft Spruce	89L Oil	168.48
Center for Avia	4BC Replc Alternator / Battery	1,890.75
B. Swanson	Worknight Supplies	57.87
Hanson	Equity Return	4,250.00
Member	Refund overpaid acct balance	8,000.00
Total		\$18,643.18
RESERVES		
INSURANCE (\$2000/ mo)		-4,450
ANNUALS (\$1000/ mo)		-9,000
LL10 DUES (\$350/ mo)		-5,000
INACTIVE MEMBER		-7,727
ENG OVRHL 89L (\$1500/mo)		-42,362
CREDIT BALANCE MEMBERS		-6,600
EQUIPMENT UPGRADE		-35,056
Reserves net		0
Reserve Increase/(Decrease)		3,779
LOAN		
INTEREST PAID @ 6.0%		641
PRINCIPAL PAID		1,579
AIRCRAFT LOAN Balance		126,682
RECEIPTS		
Dues & Flying		18,171.29
Equity		4,250.00
Bank Interest		0.72
Total		\$22,422.01
CREDITS TO MEMBERS		
Fuel Away		853.08
Loan Pymt		1,110.21
Gift Card		100.00
Office Supplies		50.00
Total		\$2,113.29

FLYING HOURS

September

884BC	
FLYING	56.5
TACH	3105.1
TBO	2000
TMOH	1055.6
†CLUB	0.4
*GAL/HR.	10.2

983SP	
FLYING	32.4
TACH	5704.0
TBO	2000
TMOH	847.4
†CLUB	0.1
*GAL/HR.	10.2

1489L	
FLYING	37.5
TACH	1745.3
TBO	2000
TMOH	254.7
†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) Flap limit switches checked
- 2) 500 hour mag inspection done
- 3) Fuel line and air filters checked
- 4) Compass light replaced

N884BC

- 1) Alternator failed. Alternator and battery replaced.
- 2) Annual scheduled to begin later this month - October 25th to Nov 5th

N1489L

- 1) Tail beacon replaced again
- 2) Main gear tires replaced

AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- Fuel prices have increased to \$4.80/gal as of October 1st.

OLD BUSINESS

Board Elections

The proposed board slate was approved in accordance with our club bylaws. The new board members are as follows:

President - Kevin Kanarski

Vice President - Kristoffer Knigga

Treasurer - Charles Blazeovich

Secretary - Alex Siegman

Operations (Maintenance) Officer - Ray Kvietkus

Safety Officer - Nick Davis

Plane Captain N1489L - Jim Robertson Jr.

Plane Captain N884BC - Don Patterson

Plane Captain N983SP - Doug Beck

The four Directors authorized to conduct financial transactions are as follows:

President – Kevin Kanarski

Vice President – Kristoffer Knigga

Treasurer – Charles Blazeovich

Secretary – Alex Siegman

N1489L Upgrades

A motion was voted on and approved after last months discussions on upgrades for N1489L. The motion was approved by majority vote. The motion reads as follows:

The club will spend no more than \$10,000 from the Equipment Upgrade Reserves to install a Garmin GTX345R transponder in N1489L.

NEW BUSINESS

Naper Aero Airport Dues

The airport dues are going up 25%. This is the first dues increase in 7 years. Our dues are now \$5062 annually.

Insurance Policy Renewal

The club insurance policy is up for it's annual renewal. It is likely to increase in cost, and we are expecting an increase of club dues to cover the increased expense. More information to come.

SAFETY

TFRs are regularly popping up due to sports and VIPs. Always check before each flight!

Flying within 60nm of the DCA VOR (Washington D.C.) requires following special procedures. Details can be found at the following website:

<https://www.aopa.org/advocacy/advocacy-briefs/air-traffic-services-brief-faa-special-awareness-training-for-the-washington-d-c-metropolitan-area>

Part 107 (Drone Operator) certificates are merely a paperwork exercise for people who already hold a pilot's certificate. See the following website for more information:

<https://www.aopa.org/go-fly/aircraft-and-ownership/drones/guide-to-remote-pilot-certification>

With the ACS replacement of the PTS, new standards for maneuvers are being established. It's a good idea to brush up on maneuvers from time to time.

Remember that the FAA requires a 48 hour no-fly period after receiving any COVID vaccine.

MEMBERSHIP AND GUESTS

We had some new guests at the October meeting.

Patrick Pyszka found BFC through our websites and has been following the club for a long time. He is a private pilot, but out of currency, and would like to begin flying again.

John Sheskier also visited us. He earned his private pilot certificate in May at Clow. He's currently an associate NFC member.

There continues to be a strong entrance list with 11 applications currently submitted.

ACCOMPLISHMENTS

No accomplishments were reported this month.

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.

Over-tightening Oil Dipsticks – Lycoming Engines

By Larry Bothe, 10/3/2021

The September issue of our newsletter, *Blue Side Up!*, cautions about the overtightening of the screw-in type oil dipsticks found on today's modern Lycoming engines. It must be a problem; it's mentioned in two places. My first thought is that's it's not new; we had the same issue when I was the BFC Operations Manager (in charge of maintenance) back in the 1990's. If you don't believe me, ask Nick Davis.

Admonishing members to avoid over tightening, and telling them such a transgression can lead to leaks and increased maintenance cost, is all well and good, but it doesn't tell them what really happens, and gives no detail about how to perform proper dipstick tightening. People learn much better when they know the *why* of a situation, and are given an explanation to what they should be doing (in detail), rather than being told what *not* to do.

Here's what happens with dipsticks. Most people using screw-in devices operate under time-honored concept that tighter is better. Prevents leaks. You don't want that big bottle of cheap wine that is laying on its side in the fridge to leak all over the place, do you? But with dipsticks, and the big heat cycle the engine goes through each time the plane is flown, tighter is not better.

We generally check the oil when the engine is cold, before flight. Then the engine comes up to full operating temperature, and finally cools to ambient temperature after the plane is put back in the hangar. During that heat cycle (a change of maybe 150°F), the dipstick becomes much tighter. If the dipstick is installed too tight to start with, it becomes very difficult to remove. If the next person resorts to pliers to get it out to check the oil, things get broken. Leaks can ensue.

What you may not know is that the dipstick is not screwed directly into the engine block. Rather, it is screwed into a high-temp plastic fitting. The bottom of that fitting is screwed into the engine block, and safety-wired in place. If the dipstick is really tight in the fitting, and pliers are used, it is pretty easy to end up unscrewing the fitting from the engine block. The fitting won't move far, because the safety wire comes tight, but the seal is broken, and you have an oil leak. In order to fix it, the top engine cowl has to come off, safety wire cut, fitting removed and inspected, then reinstalled and tightened to the proper torque setting, and the cowling reinstalled.

OK, now that you know why over-tightening is bad, how do you avoid it? What is the proper procedure when replacing the dipstick after checking the oil? The dipstick (the yellow part at the top) has “ears”, which make it easy to grip and turn. Right under that top part, but above the threads, there is a rubber O-ring. When replacing the dipstick, lower it into the tube, and get the threads started. Then, using just your index finger (one finger!), turn the dipstick until you feel the O-ring touch the top of the plastic fitting. Stop there; don't push any harder with your index finger. Change your grip to thumb-and-forefinger. Turn the dipstick an additional 1/8th (only 45° of rotation) turn, and you're done. Even though, with little effort, you could turn the dipstick an additional ¼ or ½ turn, DON'T DO IT! It is sufficiently tight with just the 1/8th turn after the O-ring touches. The dipstick isn't going anywhere, and neither is the oil. The next person to check the oil will have to make a modest effort to unscrew the dipstick, but will not feel compelled to go get the pliers. No damage; no leaks.

It's been a long time since I have been a flying member of the BFC, but it seems like some things just never change. I hope to see at least some of you at the Holiday Dinner in December.

Larry Bothe is a past FAA Designated Pilot Examiner, and currently a Lead FAAS Team Representative and Gold Seal Instructor in southern Indiana. He is also a Master Certified Flight Instructor Emeritus and has 8000 hours in more than 90 types of aircraft. Larry is part-owner of a 1961 7EC Champ and may be contacted at LBothe@comcast.net. He received the 2015 NAFI Greg Laslo Award for Excellence in Writing.

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: Charles Blazeovich

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