

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airport 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

\$4.50/gal

Aircraft Rates as of Feb. 1st

C172S	4BC	\$119.50
C172SP	3SP	\$114.50
C182T	89L	\$154.68

CY Cumulative Hours Flown

March 2020

884BC	16.8 hrs.
983SP	14.3 hrs.
1489L	18.6 hrs.
TOTAL	49.7 hrs.

2020 Totals

884BC	45.1 hrs.
983SP	41.0 hrs.
1489L	47.9 hrs.
TOTAL	134.0 hrs.

Join us for our next meeting:

Tuesday, May 5, 2020

Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

April Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, April 7th, 2020 via an online video conference for the first time ever! The President called the meeting to order at 7:32 PM. The online format worked well, and we had a very large turnout with 46 connected clients at peak. The list of attendees is provided in the sidebar on page 2, though there was no official sign up and some names may have been missed if they joined late or left early.

Kent started us off with an airport update. Please see the airport update notes under New Business below.

The minutes from the last meeting were published in the newsletter. Comments were solicited, but none given. The minutes were approved as published pending those changes to remove the discrepancy.

The Treasurers' report was reviewed for the members. Total flying time for March 2020 was 49.7 hours with 0.6 hours club time. We made \$8,777.73 in payments and had \$15,491.21 in receipts. The loan balance is \$181,823 and cash in the bank is \$45,142.66. See the complete financial details later in this newsletter. The treasurer's report was approved as presented.

The aircraft reports were presented by the plane captains. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:20 PM.

Attendees**Members**

Kris Knigga
 Zack Willig
 Jack Lindquist
 Alex Siegman
 James M Robertson
 Nick Davis
 Kevin Kanarski
 Jim Krzyzewski
 Manish Awasthi
 Ray Kvietkus
 Walt Slazyk
 David Vaught
 Dean Beck
 Steve Snapp
 Allan Loek
 Chuck Blazeovich
 Tom Dieschbourg
 Hubert
 Don Patterson
 John Wrycza

Guests

Kent Krueger

Social

Joe Willig

TREASURER'S REPORT

CASH

Chase Checking	19,907.23
Chase Savings	25,235.43
Total	\$45,142.66

PAYMENTS

Naper Aero	Fuel and Fees	3,453.25
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Lumanair	89L Fuel leak service , install oil filter relocation kit	537.38
Aircraft Spruce	Oil and Filters	227.99
Center for Avia	3SP Annual Inspection	3,412.90
Total		\$8,777.73

RESERVES

INSURANCE (\$2100/ mo)	-4,000
ANNUALS (\$1000/ mo)	-3,000
LL10 DUES (\$350/ mo)	-2,100
INACTIVE MEMBER	-16,227
ENG OVRHL 5RC (\$750/mo)	-9,862
CREDIT BALANCE MEMBERS	-5,400
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	-1,142
EQUITY INSTALLMENT MEMBER	-2,500
EQUIPMENT UPGRADE	-912
Reserves net	0
Reserve Increase/(Decrease)	6,464

LOAN

INTEREST PAID @ 6.0%	918
PRINCIPAL PAID	1,857
AIRCRAFT LOAN Balance	181,823

RECEIPTS

Dues & Flying	15,240.99
Equity	250.00
Bank Interest	0.22

Total	\$ 15,491.21
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CREDITS TO MEMBERS

Fuel Away	260.83
Loan Pymt	1665.10

Total	\$1,925.92
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FLYING HOURS

March

884BC	
FLYING	16.8
TACH	2405.3
TBO	2000
TMOH	1755.4
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	14.3
TACH	5255.5
TBO	2000
TMOH	1295.9
†CLUB	0.3
*GAL/HR.	10.2

1489L	
FLYING	18.6
TACH	1243.3
TBO	2000
TMOH	756.7
†CLUB	0.3
*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) Approx. 50 hours left on oil change, 100 hours left on fuel injector inspection
- 2) Interior trim near pilots knees has been fixed
- 3) Annual is completed – done by Tim Quigly in Bolingbrook – was very thorough
 - a. Tim is an instructor @ Lewis for mechanics
 - b. 1 IA and 3 A&Ps went over the plane; found lots of safety of flight issues
 - c. Fixed oil leaks around dipstick and crankshaft
 - d. Fixed fuel leak around fuel distributor
 - e. Fixed broken ground wire to alternator
 - f. Replaced elevator pulley and retensioned cables
 - g. Fixed wrong safety wire used on properllor under nose cone
 - h. Fixed engine gauge lights

N884BC

- 1) Rudder trim was off; has been adjusted, please report any concerns
- 2) Some cowlings screws keep popping out – John working to fix
- 3) About 10 hours to fuel injection inspection
- 4) G1000 may need software updates
 - a. Need to find time, money, and reputable shop
 - b. Not currently flight affecting

N1489L

- 1) Door lock seems to be working much better thanks to Nick's efforts
- 2) Remote oil filter is now fully installed
- 3) Fuel leaks found and repaired – now idling and starting better
 - a. Was a ton of blue staining all over engine block
 - b. Unsure as to cause
 - c. This is a huge issue for safety of flight – in flight fire.
- 4) Ruder trim indicator is now moving and indicating
- 5) 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, and no specific cause has been tracked. Please record what kind of failures you might see so we can track down the cause. JA recommends reseating all LRUs behind screens – we will work on getting this done.
- 6) **BE SURE TO READ THE REQUIREMENTS FOR USING N1489L – this will be the last newsletter to remind you of this; see the old business section below and the website for details.**

OLD BUSINESS

➤ N1489L Requirements

All new reservations will be disabled on the reservation system for this aircraft until you contact a club instructor or Board Member to ensure that you have the correct currency requirements. These requirements can be found on our website. You do not need new G1000 training. Most currently flying C182 pilots that are okayed for the G1000 in 4BC probably have no additional requirements needed. Pilots with less than 200 total time, less than 25 hours of high-performance time, less than 3 hours of C182 time in the last 180 days, or without G1000 approval from 4BC will likely require additional training.

➤ Warranty Mags

Latest report is that Champion has “lost” the mags. John is still regularly following up. We are attempting to get a refund.

NEW BUSINESS

➤ Airport Updates

- March 18th Fuel Purchase - Price has dropped significantly from 4.50 to 3.76 per gallon . New price is is estimated to be in effective May 1st
- Hangar 4 Guides are repaired (N1489L)
- Water Well pressure switch broke; replaced
- Turf repairs from plowing will happen in the next month or two
- Pothole on approach end of 36, off center - shouldn't affect if on centerline; cannot fix until warmer weather
- Hangar roof repair repaint looking at May or June
- Forest Preserve District will be doing controlled burns in the area mid to late April - they should give us advanced notice - be aware of smoke
- Old winch for 3SP hangar is repaired, will be shipped and installed as soon as practical

SAFETY

Be aware of airport closures or reduced services due to COVID-19. Call ahead and always check NOTAMs. See recent Midway ATC closure as an example.

MEMBERSHIP — ENTRANCE WAIT LIST

No membership changes during February. One person has interest in the club, but no application yet; two interested calls being followed up on; nobody is currently on the exist list.

ACCOMPLISHMENTS

While ATC at Midway was closed and airspace considered class E, John Wrycza was able to get some landings in!

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.

Flying the Grand Canyon

Steve Snapp had the opportunity to fly around the Grand Canyon for a bit in an old Piper Dakota. He sent in some pictures to share and make us all jealous, along with the following commentary:

Must be on your bucket list. Immense, beautiful beyond belief, truly unforgettable.







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
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Naperville, IL 60567

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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

Plane Captains:

N884BC Don Patterson 815-436-5771

N983SP Kris Knigga 765-357-4735

N1489L Jim Robertson 630-215-5003