

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

\$4.01/gal

Aircraft Rates as of Feb. 1st

C172S	4BC	\$114.60
C172SP	3SP	\$109.60
C182T	89L	\$148.65

CY Cumulative Hours Flown

May 2020

884BC	43.2 hrs.
983SP	31.8 hrs.
1489L	28.2 hrs.
TOTAL	103.2 hrs.

2020 Totals

884BC	130.9 hrs.
983SP	77.5 hrs.
1489L	91.1 hrs.
TOTAL	299.5 hrs.

IN THIS ISSUE...

June Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, June 2nd, 2020 via an online video conference. The President called the meeting to order at 7:32 PM. The online format worked well again. The list of attendees is provided in the sidebar on page 2, though it may not be a complete list as there was no official sign-in sheet.

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 May 2020 was 103.2 hours with 1.1 hours club time. We made \$12,027.18 in payments and had \$18,599.15 in receipts. The loan balance is \$178,082 and cash in the bank is \$58,413.06. 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 8:23 PM.

Join us for our next meeting:

Tuesday, July 7, 2020

Work Night / Cookout 5:30pm,
pending pandemic status
Business meeting at 7:30pm

See you there!

Attendees**Members**

Kris Knigga
 Nick Davis
 Kevin Kanarski
 Jim Krzyzewski
 John Wrycza
 Don Patterson
 Zack Willig
 Ray K
 Walt Slazyk
 Steve Snapp
 Jack Lindquist
 Dean L.

Guests**Social**

Joe Willig

TREASURER'S REPORT

CASH

Chase Checking	28,177.20
Chase Savings	30,235.86
Total	\$58,413.06

PAYMENTS

Naper Aero	Fuel and Fees	3,019.80
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Cntr for Aviation	4BC Alternator serv, Oil Change	1,016.11
Garmin	4BC Database G1000	1,305.81
Avemco	Aircraft Insurance	5,534.25
FAA	3SP FAA Registration	5.00
Total		\$12,027.18

RESERVES

INSURANCE (\$2100/ mo)	-2,000
ANNUALS (\$1000/ mo)	-5,000
LL10 DUES (\$350/ mo)	-2,800
INACTIVE MEMBER	-16,227
ENG OVRHL 5RC (\$750/mo)	-11,362
CREDIT BALANCE MEMBERS	-8,100
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	-3,000
EQUITY INSTALLMENT MEMBER	-9,924
EQUIPMENT UPGRADE	-2,000
Reserves net	0
Reserve Increase/(Decrease)	6,572

LOAN

INTEREST PAID @ 6.0%	848
PRINCIPAL PAID	1,927
AIRCRAFT LOAN Balance	178,082

RECEIPTS

Dues & Flying	15,488.92
Equity	500.00
Bank Interest	0.23
Refund 3SP Mags	2,610.00
Total	\$ 18,599.15

CREDITS TO MEMBERS

Fuel Away	714.07
Loan Pymt	1665.10
Office Supplies	142.65
Total	\$2,521.82

FLYING HOURS

May

884BC	
FLYING	43.2
TACH	2491.1
TBO	2000
TMOH	1669.6
†CLUB	0.3
*GAL/HR.	10.2

983SP	
FLYING	31.8
TACH	5292.0
TBO	2000
TMOH	1259.4
†CLUB	0.3
*GAL/HR.	10.2

1489L	
FLYING	28.2
TACH	1286.5
TBO	2000
TMOH	713.5
†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) Approx. 10 hours left on oil change, 60 hours left on fuel injector inspection
- 2) Compass light failed or intermittent
- 3) NAV/COM 2 Display Flickering; NAV/COM 1 is okay
- 4) Report of GPS error: "NAV SUPER FLAG FAILURE" – Autopilot refused NAV mode with GPS selected
- 5) Fastener on cowling missing
- 6) New winch is installed with original cable length
- 7) All Hangar Doors replaced

N884BC

- 1) Right hand main tire has bald spot
- 2) Door hinge is now good
- 3) Standby battery was dead due to standby switch being left in ARM mode
- 4) Plane is filthy, seat appears to have tar on them
- 5) Oil change due in 6 hours

N1489L

- 1) Thanks to Zack and Joe Willig for washing the airplane!
- 2) Pilot side PTT switch cleaned; please report any issues with talking to ATC
- 3) Rudder trim indicator is once again indicating incorrectly, seems to be an indication problem only, plane flies straight.
- 4) 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.

OLD BUSINESS

- **Winch install for 3SP hangar**

This is now complete.

- **Ground line on South Fuel Pump now repaired**

NEW BUSINESS

- **Separate Plane Wash**
 - Looking to do plan wash Sunday (June 7th) at 5PM. Bradley has offered to cook out

SAFETY

Keep an eye out for TFRs due to current events.

In 89L, use the official Cessna checklist. The laminated card does not sync up very well with the POH checklists.

FAA Published a new AC, 61-142, on sharing flight expenses. You should review this. It can be found at:

http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-142.pdf

Tanks in 3SP have been found full to the top a few times. Please only fill to the tabs for the next pilot, unless they contact you about a different arrangement. This is our SOP and other pilots may plan on the tanks not to be full for weight and balance.

A non-BFC instructor was found to be using a sponge from the dirty water bucket on the windshield. This will cause scratches in the windshield and other windows, reducing visibility. Only use a clean, soft, micro-fiber cloth on the windshield.

Make sure you release the parking brake fully. The handle needs to be sideways and pushed all the way towards the firewall. Also be sure to tap the brakes after take off to ensure tires stop in different positions. This will help keep tire wear normal and even. Nobody wants to replace tires more often than necessary or have flats!

MEMBERSHIP — ENTRANCE WAIT LIST

A resident of Naper Aero, Tim, is checking out the club, but has not applied yet.

We have 1 person on the exit list, and nobody waiting to join.

ACCOMPLISHMENTS

Zach Willig got to fly right seat in a Cessna Citation from Northern Indiana to Atlanta. Took 1 hour 20 minutes cruising at an easy 0.72Mach.

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.

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 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