

August 2021

Volume 59 / Issue 8

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

\$4.50/gal

Aircraft Rates as of Mar. 1st

C172S 4BC \$124.50

C172SP 3SP \$118.50

C182T 89L \$154.68

CY Cumulative Hours Flown

July 2021

884BC 55.2 hrs.

983SP 35.5 hrs.

1489L 28.0 hrs.

TOTAL 118.7 hrs.

2021 Totals

884BC 268.0 hrs.

983SP 150.8 hrs.

1489L 124.0 hrs.

TOTAL 542.8 hrs.

Join us for our next meeting:

Tuesday, September 7th, 2021

Work Night at 5:30pm

Business meeting at 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

August Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, August 3rd, 2021 at Naper Aero. The President called the meeting to order at 7:35 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 June 2021 was 118.7 hours with 0.1 hours club time. We made \$10,036.34 in payments and had \$31,014.11 in receipts. The loan balance is \$129,832 and cash in the bank is \$103,945.20. 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 8:23 PM.

Attendees**Members**

Kevin Kanarski
 Eric Swanson
 Ray Kvietkus
 Al Loek
 Donald Patterson
 Kris Knigga
 Nick Davis
 Jack Lindquist
 Zack Willig
 Mel Finzer
 Jim Robertson

Guests

Jacob Black
 Rich Andrews
 Sean

Social

TREASURER'S REPORT

CASH		
Chase Checking		33,702.62
Chase Savings		70,242.58
Total		\$103,945.20
PAYMENTS		
Naper Aero	Fuel and Fees	3,883.42
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Center for Avia	3SP R&R Turn Coord, Static Wick	133.88
Wrycza	Reimb trvl exp - 89L rudder accidt	711.96
Aircraft Spruce	89L Lamp assy	48.06
Aircraft Spruce	89L Lamp assy- spare	48.06
Aircraft Spruce	89L Tire	154.44
Aircraft Spruce	Oil Filters / Nav & Beacon Lamps	637.47
Aircraft Spruce	89L Oil / Foil tape	231.50
Robertson	Reimb trvl exp - 89L rudder accidt	616.59
Swanson	Reimb trvl exp - 89L rudder accidt	769.75
Cincinnati Ins	Director and Officer Liab Ins	1,655.00
Total		\$10,036.34
RESERVES		
INSURANCE (\$2000/ mo)		-6,000
ANNUALS (\$1000/ mo)		-7,000
LL10 DUES (\$350/ mo)		-3,500
INACTIVE MEMBER		-7,727
ENG OVRHL 89L (\$1500/mo)		-39,362
CREDIT BALANCE MEMBERS		-13,400
EQUIPMENT UPGRADE		-26,956
89L REPAIR REIMBURSEMENT		-6,000
Reserves net		0
Reserve Increase/(Decrease)		20,977
LOAN		
INTEREST PAID @ 6.0%		653
PRINCIPAL PAID		1,567
AIRCRAFT LOAN Balance		129,832
RECEIPTS		
Dues & Flying		19,895.56
Equity		0.00
Bank Interest		0.55
Insurance Payment		11,118.00
Total		\$31,014.11
CREDITS TO MEMBERS		
Fuel Away		384.03
Loan Pymt		1,110.21
Oil - 3 cases		143.67
Total		\$1,637.91

FLYING HOURS

July

884BC	
FLYING	55.2
TACH	3015.8
TBO	2000
TMOH	1144.9
†CLUB	0.1
*GAL/HR.	10.2

983SP	
FLYING	35.5
TACH	5630.8
TBO	2000
TMOH	920.6
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	28.0
TACH	1671.2
TBO	2000
TMOH	328.8
†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) Slight oil leak at dipstick tube
- 2) Fuel line inspection due
- 3) DME won't always tune low enough to get O'Hare DME

N884BC

- 1) Replaced beacon bulb
- 2) Winch in hangar replaced
- 3) Annual scheduled October 25th to Nov 5th
- 4) Oil Change and Magneto Inspections due soon
- 5) Reports of sparking behind avionics master switch

N1489L

- 1) Bottom air vent on pilots side won't close
- 2) Issue with engine instruments reverting to PFD intermittently seemed to be fixed by swapping PFD with MFD, but is starting to happen again
- 3) Need to research if the additive LW 16702 is required to be in the oil. AeroShell W100 vs W100 Plus.

AIRPORT AFFAIRS

Airport manager John Wrycza provided updates for the airport.

- Planned maintenance of taxiways and runways soon
- Runway closed August 19th – 22nd
- Intermittent closures of taxiways and runways August 9th to 18th
- All dates weather permitting

OLD BUSINESS

No old business needed to be covered.

NEW BUSINESS

Board Elections

Board elections will happen in October, with new slate announced at the September meeting. Please contact Kevin Kenarski if interested in helping out with one of the positions.

SAFETY

Try not to linger on the runway when departing. Planes on final will have a hard time seeing you, especially on 36 by the pumps with the trees. Be ready to take off when taking the runway.

Days are beginning to get shorter – good time to review night logging requirements. <https://loggingnight.org/> is a nice resource to figure out when you can log what at night, and what you need to fly and when.

MEMBERSHIP AND GUESTS

No changes to membership this month.

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

We had three guests at the meeting. Rich was a repeat guest, Jake just got his private and is in the market for a flying club, and Sean was visiting and flies a Pilatus PC-3.

ACCOMPLISHMENTS

Chris Luebke passed his private pilot checkride!

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.

No article was contributed for this month.

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
--------------	--------------

Plane Captains:

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