

September 2021

Volume 59 / Issue 9

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

August 2021

884BC 32.8 hrs.

983SP 40.8 hrs.

1489L 36.6 hrs.

TOTAL 110.2 hrs.

2021 Totals

884BC 300.8 hrs.

983SP 191.6 hrs.

1489L 160.6 hrs.

TOTAL 653.0 hrs.

Join us for our next meeting:

Tuesday, October 5th, 2021

Business meeting at 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

September Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, September 7th, 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. The minutes were approved as published.

The Treasurer's report was reviewed for the members. Total flying time for June 2021 was 110.2 hours with 1.6 hours club time. We made \$15,755.03 in payments and had \$18,225.71 in receipts. The loan balance is \$128,261 and cash in the bank is \$106,415.88. 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 8:30 PM.

Attendees**Members**

Kevin Kanarski
 Al Loek
 Eric Swanson
 Steve Snapp
 Rich Andrews
 Ray Kvietkus
 Nick Davis
 Jack Lindquist
 Jim Robertson
 Walt Slazyk
 Chuck Blazeovich
 Chris Rorvick
 Jim Williams
 Don Patterson
 David Vaught

Guests

Dan Mannisto

Social

Bradley Swanson

TREASURER'S REPORT

CASH		
Chase Checking		36,172.69
Chase Savings		70,243.19
Total		\$106,415.88
PAYMENTS		
Naper Aero	Fuel and Fees	5,556.59
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
B. Swanson	Worknight food - July	62.82
Center for Avia	3SP Dipstick housing service	70.74
Center for Avia	89L Oil leak service	85.00
B. Swanson	Worknight food - Aug	80.08
Avemco	Aircraft Ins Premium	6,037.25
Clow Arpt	Tie-down rent	225.00
Center for Avia	4BC Mag inspec, Strut rebuild, Brake serv, Spark Plug replace	2,491.34
Total		\$15,755.03
RESERVES		
INSURANCE (\$2000/ mo)		-2,000
ANNUALS (\$1000/ mo)		-8,000
LL10 DUES (\$350/ mo)		-3,850
INACTIVE MEMBER		-7,727
ENG OVRHL 89L (\$1500/mo)		-40,862
CREDIT BALANCE MEMBERS		-14,000
EQUIPMENT UPGRADE		-29,977
Reserves net		0
Reserve Increase/(Decrease)		2,471
LOAN		
INTEREST PAID @ 6.0%		649
PRINCIPAL PAID		1,571
AIRCRAFT LOAN Balance		128,261
RECEIPTS		
Dues & Flying		18,225.10
Equity		0.00
Bank Interest		0.61
Total		\$18,225.71
CREDITS TO MEMBERS		
Fuel Away		2,173.83
Loan Pymt		1,110.21
Total		\$3,284.04

FLYING HOURS

August

884BC	
FLYING	32.8
TACH	3048.6
TBO	2000
TMOH	1112.1
†CLUB	0.4
*GAL/HR.	10.2

983SP	
FLYING	40.8
TACH	5671.6
TBO	2000
TMOH	879.8
†CLUB	0.6
*GAL/HR.	10.2

1489L	
FLYING	36.6
TACH	1707.8
TBO	2000
TMOH	292.2
†CLUB	0.6
*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) Flaps failed to retract fully, stopped at approximately 4-6 degrees. Resolved by resetting master switch. Has not reoccurred in later attempts
- 2) Vertical compass is inaccurate at slow speeds, will be reviewed at next annual
- 3) Oil cap fixed. Make sure that you lightly tighten it down – otherwise it will crack the oil stem, or possibly cause an oil leakage to occur. The oil cap will self-tighten in flight

N884BC

- 1) Spark plugs replaced and both magnetos were rebuilt
- 2) Nose strut needed to be serviced. Became flat due to debris pushing rubber gasket away from its normal position. Remember to wipe bugs from the strut as well with a clean paper towel if it becomes excessive
- 3) Annual scheduled October 25th to Nov 5th
- 4) Brake pads and fluid were serviced
- 5) Fuel Injector inspection was completed
- 6) Several cowl mounts were replaced
- 7) Fuel Flow system had failed due to a loose connection. Serviced and operating normally.
- 8) Pilot door to be reviewed, possibly binding with the spring mechanism causing roughness in opening
- 9) Left turning tendency will be addressed during annual
- 10) Clear plastic navigation light on right wing has several cracks on the bottom

N1489L

- 1) Oil change due
- 2) Tires will be replaced in the next few days
- 3) Possible oil leaking from left side of case on cowl, may be a spill from filling
- 4) Standby attitude indicator is failing and will need to be replaced soon. Keep an eye on the instrument and report any tumbling.

AIRPORT AFFAIRS

Airport manager John Wrycza provided updates for the airport.

- Taxiway and runway repair is complete, only minor weather delays
- \$186,300 to patch, sealcoat, and paint all taxiways/runways
- “Private” Airport marking on runway moved so it is visible on approach
- Fuel purchase soon
- Fuel tanks may go uninsured/self insured as they are approaching 30 years of age. Exploring options and possibly above ground tank installation.
- Lights are gradually getting replaced with LEDs across all of the hangar bays
- RNAV-A approach will be flown by the FAA to be recertified for another year
- Gates for vehicle entry from parking lot have new wheels. Exercise care when opening to avoid sliding into someone’s parked car.

OLD BUSINESS

No old business needed to be covered.

NEW BUSINESS

Board Elections

The following proposed board slate will be voted on in October.

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

Annual Insurance Survey

If you have not done so, please reply to Kevin's email regarding the annual insurance survey of your history as a pilot. Responses from ALL active members must be sent to AVEMCO in November.

N1489L Upgrades

Several upgrade options for N1489L were discussed. This included replacing the existing transponder with a GTX-345 so that ADS-B information could be displayed on the PFD and MFD. This upgrade cost approximately \$9200 when we did it in N983SP. Searching for shops. Alternatively, it was discussed if a GDL52 and an iPad could be purchased to provide enhanced situational awareness.

SAFETY

Please exercise caution when tightening the oil cap on all airplanes. Overtightening has caused several leaks leading to increased maintenance costs and increased risk to pilots for failure this flying season.

Mind the trees on BOTH ends of BOTH runways.

New ladder may be secured for the pumps to allow easier filling of the 182.

State of Illinois – Pilots who reside in Illinois are required to register their federal certificate with the state for a minimal fee. For additional information please contact the IDOT Division of Aeronautics or access the Illinois Aeronautics Act, Section 44. Pilots can register, pay the one-time fee, and receive a non-expiring certificate at the following URL:

<https://idot.illinois.gov/doing-business/registration/pilot-registration/index>

MEMBERSHIP AND GUESTS

John Hanson has decided to leave the club, and Rich Andrews was voted in to replace him.

There continues to be a strong entrance list with 12 applications currently submitted.

ACCOMPLISHMENTS

Okan Sengullu achieved his Instrument Rating with Dave Monroe at 3CK!



Chris Luebke passed his private pilot checkride with DPE Gail Lapook out of LL10!



Eric Swanson received an offer to fly an EMB-120 at Freight Runners Express in Milwaukee!

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

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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