

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 Feb. 1st

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

CY Cumulative Hours Flown

February 2020

884BC	20.9 hrs.
983SP	12.1 hrs.
1489L	29.3 hrs.
TOTAL	62.3 hrs.

2020 Totals

884BC	28.3 hrs.
983SP	26.7 hrs.
1489L	29.3 hrs.
TOTAL	84.3 hrs.

Join us for our next meeting:

Tuesday, April 3, 2020

Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

March Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, March 3rd, 2020 at Naper Aero. The President called the meeting to order at 7:32 PM. The list of Attendees is provided in the sidebar on page 2.

Kent started us off with an airport update. The fuel tracking system is targeted to be replaced at the end of March, but there should be no impact. There's some turf damage from snowplows; it will be fixed in the spring. Hangar #4 should be getting repaired in the first couple of weeks of March. Please be careful with getting the door through the guards – the door is catching on the guides and they are easy to break. Spring should also bring repairs for the pothole near the runway and the hangar roof.

The minutes from the last meeting were published in the newsletter. Comments were solicited – the treasurer pointed out that there were a mismatch in the text on the first page regarding the financials and flight time and the statement on page 2 and sidebars. The statements and sidebars were all correct, but the text was not properly updated and will be fixed and reuploaded to the website. 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 February 2020 was 62.3 hours with 0.9 hours club time. We made \$24,507.86 in payments and had \$10,550.14 in receipts. The loan balance is \$183,681 and cash in the bank is \$38,679.18. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously 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 8:32 PM.

Attendees**Members**

Kris Knigga
 Zack Willig
 Jack Lindquist
 Alex Siegman
 James M Robertson
 Nick Davis
 Kevin Kanarski
 Jim Krzyzewski
 Manish Awasthi
 Ray Kvietkus
 JP Balakrishnan
 Walt Slazyk
 Dave Gustafson

Guests

Kent Krueger

Social

Joe Willig

TREASURER'S REPORT

CASH		
Chase Checking		13,443.97
Chase Savings		25,235.21
Total		\$38,679.18
PAYMENTS		
Naper Aero	Fuel and Fees	1,518.11
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Avemco	Aircraft Insurance	8,413.25
Kastor	4BC Pitot Tube repair	148.00
Kastor	3SP Mag service / Fuel line AD	340.00
Lumanair	89L Annual/Pre-buy/Heater/Prop	9,830.66
Garmin	4BC / 89L Garmin Subscription	2,611.63
QQA Com	3SP Magneto Core	500.00
Total		\$24,507.86
RESERVES		
INSURANCE (\$2100/ mo)		-5,900
ANNUALS (\$1000/ mo)		-6,000
LL10 DUES (\$350/ mo)		-1,750
INACTIVE MEMBER		-16,227
ENG OVRHL 5RC (\$750/mo)		-9,112
CREDIT BALANCE MEMBERS		-4,400
ADS-B EQUIPMENT (\$7/hr,\$3 dues)		-663
EQUITY INSTALLMENT MEMBER		-2,250
EQUIPMENT UPGRADE		7,623
Reserves net		0
Reserve Increase/(Decrease)		-13,958
LOAN		
INTEREST PAID @ 6.0%		928
PRINCIPAL PAID		1,848
AIRCRAFT LOAN Balance		183,681
RECEIPTS		
Dues & Flying		10,029.97
Equity		500.00
Bank Interest		0.17
Chase		20.00
Total		\$ 10,550.14
CREDITS TO MEMBERS		
Fuel Away		169.20
Loan Pymt		1665.10
Total		\$1,834.30

FLYING HOURS

February

884BC	
FLYING	7.4
TACH	2367.6
TBO	2000
TMOH	1793.1
†CLUB	0.4
*GAL/HR.	10.2

983SP	
FLYING	14.6
TACH	5229.1
TBO	2000
TMOH	1322.3
†CLUB	0.3
*GAL/HR.	10.2

1489L	
FLYING	0.0
TACH	1200.0
TBO	2000
TMOH	800.0
†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) 9 hours until next oil change, 61 hours to next fuel injector line inspection
- 2) Annual and ELT check due in April, John and Kris are working on scheduling later this month
- 3) Nose gear strut was low; now fixed
- 4) Interior trim piece near pilots knees above parking break fell off – we'll likely fix that at annual
- 5) Ammeter, oil pressure and temperature have lights that are out. We're working towards finding a good fix, will likely address at annual.

N884BC

- 1) Right hand seat hydro lock is failed, stuck in a leaned back position.
- 2) Flying quite well besides that
- 3) New left side main tire

N1489L

- 1) The door lock seems to be flakey – we're working to fix this. **DO NOT FORCE THE LOCK.** For now, we need to leave the door unlocked.
- 2) Rudder trim indicator is stuck to the right; the rudder trim works perfectly, the indicator is not correct. Will get it fixed when able.
- 3) 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.
- 4) **BE SURE TO READ BELOW ON REQUIREMENTS FOR USING N1489L**

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.

➤ KLN94 in 3SP

Looking at options for when KLN94 fails and is unrepairable. \$1500 Labor, \$4000 parts for a GPS175. Would be WAAS capable and compatible with autopilot. Would be a physical swap, CDI in plane is compatible. We should plan for replacement so we have a plan in place. Backlog of avionics work from people not doing ADS-B has appointments for work booked until September.

Goal is to have a plan in place so we can act quickly once it fails.

➤ **Boost Oxygen Bottles**

Small light canister of option, easily portable. If you're feeling hypoxic, they are a good quick resource to get oxygen, are small, and weigh very little. If you use one found in the plane, it's yours. Please replace it promptly.

NEW BUSINESS

➤ **ADSB In for 89L**

There's discussion on adding this in the future. No current plans laid out. It's roughly \$8000 to add the integrated ADSB-In to the G1000.

SAFETY

Be sure to check your communications before taxiing the airplane. You can lower the squelch and make sure you hear the static, or make sure you hear some transmit.

Also note that 122.9 is a very clustered radio frequency in the area. Be sure to always have your head on a swivel; if any confusion on runways with Clow or worries of being stepped, be sure to verify or ask for clarification on the radio. Nick is exploring the idea of getting a less clustered frequency assigned for the airport. If you have feedback, positive or negative, please get in touch with him.

Make sure to preflight the nosewheel strut. Grab the prop and pull down, make sure the strut doesn't bottom out. If it touches, the airplane should be considered non-airworthy.

Winter isn't over yet. Be aware at all times of weather, icing, and cold weather operations.

MEMBERSHIP — ENTRANCE WAIT LIST

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

ACCOMPLISHMENTS

No accomplishments reported.

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
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Knigga	765-357-4735
N415RC	Jim Robertson	630-215-5003