

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

\$3.72/gal

Aircraft Rates as of Feb. 1st

C172S 4BC \$111.70

C172SP 3SP \$106.70

C182T 89L \$145.08

CY Cumulative Hours Flown

July 2020

884BC 31.9 hrs.

983SP 18.8 hrs.

1489L 44.4 hrs.

TOTAL 110.5 hrs.

2020 Totals

884BC 162.8 hrs.

983SP 123.4 hrs.

1489L 177.0 hrs.

TOTAL 463.2 hrs.

IN THIS ISSUE...

August Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, August 4th, 2020 outside at Naper Aero. The President called the meeting to order at 7:34 PM.

Kent Krueger, Naper Aero's Airport Manager, gave an update on the airport. See New Business below for details.

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 July 2020 was 110.5 hours with 1.1 hours club time. We made \$16,642.77 in payments and had \$26,471.68 in receipts. The loan balance is \$174,302 and cash in the bank is \$79,779.55. See the complete financial details later in this newsletter. Of special note, flying rates went down on August 1st. The new rates are reflected on the left and on the website.

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 8:15 PM.

Join us for our next meeting:

Tuesday, September 1st, 2020

Work Night / Cookout 5:30pm,

pending pandemic status

Business meeting at 7:30pm

See you there!

Attendees**Members**

Hubert Elsen
 Nick Davis
 Kevin Kanarski
 David Vaught
 Walt Slazyk
 Emerson Beinhauer
 Zack Willig
 Mike Young
 Mel Finzer
 Kris Knigga
 Dave Gustafson
 Steve Snapp
 Allan Loek
 Ray Kvietkus
 Jack Lindquist
 Jim Robertson
 Jim Krzyzewski
 John Wrycza

Guests

Grillmaster Bradley
 Kent Kreuger
 Nathan Sarkisian
 Kasey Ryan
 Caitlin Ryan
 Michael Pitts
 Stella Pitts
 Bob Milewski
 Ruthanne Swanson
 Tim Quigley

Social

Joe Willig

TREASURER'S REPORT

CASH		
Chase Checking		39,543.09
Chase Savings		40,236.46
Total		\$79,779.55
PAYMENTS		
Naper Aero	Fuel and Fees	3,777.43
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Aircraft Spruce	89L Tire & Tube	233.23
Aircraft Spruce	Tire & Tubes (2) - spare	323.62
Center for Avia	89L Rudder rigging, clean spark plugs, Adj Mags, tire service	484.70
Bowles	Return Equity	4,250.00
USPS	Postage Stamps	110.00
Cincinnati Ins Co	Officer & Director Liab Ins	1,655.00
Center for Avia	4BC Mag serv, Inspct Fuel Inject	1,016.58
Natarajan	Return Equity less a/c balance	3,646.00
Total		\$16,642.77
RESERVES		
	INSURANCE (\$2000/ mo)	-6,000
	ANNUALS (\$1000/ mo)	-7,000
	LL10 DUES (\$350/ mo)	-3,500
	INACTIVE MEMBER	-16,227
	ENG OVRHL 89L (\$750/mo)	-12,862
	CREDIT BALANCE MEMBERS	-10,500
	EQUITY INSTALLMENT MEMBER	-3,250
	EQUIPMENT UPGRADE	-20,441
	Reserves net	0
	Reserve Increase/(Decrease)	9,829
LOAN		
	INTEREST PAID @ 6.0%	881
	PRINCIPAL PAID	1,894
	AIRCRAFT LOAN Balance	174,302
RECEIPTS		
	Dues & Flying	17,721.34
	Equity	8,750.00
	Bank Interest	0.34
Total		\$ 26,471.68
CREDITS TO MEMBERS		
	Fuel Away	442.30
	Loan Pymt	1665.10
	Postage	20.90
Total		\$ 2,128.30

FLYING HOURS

July

884BC	
FLYING	31.9
TACH	2553.4
TBO	2000
TMOH	1607.3
†CLUB	0.7
*GAL/HR.	10.2

983SP	
FLYING	37.1
TACH	5347.9
TBO	2000
TMOH	1203.5
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	41.5
TACH	1372.4
TBO	2000
TMOH	627.6
†CLUB	0.4
*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) Oil Change in 44 Hours; Fuel Injector Inspection happened at meeting
- 2) Minor engine “blip” reported. Please report any abnormalities to plane captain.

N884BC

- 1) Left mag failed and rebuilt
- 2) 500 hour inspection on right mag completed
- 3) Fuel line inspection completed
- 4) Flat tire replaced
- 5) Rudder trim tab adjusted to fix turning tendency
- 6) Annual due in September, will be done at Clow
- 7) **Nose wheel has a crack between the grooves – Keep an eye on it**
- 8) Co-pilot seat hydrolock is leaning back and will be looked at

N1489L

- 1) Fresh oil change as of meeting
- 2) Co-pilot volume has been reported low. Nick investigating

OLD BUSINESS

No old business was covered

NEW BUSINESS

➤ Airport Updates from Kent Krueger

- Hangar roof replacement is complete. Walt mentioned that the roofers were very courteous and respectful of the aircraft.
- Fuel pump lights will be replaced
- Pot hole on the field to be fixed
- **Keep an eye out for non-aircraft traffic.** There have been problems with kids driving around in golf carts – working on airport bylaw change to restrict driving on taxiways and runways.
- New winch for 3SP working, however transmitter reception is reported poor.
- John W. notes that the fuel pumps and lights are working better than ever!

SAFETY

Nick brought up quite a few safety and operational reminders.

Passenger briefing (and pilot reminders) in short:

- Never step on wheel pants or tires
- Close door using the frame of the window
- Don't use the back of the seat for leverage, especially when getting in and out of the back seat
- Don't put anything on the glare shield to prevent windshield scratches
- Adjust vertical seat height before getting on the seat – it is not a strong mechanism and cannot lift your weight as well

More details in Nick's write-up in the members section on these items.

Be sure to lean the airplane when taxiing and during runup to account for density altitude.

Keep in mind the G1000 does not show every airplane on the display. Do not become complacent – you are responsible for keeping your head outside and looking for traffic.

When using the APU to practice with the G1000, it will not pick up a GPS signal in the hangar.

It is good to have practiced night landings with no lights or only taxi light in both full moon and no moonlight conditions. There are times airport lights may not be working, or you have an electrical or comms issue and cannot turn lights on. Practice this safely before you have an issue!

Thanks to Bob Downey for the bumpers on the fuel pump ladder to help save our wing struts!

Nick also submitted a longer note on tapping the brakes after takeoff:

A number of years ago, the club started leaning the mixture on taxi. Like any habit pattern change, this one took time. But over a number of years, pretty much everybody started doing this procedure as a part of the engine start, to pre run-up, then after runway exit. This procedure has worked great, and significantly extended the life of our spark plugs.

There is a new habit to establish, and one which yours truly once taught religiously, but then, somewhere in the last 2 or 3 decades, the habit was forgotten. For my own part, while flying the old clunker Midway Airlines DC-9s, the automatic brake application upon gear up, was not always reliable. Sometimes those wheels would take several minutes to spin down, providing an annoying rumble to the passengers seated directly above. As a result, the pilots were asked to tap the brakes just prior to wheel retraction.

In our club, with our planes, and after takeoff, if you forget to do this brake application, the wheels will rotate for a few seconds. But because of friction and

weight distribution, the wheels and hence the tires, will tend to stop at the same spot. Upon landing, the same exact place on the tire will therefore be the first point of contact, and suffer the most wear. After multiple take-offs and landings, a flat spot will develop. Maintenance Officer John Wrycza brought it up at the July 2020 meeting and has an excellent idea.

The solution is going to take practice and diligence, but like leaning on taxi, we will all get the habit ingrained. As you gather speed for the takeoff, you should be thinking of the next few steps: rotate, feed in right rudder, and upon breaking ground, both toes momentarily push on the brakes. The wheels will stop rotating immediately and in a different place every time. On landing, we will get even wear on our tires. This is not on any checklist, and like leaning on taxi, each pilot will likely forget many times before it finally sinks in. But work on it. Breaking ground should be the cue for these steps:

Rotate, feed in right rudder, and tap the brakes.

MEMBERSHIP AND GUESTS

Congratulations to Mike Young who was formally voted into join the club. Mike received his PPL just 35 days before the meeting at Aurora and lives near Naper Aero.

We had a busy meeting in August for guests.

- Kasey is currently at Lewis and visiting the club
- Michael Pitts is Bradley's son-in-law. Works for Boeing and was in town on vacation.
- Nathan is an airline pilot and lives two houses down.
- Tim Quigley is our new mechanic at Clow who's been doing an excellent job with our planes. Brought some of his crew and arrived via a Cessna 175.
- Bob Milewski was invited by Steve Snapp to check out the club
- Jimmy V is interested in joining the club and waiting for an opening to join

We currently have nobody on the exit list. We have a lot of interest in the club. Please be sure to let interested parties know that submitting our written application will secure their place on the entrance list. With Mike Young joining, there are currently no applications submitted for the entrance list.

ACCOMPLISHMENTS

No aviation-related accomplishments were 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.

Flying Shotgun

Nick Davis August 2020

One of the most common ways our planes suffer damage, especially the interior, is from the passengers our pilots carry. The simple truth is these passengers just don't know how to move about getting in and out of our planes. As a result, they revert to what they know, automobiles, and that can be really hard on our planes. Responsibility for basic education falls to the club member who is flying his family or friends, and not these first-time passengers; second and third time passengers will still need review as well.

Like all habits, and this is a habit that must be developed, many of our pilots simply forget to tell our passengers what they need to know. Your passengers are excited to go flying, you are excited to share your passion, and this gets forgotten. Just like any part of the flight, the process of being a pilot begins before you arrive at the airplane. Talk with you passengers, tell them what to expect, make them a part of the process, not just an observer. They, and you will have a more enjoyable flight.

From the practical point of view, our planes' interiors will last longer and show much less wear and tear if our pilots adopt a short set of briefing steps. Below is a list of each thing you should tell your passengers, before you and they get near the airplane. Here goes:

- Wheel pants, do not step on them. We intended to put N1489L's wheel pants on for summer 2020, but the discovery of a broken structural bracket has thwarted those efforts. The wheel pant CANNOT support any weight, and the person most likely to step on them is a child. Even a mere 40 pounds will destroy the wheel pant and permanently end its existence. This is where the pilot needs to be there, helping their passengers into the plane. Therein lies a problem: The front two seats should be loaded first, and the rear passengers loaded last. Once the front passengers are in the plane, their seats are pulled up making room for the rear passengers to enter. A full explanation to passengers will resolve any confusion.
- Seat height must be adjusted BEFORE you sit on the seat. The mechanism is by design, light in weight, and cannot lift a pilot or passenger while weight is on the seat. Pilot and front passenger must adjust their seat before sitting on it.
- Front passengers must ONLY reach under the panel to pull their seats forward. They cannot grab the yoke (obviously), and they will be tempted to do just that.

They cannot grab the glare shield. The glare shield is extremely light weight and will come apart in pieces if too much pressure is applied. The only place to grab in on the bottom edge of the lower panel.

- Make sure rear seated passengers grab only the door frame to lower themselves in and pull themselves out. Rear passengers will climb into the airplane after the front pilot/passenger have pulled their seats forward to make room. Rear passengers will be sorely tempted to use the front seat back rest to lower themselves into their seats by grabbing the top of the forward back rest. The leverage in the mechanism is massive, and the hydro-lock seat back adjuster of the front seats will break. Make sure those passengers are told to only grab the door frame for this purpose. The hydro-lock pneumatic cylinder that adjusts the forward seat back is made only strong enough to support a front pilot/passenger and cannot be used by the rear passengers as support for settling in or getting out. New, the cost is \$1000 (yes, \$1000), and they cannot be repaired. Grip the door frame for support.
- Nothing, absolutely nothing is to be placed on the glare shield. The forward windscreen/window is made of a flexible very soft plastic. Even paper is harder than the plastic, hence the reason only cloth can be used to clean the forward window. Paper towels will scratch the window. In the past, headsets, clipboards and all manner paraphernalia have put up on the glare shield. The usual result is a scratch on the inside of the window, that will never be able to be removed. And that scratch will be directly in your field of view during a landing and subsequent flare. Hang your headset on the yoke, put your clipboard, iPad and ADS-B-in receiver on the seat beside you, the rear seat behind the other pilot (easier to reach) or on the floor. Never, ever should any object be put on the glare shield, not even for a few seconds. An inadvertent scratch is forever. The idea here is to form the habit; a habit that the glare shield is a sacred place, with the only thing touching it being light!

If you have done this in the approximate order as listed, your rear and forward passengers are now seated, but your forward passengers are not yet belted. Before you close the door, is the best (and really the only) time to get belted in. To continue:

- Close the door ONLY by making sure the inside door handle is full back, otherwise, the ¼ inch locking pins in the upper and lower back end of the door will be partially extended. Not only will the door not close, but the pins will leave a dent on the outside of the frame. Next, open the window, grab the window frame, and pull the door closed. Passengers will be accustomed to automobile handles that can be used to pull the door closed. This is decidedly NOT the case with interior arm rest of our Cessna doors. The arm rests are not strong enough. Once upon a time, Cessna understood this problem and in their Cessna 150 (our last C-150, N66188) installed a very robust handle just below the window latch. That handle was bolted to the frame of the door and one could close the door with ease. But that handle is gone. Our previous airplanes had broken and missing interior arm rests as a direct result of unwitting passengers attempting to close the door like a car. Replacing those parts are

prohibitively expensive. We do not want to go through that expense again.

The only way to close the door is:

- Interior locking handle full back.
- Window open.
- Grab window frame and close door.
- Push down gently, (in case you did not get the door completely closed) on the latching handle. Do not force it down.
- Close window.

As is sometimes shown in Airplane manuals, the above is the amplified description. Below is the checklist version. Cut it out, reformat it, add to it, and put it with your flying gear.

PILOT TO PASSENGER BRIEFING

- Wheel Pants, do not step on them.
- Adjust front seat height before sitting.
- To pull the front seat forward, only grab below the panel.
- For back seat passengers: Grip ONLY the door frame to help get in and out. Never grab the seat back.
- Nothing on the Glare shield, ever.
- (Seat belt on first, then)
- Close the door by:
 - Interior handle full back.
 - Window open.
 - Grab window frame.
 - Close door firmly, but do not slam.
 - Push down interior handle *gently!*

Go fly, and have a great time!

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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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
N1489L	Jim Robertson	630-215-5003