

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

\$3.65/gal

Aircraft Rates as of Nov. 1st

C172S	4BC	\$111.00
C172SP	3SP	\$106.00
C182T	89L	\$144.22

CY Cumulative Hours Flown

October 2020

884BC	26.9 hrs.
983SP	31.8 hrs.
1489L	26.6 hrs.
TOTAL	85.3 hrs.

2020 Totals

884BC	282.8 hrs.
983SP	215.1 hrs.
1489L	285.9 hrs.
TOTAL	783.8 hrs.

IN THIS ISSUE...

November Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 3rd, 2020 in one of the hangars 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. 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 October 2020 was 85.3 hours with 2.4 hours club time. We made \$14,190.99 in payments and had \$19,296.71 in receipts. The loan balance is \$143,627 and cash in the bank is \$80,575.71. Of note, insurance renewals have changed some of our costs. See details in the New Business section.

There was also a slight reduction in hourly costs due to a slight reduction in fuel costs. All airplane rates decreased less than a dollar but were a decrease nonetheless.

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 8:35 PM.

Join us for our next meeting:

Tuesday, December 1st, 2020

Business meeting at 7:30pm
via online conference; details
to follow via email.

See you there!

Attendees**Members**

Nick Davis
 Kevin Kanarski
 Walt Slazyk
 Mel Finzer
 Jack Lindquist
 Jim Robertson
 John Wrycza
 Doug Beck
 Zack Willig
 Eric Swanson
 Chuck Blazeovich
 Allan Loek

Guests**Social**

TREASURER'S REPORT

CASH		
Chase Checking		30,338.17
Chase Savings		50,237.54
Total		\$80,575.71
PAYMENTS		
Naper Aero	Fuel and Fees	4,018.98
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Naper Aero	Annual Dues	4,050.00
Aircraft Spruce	4BC Camloc	10.04
Aircraft Spruce	4BC Alternator Control	646.92
Center for Avia	4BC Annual Inspection	3,854.17
Aircraft Spruce	89L Tire , 3SP Camlocs	168.70
Center for Avia	89L Prop balnc, Nose strut, Plugs	156.42
Home DePot	Utility maintenance cart-hangar	129.55
Sec of State	Annual Report filing fee	10.00
Total		\$14,190.99
RESERVES		
INSURANCE (\$2000/ mo)		-6,000
ANNUALS (\$1000/ mo)		-6,000
LL10 DUES (\$350/ mo)		-350
INACTIVE MEMBER		-16,227
ENG OVRHL 89L (\$1500/mo)		-25,862
CREDIT BALANCE MEMBERS		-13,000
EQUITY INSTALLMENT MEMBER		-4,000
EQUIPMENT UPGRADE		-9,137
Reserves net		0
Reserve Increase/(Decrease)		5,106
LOAN		
INTEREST PAID @ 6.0%		726
PRINCIPAL PAID		1,494
AIRCRAFT LOAN Balance		143,627
RECEIPTS		
Dues & Flying		18,796.30
Equity		500.00
Bank Interest		0.41
Total		\$19,296.71
CREDITS TO MEMBERS		
Fuel Away		678.90
Loan Pymt		1,110.21
Paper Towel		22.62
Asphalt repair-Hangar		54.99
Total		\$1,866.72

FLYING HOURS

October

884BC	
FLYING	26.9
TACH	2673.4
TBO	2000
TMOH	1487.3
†CLUB	0.6
*GAL/HR.	10.2

983SP	
FLYING	31.8
TACH	5439.6
TBO	2000
TMOH	1111.8
†CLUB	1.3
*GAL/HR.	10.2

1489L	
FLYING	26.6
TACH	1481.3
TBO	2000
TMOH	518.7
†CLUB	0.5
*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) A stain was noticed atop the left wing coming from an inspection plate. This is the same tank that we had resealed. Will be inspected.

N884BC

- 1) Plane was out for pitot-static and transponder checks at time of meeting.
- 2) A leak was found at the dipstick tube; will be repaired
- 3) The G1000 altitudes are noticeable off from the steam gauge but within tolerances. It requires a Garmin certified technician to recalibrate the air data computers for the G1000. John is investigating the best way to have that done.
- 4) A minor adjustment will be made to the left wing where it attaches to the fuselage. It is hoped that this will correct the left turning tendency that people have been experiencing.
- 5) There are still problems encountered with the pilot's seat belt retractor but it seems serviceable.
- 6) The alternator was replaced during the annual even though it was functioning fine previously.

N1489L

- 1) The prop was balanced by students at Lewis. This had also been done in February and it is curious as to why it was needed so soon.
- 2) The pilot's air vent was cleaned out. John found a considerable amount of dirt, probably from the plane being left on the ramp much of the time by the previous owner.
- 3) Jim Robertson cleaned and polished the exterior of the plane. Thank you, Jim.
- 4) There have been reports of the rudder trim catching at times but it seems to be operational. Please report any irregularities
- 5) Doug Beck reported an incident where the PFD reported a loss of the GPS signal. This happened also to John Wryca. He checked the signal strength of both GPS units and found all satellites had strong signals. After this, the warning on the PFD disappeared.
- 6) The terrain data on the G1000 is from 2016 and is expected to be updated soon.
- 7) Doug Beck also reported losing the heading mode; that is, the heading indicator was X'd out and the autopilot then reverted to Roll Mode. After some time it reestablished the heading.
- 8) There is an intermittent problem with the passenger side headphone jack.
- 9) The left display sometimes goes into Revisionary mode for no apparent reason. It is suspected that this could be fixed by reseating the display but there is a danger of losing some programming if not done right.

OLD BUSINESS

3SP Avionics Upgrade Planning

The Board is looking at various options for replacing the KLN94 GPS unit in 3SP. The [Enter] button is difficult to use and, in general, the unit is aging. The thought is to replace it while it still has some residual value. A new Garmin unit of the same size would cost about \$6,000 with the wiring being a significant part of the cost. For an additional \$3,000 or so, we could have a unit that shows ADS-B traffic information. However, the information is limited by the screen size and pales in comparison to what many pilots have with ForeFlight and Stratus-type stand-alone devices.

The displays on the comm radios in 3SP may also need to be replaced. New displays cost around \$1,700 but LCD units can be had for about \$600. More investigation is needed.

NEW BUSINESS

New Naper Aero Airport Manager – John Wrycza

John has become Naper Aero's new airport manager!

Some updates on Naper Aero:

- A delivery of fuel is expected in December
- The new roof seems to be leaking above 4BC's tail
- The taxiway area leading to the pumps may be repaved next year
- There are 105 aircraft based at Naper Aero

Insurance Changes

A review of the insurance revealed that the replacement cost of our aircraft has increased, particularly the 172s. Subsequently we increased the coverage: 3SP to \$140K, 4BC to \$230k, and 89L to \$320K. While it was expected that the cost of the insurance would increase, it did not. Our cost actually dropped.

The insurance company also changed the training requirements for 4BC and for 89L. For the G1000 equipped 172 the insurance company dropped the need for specific G1000 training. For the 182 they dropped the number of required PIC hours to 100 from 200. These changes by the insurance company are not reflected in the club's requirement to pilot these aircraft. Since the insurance requirements have changed, the Board will be reviewing the club requirements.

Aircraft Cowling Cover Buckles

John will be receiving replacement buckles for the engine covers. They are plastic and break easily. The trick to avoid this is to not tighten the straps after you snap the buckles. The blankets don't need to be tight against the bottom of the cowling.

Annual Holiday Party

A holiday party is being considered at McBrides in Aurora again, but with small group tables rather than a large table. This will greatly depend on the status of the pandemic and Illinois' restrictions. More information will come via email.

SAFETY

Despite the unseasonably warm weather in early November, winter will be upon us soon. If one of the planes is parked outside, one thing to be very mindful of is frost. Even a little frost can make a big difference in performance. Nick mentioned that he once flew solo in a 172 with just very light frost on the wings. He said the plane performed like it was at maximum weight. Once the frost had sublimated away the plane flew as expected. If you encounter this condition there are several things you can do. The best thing may be to just wait until the sun melts the frost. Some people have had luck smoothing out the frost with a cloth or soft glove. Others have used auto anti-freeze. John Wryzca reported that in Canada some FBOs keep heated towels on hand to melt the frost.

Take note that N884BC has a set of wing covers and a complete cabin cover, these covers are in two bags just to the left of the winch. If you are going someplace and you are forced to park the plane outside, take these covers with you and use them to prevent frost of the wings. Frost on the underside of the main wing is somewhat harmless, but frost on the underside of the tail is a problem. The tails lift down and having a tail stall would generate a pronounced pitch down of the plane in flight.

When the weather has been well below freezing for a significant period of time (days or more), the gasoline will be at ambient temperatures, and any water in the fuel tank will be ice. The ice will be heavier than the fuel and settle at the fuel sumps. If you sample the fuel and a bit of ice gets caught in the sump, then the sump might get stuck open. Fuel will drain out of the sump and you will have a hard time getting the ice to come through. In continuous cold weather, draining the sumps is counterproductive. You cannot get the ice out, and it will remain solid. This has happened to me with previous aircraft, especially planes that have flush fuel caps. Rainwater, or water on the wing can get in the tanks. None of our planes have this fuel filler cap configuration, and for at least a decade, we have had no water in the fuel.

Another winter tip is to take the aircraft blankets with you when you expect to stop at another airport. The engines can cool off in less than a half an hour if uncovered. The first few minutes after starting an engine is the time when it's possible to do the most damage and a cold engine with cold oil makes the situation worse. Cover the cowling if you stop for fuel or a bite to eat.

Nick will be compiling detailed information about the capabilities and specifications of the ADS-B units, the ELTs and the transponders in all our aircraft. He'll be putting that information together in a way that pilots can easily understand and hopes to get that published soon.

Nick warned that pilots should become very familiar with the GPS approach to Naper Aero in good weather, both day and night, before attempting it in IFR conditions. The legal visibility limit of one mile can make things very difficult if you are not very familiar with the approach.

MEMBERSHIP AND GUESTS

Six people are on the wait list to join the club.

Two additional club members who are CFIs, Eric Swanson and Tom Tan, are now available for BFRs and to do instruction.

ACCOMPLISHMENTS

No recent 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.

No content was submitted for this month's newsletter. If you have content you would like to share, please send it to the 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 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

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 Doug Beck 630-544-7432

N1489L Jim Robertson 630-215-5003