

# 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 January 1st

C172S 4BC \$119.50

C172SP 3SP \$114.50

C182T 89L \$154.68

### CY Cumulative Hours Flown

#### December 2019

884BC 22.3 hrs.

983SP 12.5 hrs.

415RC 2.6 hrs.

TOTAL 37.4 hrs.

#### 2019 Totals

884BC 196.5 hrs.

983SP 382.7 hrs.

415RC 208.5 hrs.

TOTAL 787.7 hrs.

## IN THIS ISSUE...

### January Meeting Minutes

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 8th, 2020 at Naper Aero. The President called the meeting to order at 7:34 PM. The list of Attendees is provided in the sidebar on page 2.

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. Total flying time for December 2019 was 37.4 hours with 3.7 hours club time. We made \$7,292.14 in payments and had \$240,024.64 in receipts. The loan balance is \$87,381 and cash in the bank is \$361,498.71. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented. Of special note, these receipts include a capital deposit for the loan to purchase a new aircraft, and the loan balance is still only on 884BC and does not include a new aircraft.

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 8:38 PM.

Join us for our next meeting:

**Tuesday, February 4, 2020**

Business meeting at 7:30pm

See you there!

Attendees**Members**

Kris Knigga  
 Zack Willig  
 John Wrycza  
 Jack Lindquist  
 Alex Siegman  
 James M Robertson  
 Walt Slazyk  
 Nick Davis  
 Mel Finzer  
 Kevin Kanarski  
 Don Patterson  
 Doug Smith  
 JP Balakrishnan  
 Emerson Beinhauer  
 Hubert Elsen  
 Matt Forsberg  
 Al Loek  
 Josh Krecek  
 Ray Kvietkus  
 Doug Beck  
 Jim Cresto

**Guests****Social**

Joe Willig  
 Kent Krueger

**TREASURER'S REPORT**

<b>CASH</b>		
Chase Checking		251,267.61
Chase Savings		110,231.10
<b>Total</b>		<b>\$361,498.71</b>
<b>PAYMENTS</b>		
Naper Aero	Fuel and Fees	2,204.75
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
McBrides	Christmas Party	966.00
Postmaster	PO Box Renewal Fee	102.00
Sec of State	Illinois Registration 3SP	20.00
Sec of State	Illinois Registration 4BC	20.00
Quality Aircft	3SP Magnetos	2,698.23
JA Air Center	4BC Pitot Heater	119.95
Chase	Bank Wire Fee	15.00
<b>Total</b>		<b>\$ 7,292.14</b>
<b>RESERVES</b>		
INSURANCE (\$1500/ mo)		-3,000
ANNUALS ( \$1000/ mo)		-8,000
LL10 DUES (\$350/ mo)		-1,050
INACTIVE MEMBER		-16,227
ENG OVRHL 5RC (\$750/mo)		-29,425
CREDIT BALANCE MEMBER		-2,400
ADS-B EQUIPMENT (\$7/hr,\$3 dues)		54
EQUITY INSTALLMENT MEMBER		-1,750
EQUIPMENT UPGRADE		-69,701
CAPITAL		-230,000
<b>Reserves net</b>		<b>0</b>
<b>Reserve Increase/(Decrease)</b>		<b>232,729</b>
<b>LOAN</b>		
INTEREST PAID @ 6.0%		443
PRINCIPAL PAID		1,222
AIRCRAFT LOAN Balance		87,381
<b>RECEIPTS</b>		
Dues & Flying		9,770.86
Equity		250.00
Bank Interest		3.74
Capital deposit		230,000.04
<b>Total</b>		<b>\$ 240,024.64</b>
<b>CREDITS TO MEMBERS</b>		
Fuel Away		55.80
Loan Pymt		555.10
Advertise 5RC		100.00
ADS-B 5RC		190.00
<b>Total</b>		<b>\$900.90</b>

## FLYING HOURS

### December

884BC	
FLYING	22.3
TACH	2360.2
TBO	2000
TMOH	1800.5
†CLUB	1.1
*GAL/HR.	10.2

983SP	
FLYING	12.5
TACH	5214.5
TBO	2000
TMOH	1336.9
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	2.6
TACH	5772.1
TBO	2000
TMOH	273.5
†CLUB	2.6
*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

### N884BC

- 1) Pitot Heater Failed, should be fixed by the time the newsletter is published
- 2) Working well since return to service, around 200 hours on new engine.

### N983SP

- 1) Back in service, 30 hours until oil change
- 2) Tanis heater had a shorted wire – now fixed

### N415RC

- 1) **Sold – On Lockdown, no flying**
- 2) Tail Beacon installed as condition of sale

## OLD BUSINESS

### ➤ Sale of N415RC

Prebuy occurred, and the sale is under contract at \$165,000, more than we originally estimated. The sale is due to finish Tuesday, January 14<sup>th</sup>. Pickup by buyer is pending for the 14<sup>th</sup> as well. It will be in hangar until then.

### ➤ Holiday Party

The BFC Holiday Party happened Sunday December 15<sup>th</sup> at McBrides. Great company and food made it another successful holiday party.

## NEW BUSINESS

### ➤ Airport Updates

- Winch cable is pretty short, please plan accordingly
- Roof leaks appeared and are patched, will fix permanently in the spring
- VASI bulb out on 18 approach, now fixed. GE no longer makes these lamps, will need to find solution for future.

### ➤ New 182 purchase – N1489L

**We have officially purchased a new 182!**

This airplane was on a consignment sale through Van Bortel, originally asking \$390,000. After negotiation and an inspection, we ended up purchasing at \$327,000. Van Bortel covered closing costs and ferrying the plane to us, as well as repairing the flat nose tire the ferry pilot got when he landed at Aurora. Only thing found on the inspection was a leaky prop hub which gave us \$3,000 off our initial offer of \$330,000.

This airplane is a C182T with 1195 TTSN and has a G1000 system with GFC700 autopilot. **G1000 training is REQUIRED, the same as 4BC. There are other new insurance requirements as well.** Please get all of those requirements and the manuals off the BFC website at this link: <http://www.flybfc.org/node/169>

Currently, N1489L is getting an annual inspection at a discount combined with the pre-purchase inspection. Propeller hub has been removed and sent for

repair, front strut is rebuilt, stiff mixture cable is being addressed, engine heater installed, no other problems found during annual that wasn't uncovered during pre-buy.

All new reservations will be disabled on the reservation system for this aircraft until you contact a CFI or Board Member to show that you have the correct currency requirements. These requirements can be found on the website previously linked. 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.

## SAFETY

Even though the new plane is another C182, it will be different. Take your time and be very careful. It is worth more than our other two planes combined. It is very clean, do not run ladders in to struts, be careful with the tow bar. In general, take your time and use this as an opportunity to build good habits.

With both G1000 planes, a sterile cockpit environment is extremely important. While on the ground, keep your eyes outside while moving. Be stopped before messing with the G1000. It is very easy to stay distracted by the G1000 and cause an incident.

If you wish to practice with the G1000 on the ground, we have an external power supply in our cabinet behind 3SP. It's in a yellow box. To use:

1. Plug external power supply in to the wall
2. On the pilot side, use Phillips screwdriver to open up access door for external power. There should be a screwdriver in the power supply box.
3. Turn the airplane master on
4. Plug in the red connector to the external power
5. Turn on the external power supply
6. Double check the voltage on the G1000, ensure you are charging and not discharging.

There are also some great G1000 videos on Youtube, specifically from FlyingLikeThePros. They are geared towards IFR flying, but should be useful for many pilots. Follow the link to see what they offer:

<https://www.youtube.com/playlist?list=PLkVESy0CJFdxFGS6KQxTmOyt7UQb2D1kG>

Winter weather is upon us. Please review the winter weather tips found in the December 2019 newsletter. Know your personal minimums, and error on the side of caution.

## MEMBERSHIP — ENTRANCE WAIT LIST

No membership changes during December.

1 person on the exist list, and 1 currently interested person

## ACCOMPLISHMENTS

Emerson Beinhauer soloed a Pitts!

## 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.

### What Members are Flying – Maule M7-235C

By Larry Bothe, 1/11/20



Last weekend I had the pleasure of helping a new owner retrieve his airplane from Athens, GA (near Atlanta) and bring it here to Seymour, IN. Here's the story.

A retired corporate jet pilot, Randy, decided he wanted to get back into general aviation after roughly 2 years of non-flying retirement. Further, he wanted an airplane capable of going in and out of short country strips, with reasonable load-carrying capability, but he didn't want to pay north of \$100k for those attributes. That brought him to the Maule series of airplanes, and specifically the 235-hp version. It took him a while to find one in good shape, but he finally located a 2001 Maule M7-235C in south Florida. He made a deal to buy it, pending a satisfactory pre-buy inspection.

When Randy looked into insurance, he found that the company would require him to get 2 hours of dual instruction before they would cover him alone in the airplane, and 2

hours of solo before he could carry passengers. (Note that Randy has extensive tailwheel experience, but it was some 30 years ago when he was a tech rep for Cessna, flying 180's and 185's.) Now he needs a CFI with Maule experience. This is a problem; Maule instructors aren't standing on every street corner. In casting about for an instructor, he asked his old boss at one of his last corporate jobs, and that guy, who is now also retired, and president of a nearby EAA chapter, to which I belong, came up with my name. Yes, in the 100 or so types I have flown, I have 26 hours in the Maule M-series of airplanes. I also have just over 500 hours of tailwheel time, and I'm current in tailwheel, so the insurance company accepted me. Randy asked if I would go to Florida with him to get the plane, and I agreed.

Since Randy is also an A&P mechanic, he went to FL to do the pre-buy inspection himself. The inspection went fine, but the weather was bad while he was there, so he didn't get to fly the plane. While there, Randy met the mechanic who had been maintaining the airplane. The mechanic, also a pilot, was the only person who had flown the plane in recent times, and he offered to fly it to Indiana. Randy hired him to do that, so my part in this was reduced to doing the dual instruction after the airplane arrived here in Indiana.

We're dealing with little airplanes, so nothing is ever easy. The ferry pilot decided to split the trip up from south Florida into 2 days. He got as far as Athens, GA the first day, but became very ill overnight. With bad weather approaching, he decided to just go back to Florida, by car. Now the plane was marooned in Athens. Hello, I'm back in the go-fetch business!

Randy got a one-way rental car and we headed out last Saturday around noon. After a minor field-expedient repair the next morning in Athens, we took off about 9:30. The 15-knot headwind didn't help, but we made it to Seymour, IN in about 3.5 hours, flying in beautiful weather. After a very necessary restroom break, I spent another hour with Randy doing takeoffs and landings, and declared him ready to take the plane the rest of the way to it's new home north of Indianapolis. I did the pilot logbook entries to satisfy the insurance company, got paid, and sent Randy on his way.

Randy is going to make a few small repairs, do some cosmetic work, and then come back to Seymour in a few weeks so we can explore the true short-field capabilities of his airplane. We already know it will get off the ground very quickly. With the 235-hp engine, and vortex generators (a common Maule option), it just leaps into the air! Slowing down for short-field landings should be interesting. Note that short-field speed is 60-mph (not knots). I can't wait!

*Larry Bothe is a past FAA Designated Pilot Examiner, and currently a FAAS Team Representative and Gold Seal Instructor in southern Indiana. He is also a Master Certified Flight Instructor Emeritus and has over 8000 hours in nearly 100 types of aircraft. He was a member of the BFC from 1991 through 1998, and for most of that time served as the Operations Officer (maintenance). Larry is part-owner of a 1961 7EC Champ and may be contacted at [LBothe@comcast.net](mailto:LBothe@comcast.net). He received the 2015 NAFI Greg Laslo Award for Excellence in Writing.*



## 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](mailto: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](http://www.aircraftclubs.com)

**BFC Website:** [www.flybfc.org](http://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 <sup>1</sup>
Michael Beinhauer	847-902-7053
Nick Moore	530-906-9793

<sup>1</sup> 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