

# 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

\$3.89/gal

### Aircraft Rates as of Mar. 1st

C172S 4BC \$118.40

C172SP 3SP \$112.40

C182T 89L \$147.17

### CY Cumulative Hours Flown

#### April 2021

884BC 24.3 hrs.

983SP 6.3 hrs.

1489L 0.0 hrs.

TOTAL 30.6 hrs.

#### 2021 Totals

884BC 118.6 hrs.

983SP 51.9 hrs.

1489L 37.5 hrs.

TOTAL 208.0 hrs.

## IN THIS ISSUE...

### May Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, May 4th, 2021 at Naper Aero. The President called the meeting to order at 7:34 PM.

The minutes from the last meeting were published in the newsletter. Comments indicated that the previous newsletter erroneously omitted the aircraft reports. The minutes were otherwise approved as published.

The Treasurer's report was reviewed for the members. Total flying time for April 2021 was 30.6 hours with 1.1 hours club time. We made \$28,074.74 in payments and had \$21,501.36 in receipts. The loan balance is \$134,500 and cash in the bank is \$82,073.88. 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 8:22 PM.

Join us for our next meeting:

**Tuesday, June 1st, 2021**

Work Night at 5:30pm

Business meeting at 7:30pm

Details to follow via email.

See you there!

Attendees**Members**

Kevin Kanarski  
 John Wrycza  
 Josh Krecek  
 James M Robertson  
 Jack Lindquist  
 Ray Kvietkus  
 Zack Willig  
 Donald Patterson  
 Eric Swanson  
 Nick Davis  
 Chuck Blazeovich  
 Chris Rorvick  
 Hubert Elsen  
 Al Loek  
 Kris Knigga  
 Doug Beck  
 Walt Slazyk  
 Mike Young

**Guests**

Joe Willig  
 Jim Williams

**Social**

Bradley Swanson

**TREASURER'S REPORT**

<b>CASH</b>		
Chase Checking		6,832.95
Chase Savings		75,240.93
<b>Total</b>		<b>\$82,073.88</b>
<b>PAYMENTS</b>		
Naper Aero	Fuel and Fees	3,442.42
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Center for Avia	3SP Annual Inspection	9,717.26
Aircraft Spruce	Oil - 2 cs	111.24
Aircraft Spruce	89L Starter / Solenoid	837.61
Double M Avia	89L Rudder repair downpayment	3,545.00
Chase	Wire transfer fee	25.00
Chan	Equity return	4,250.00
BFC Member	Refund overpaid account	5,000.00
<b>Total</b>		<b>\$10,722.48</b>
<b>RESERVES</b>		
INSURANCE (\$2000/ mo)		-6,000
ANNUALS ( \$1000/ mo)		-4,000
LL10 DUES (\$350/ mo)		-2,450
INACTIVE MEMBER		-11,977
ENG OVRHL 89L (\$1500/mo)		-34,862
CREDIT BALANCE MEMBERS		-12,400
EQUIPMENT UPGRADE		-13,955
<b>Reserves net</b>		<b>0</b>
<b>Reserve Increase/(Decrease)</b>		<b>-6,574</b>
<b>LOAN</b>		
INTEREST PAID @ 6.0%		680
PRINCIPAL PAID		1,540
AIRCRAFT LOAN Balance		134,500
<b>RECEIPTS</b>		
Dues & Flying		17,250.68
Equity		4,250.00
Bank Interest		0.68
<b>Total</b>		<b>\$21,501.36</b>
<b>CREDITS TO MEMBERS</b>		
Fuel Away		74.69
Loan Pymt		1,110.21
Worknight Supplies		87.33
<b>Total</b>		<b>\$1,272.23</b>

## FLYING HOURS

April

884BC	
FLYING	24.3
TACH	2866.4
TBO	2000
TMOH	1294.3
†CLUB	0.8
*GAL/HR.	10.2

983SP	
FLYING	6.3
TACH	5531.9
TBO	2000
TMOH	1019.5
†CLUB	0.3
*GAL/HR.	10.2

1489L	
FLYING	0.0
TACH	1584.7
TBO	2000
TMOH	415.3
†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) Annual Complete
- 2) Cowl screw found missing
- 3) Directional Gyro was replace – excessive precession is fixed

N884BC

- 1) Avionics master switch replaced
- 2) Oil seals replaced to address oil leak
- 3) 25 hours until next oil change
- 4) There is a cowl fastener that occasionally pops out.
- 5) There's a missing inspection plate screw under the right wing.

N1489L

- 1) Rudder damage that occurred while on a trip is being repaired
- 2) The pilot who hit 89L while it was parked is covering those costs

## AIRPORT AFFAIRS

Airport manager John Wrycza provided updates for the airport.

- Repaving the runway soon – potentially in October
- Looking into buried fuel tank replacement due to age
- Fuel purchase soon, expect price to increase

## OLD BUSINESS

No old business needed to be covered.

## NEW BUSINESS

**New Member – Chris Rorvick**

Chris Rorvick was voted in as a new member.

## SAFETY

Be aware of closure NOTAMs at Clow

Be aware that in-flight NEXRAD lags by as much as 15 minutes – do not use it for dodging weather. It should only be used for big-picture planning, not real-time storm cell dodging.

COVID vaccines require a minimum of 48 hours of no-flight time after receiving them. Make sure you also comply with IMSAFE if your recovery takes longer!

## MEMBERSHIP AND GUESTS

There continues to be a strong entrance list. Three strong interest with several additional candidates on the list.

## ACCOMPLISHMENTS

No 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 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](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 3 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:** 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 <sup>1</sup>
Michael Beinhauer	847-902-7053
Nick Moore	530-906-9793
Eric Swanson	708-653-6564

<sup>1</sup> 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