

January 2021

Volume 59 / Issue 1

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

December 2020

884BC	43.4 hrs.
983SP	21.0 hrs.
1489L	39.4 hrs.
TOTAL	103.8 hrs.

2020 Totals

884BC	357.2 hrs.
983SP	255.5 hrs.
1489L	351.8 hrs.
TOTAL	964.5 hrs.

Join us for our next meeting:

Tuesday, February 2nd, 2021

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

See you there!

IN THIS ISSUE...

January Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 5th, 2021 online via Zoom. The President called the meeting to order at 7:30 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 December 2020 was 103.8 hours with 1.0 hours club time. We made \$14,591.08 in payments and had \$17,428.43 in receipts. The loan balance is \$140,615 and cash in the bank is \$80,975.86. 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 8:28 PM.

Attendees**Members**

Alex Siegman
 Kevin Kanarski
 Donald Patterson
 Jack Lindquist
 Chuck Blazeovich
 Josh Krecek
 Kris Knigga
 Walt Slazyk
 Nick Davis
 Ray Kvietkus
 Zack Willig
 Eric Swanson
 John Wrycza
 James Robertson

Guests

Joe Willig
 Aaron Holton
 Christian Brandalise

Social

TREASURER'S REPORT

CASH		
Chase Checking		20,737.38
Chase Savings		60,238.48
Total		\$80,975.86
PAYMENTS		
Naper Aero	Fuel and Fees	3,212.37
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Center for Avia	89L Mag inspect, Air filter, Replc avionics switch, Oil change 4BC Oil presure switch	1,014.28
Aircraft Spruce	3SP Battery, Light bulbs (3 planes)	815.94
JA Air Center	89L Back up battery	1,078.28
NewView Tech	3SP GPS upgrade down paymt	2,951.00
FAA	4BC Federal Registration	5.00
M. Awasthi	Return of Equity	4,250.00
US Postal Service	PO Box annual fee	118.00
Total		\$14,591.08
RESERVES		
INSURANCE (\$2000/ mo)		-4,000
ANNUALS (\$1000/ mo)		-8,000
LL10 DUES (\$350/ mo)		-1,050
INACTIVE MEMBER		-11,977
ENG OVRHL 89L (\$1500/mo)		-28,862
CREDIT BALANCE MEMBERS		-14,900
EQUITY INSTALLMENT MEMBER		-12,187
EQUIPMENT UPGRADE		-4,000
Reserves net		0
Reserve Increase/(Decrease)		2,837
LOAN		
INTEREST PAID @ 6.0%		711
PRINCIPAL PAID		1,509
AIRCRAFT LOAN Balance		140,615
RECEIPTS		
Dues & Flying		17,177.93
Equity		250.00
Bank Interest		0.50
Total		\$17,428.43
CREDITS TO MEMBERS		
Fuel Away		320.48
Loan Pymt		1,110.21
Oil (6 cases)		315.90
Gift cards		325.42
Office supplies		35.00
Fuel Away		320.48
Total		\$2,107.01

FLYING HOURS

December

884BC	
FLYING	43.4
TACH	2747.8
TBO	2000
TMOH	1412.9
†CLUB	0.4
*GAL/HR.	10.2

983SP	
FLYING	21.0
TACH	5480.0
TBO	2000
TMOH	1071.4
†CLUB	0.2
*GAL/HR.	10.2

1489L	
FLYING	39.4
TACH	1547.2
TBO	2000
TMOH	452.8
†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

Notes for all planes:

- 1) When cold, our struts sometimes collapse - pay attention and report if a strut is low
- 2) We are going to let the Tanis heaters run full time and discontinue use of thermo cubes for now

N983SP

- 1) Annual due in April - may choose to do end of march so it can finish in April
- 2) Tanis heater issue - 1 out of 4 cylinders is not heating properly
- 3) GPS update - we are number 5 on the list at avionics shop - maybe later January or early February
- 4) New GPS Pilot guide is on the website for review

N884BC

- 1) Left navigation light has been replaced
- 2) Front seat belts found installed incorrectly - now fixed
- 3) Seatbelt buckle has come apart a couple of times - part ordered to fix, but currently reassembled as best as possible. Use gingerly.
- 4) Ray and Don are staying on top of front seatbelt issue - it is a safety issue - the aircraft is not grounded. Follow regulations and your own judgement and preflight carefully to make sure seatbelt is working and secure.
- 5) Rear seatbelts need to retract all the way before they can come out all the way - sometimes its own spring will not retract it fully; do so manually and it should work
- 6) Report that one of the quick drains didn't seat properly - haven't had a recurrence, please report any issues
- 7) Tanis heater checked and okayed
- 8) Cowl Fastener missing - Quigly to rework it as soon as schedules line up

N1489L

- 1) Backup battery was replaced
- 2) Test switch for standby battery doesn't illuminate, even with new battery - will be taken care of at annual in February - will likely need replacement.
- 3) Still having intermittent engine gauge weirdness - John still researching, has potential test/fix
- 4) Magnetic variation database update still failing, John working on it

AIRPORT AFFAIRS

Airport manager John Wrycza provided updates for the airport.

- Fuel purchase soon, price likely to go down
- Ice historically can cause doors to jam, be careful!
- 89L winch is potentially flakey - be cautious using it
- Club house now has a TV that you can cast to
- Looking into getting a FlightAware feeder to have a Pro account for the club house
- Bushes trimmed, tree by clubhouse next

OLD BUSINESS

3SP Avionics Upgrade – Motion Approved – In line at avionics shop

A motion was previously presented and approved regarding 3SP Avionics Upgrades. Details can be found in the December, 2020 Newsletter.

The plane is now in line at the avionics shop.

New Chief Maintenance

Ray Kvietkus was officially voted in as the new maintenance officer, replacing John Wrycza.

Maintenance Costs and Hourly Rates

Jack is still working through 5 years of data and will present at a future meeting.

NEW BUSINESS

Approval for Instrument Approaches in to Naper Aero

John Wrycza has found the updated procedure among the pandemic for getting allowed to fly the instrument approaches in to Naper Aero.

- 1) Talk to Mike Pastore
- 2) Do the paperwork he gives you
- 3) Meet with the FAA via Zoom
- 4) If instructions followed, you'll be added to the Letter of Authorization

SAFETY

Jacksonville Center shut down due to COVID for deep cleaning with no notice, NOTAMs, etc. for 3 hours. This can happen for **any** ATC services, so know your outs and plans, especially with more IFR weather in the wintertime.

Also be aware of regular winter issues:

- Slippery run ways - plan your landings, don't assume brakes will work
- Be aware of icing, low icing levels this time of year, often times right at beginning of clouds
- Be careful around hangars and gas pumps where ice builds up, easy to slip and fall at airport

MEMBERSHIP AND GUESTS

Six people are currently on the entrance wait list.

ACCOMPLISHMENTS

John W got his UAS certification, all online via class, zoom, and IACRA!

In December, Zack Willig was able to do landings at Midway with no planning due to light air traffic - was a cool experience. He also took the 182 for a Christmas trip and was maintaining 170 kts the whole way home!

Chuck Blazeovich got to fly a brand new 2020 Skyhawk in the Arizona mountains on special for 149/hr, normally closer to 190 - highly recommended, was a great trip.

MEET THE MEMBER — NICK DAVIS



Member Name:

Harlan "Nick" Davis

"Nick" given to me by my mother to make a difference between myself and my dad – we have different middle names

Date joined BFC: October 1977

How did you discover BFC?

Was always aware of Naper Aero but not BFC. In summer 1974, Dave Taber- owner of Collision Clinic (NW corner of Ogden and New York street, and long gone) and BFC member, took me for a flight in the club's C-150. I was completely hooked on flying, the idea of the club, the whole thing.

How long have you been flying and how many hours of you amassed?

I soloed in a Glider in Summer 1971, age 18, at Clow Airport. Airplane solo took place in Billings, MT, summer 1975. Private License in September 1977. First 135/121 Pilot full-time job in March 1987. Retired, United Airlines Captain, April 2018. To date 19,500 hours + 1500 Flight Engineer hours (this is not pilot time).

What ratings do you currently hold?

ASEL Commercial-Instrument, AMEL ATP, with Type Ratings SD3, DC-9, FK-100, B727, B737, B747, B757, B767, B777, A320; Flight Engineer Turbojet, Dispatcher, CFI- Airplane/Instrument SE and ME, glider.

What are you goals with flying?

Keep IFR current and proficient. Am still working on getting a DPE (Designated Pilot Examiner).

What is your favorite BFC aircraft?

I like lower and slower, so N983SP, for its simplicity and just pure fun.

What airport do you like flying to most?

For now, Cushing-grass and uncontrolled. But I on 29 Nov 20 discovered one nearby in Lee County IL: Bresson (C82), south of Rochelle, IL, North-South grass runway. I only drove by (while in search of a 1920s era light beacon location – which is gone). And on the Chicago Sectional, Bresson is too far North!! It should be on US 30. The south end of the runway is at US 30.

Do you have a favorite "\$100 Hamburger" destination?

I thought Morris was the best, and Lake Lawn was a longtime favorite, especially for dinner. But now it is Rochelle.

What are you favorite flying tools – EFBs, Headsets, other gadgets?

I bought a brand new, Bose X from a guy in California, who had won it as a door prize, and was flying Part 135 jets. Actor Dennis Quaid was one of his regulars. He gave me \$100 off the list. I love that headset. I recently bought a used one on E-bay from a guy in Zion, IL, but it needs some care. Club Member John W. gave me some parts to that headset, but the minor problems appears to be in the headphone microphones. I just starting using a Samsung Tablet, but am not really up to speed in it just yet. The G-1000 is quite adequate for the task!

What is your favorite flying memory?

Once upon a time, the State of IL maintained grass runways inside 4 state parks. One was a Starved Rock on Plum Island but I never landed there. The other was in Kankakee River State Park, and I landed there a lot. North-South, 2000 feet long and trees on all sides. On the 1998 Google Earth Photo, it is just barely discernably with the south end at the riding stables. That little C-150 just leaped out of that place. So did our C-182.

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 article was submitted for this month's newsletter. If you would like to have something published, 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
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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 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
Eric Swanson	708-653-6564

¹ 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