

# BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airport 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

### January 2021

884BC	23.0 hrs.
983SP	9.9 hrs.
1489L	16.3 hrs.
TOTAL	49.2 hrs.

### 2021 Totals

884BC	23.0 hrs.
983SP	9.9 hrs.
1489L	16.3 hrs.
TOTAL	49.2 hrs.

## IN THIS ISSUE...

### February Meeting Minutes

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, February 2nd, 2021 online via Zoom. The President called the meeting to order at 7:33 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 January 2021 was 49.2 hours with 0.9 hours club time. We made \$5,770.08 in payments and had \$17,131.28 in receipts. The loan balance is \$139,097 and cash in the bank is \$92,337.06. 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 8:34 PM.

Join us for our next meeting:

**Tuesday, March 2nd, 2021**

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

See you there!

Attendees**Members**

Alex Siegman  
 Kevin Kanarski  
 Allan  
 John Wrycza  
 Kris Knigga  
 Chuck Blazeovich  
 David Vaught  
 Donald Patterson  
 Jack Lindquist  
 Josh Krecek  
 Ray Kvietkus  
 Zack Willig  
 Hubert Elsen  
 James Robertson  
 Doug Beck  
 Mike Young

**Guests**

Joe Willig  
 Aaron Holton  
 Chris Rorvick

**Social**

## TREASURER'S REPORT

**CASH**

Chase Checking	17,098.06
Chase Savings	75,239.00
<b>Total</b>	<b>\$80,975.86</b>

**PAYMENTS**

Naper Aero	Fuel and Fees	4,193.81
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
JA Air Center	89L TST / ARM Switch	370.00
Aircraft Spruce	89L Beacon Lamp Assy	48.06
Chase Bank	Fee	12.00
<b>Total</b>		<b>\$5,770.08</b>

**RESERVES**

INSURANCE (\$2000/ mo)	-6,000
ANNUALS ( \$1000/ mo)	-9,000
LL10 DUES (\$350/ mo)	-1,400
INACTIVE MEMBER	-11,977
ENG OVRHL 89L (\$1500/mo)	-30,362
CREDIT BALANCE MEMBERS	-15,400
EQUITY INSTALLMENT MEMBER	-18,198
EQUIPMENT UPGRADE	-6,000

<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/(Decrease)</b>	<b>11,361</b>

**LOAN**

INTEREST PAID @ 6.0%	703
PRINCIPAL PAID	1,517
AIRCRAFT LOAN Balance	139,097

**RECEIPTS**

Dues & Flying	17,177.93
Equity	250.00
Bank Interest	0.50
<b>Total</b>	<b>\$17,428.43</b>

**CREDITS TO MEMBERS**

Fuel Away	183.23
Loan Pymt	1,110.21
Storage Bin	4.75
<b>Total</b>	<b>\$1,298.19</b>

## FLYING HOURS

### January

884BC	
FLYING	23.0
TACH	2770.8
TBO	2000
TMOH	1389.9
†CLUB	0.6
*GAL/HR.	10.2

983SP	
FLYING	9.9
TACH	5489.9
TBO	2000
TMOH	1061.5
†CLUB	0.3
*GAL/HR.	10.2

1489L	
FLYING	16.3
TACH	1563.5
TBO	2000
TMOH	436.5
†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

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) Squeezed an oil change in before weather got really cold
- 2) April annual was incorrect – scheduled in March at Clow
- 3) GPS update – Still in line as of meeting
- 4) No squawks reported this month
- 5) Fuel injector inspection coming up – will try to do in concert with upcoming annuals

### N884BC

- 1) Seatbelt saga resolved – seatbelts should function properly now
- 2) Cowl fastener missing – portion of cowl needs machining to fix
- 3) Fuel injector inspection coming up – will try to do in concert with upcoming annuals

### N1489L

- 1) Annual this month, a number of things plan to be addressed at same time:
  - a. Front engine seal leaking
  - b. G1000 screen swap to test/narrow down some of the intermittent problems
  - c. OAT and Mixture control hard to move
  - d. Front strut low
- 2) Hangar winch has been flakey – John to look at fixes for this

## AIRPORT AFFAIRS

Airport manager John Wrycza provided updates for the airport.

- Plowed multiple times with recent weather
- Beware of ice – the buildings like to shed ice at the worst times
- Working on renegotiating internet for club house
- Fuel purchase soon – prices likely to go down
- Winter so far has been kind to airport facilities – lights okay, breakers working, etc.

## 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 BUSINESS

### G1000 Subscriptions

Some decisions regarding our G1000 subscriptions from Garmin were discussed. 89L is current due for renewal, and 4BC will be soon. The bulletpoints here are:

- We have the "Americas" subscription, which includes US, South America, Mexico, and Canada. Do we need Americas, or can we switch to US?
- Garmin's packaging is a bit weird; we're working out the best deal.
- Current plan is to buy the cheaper version without the international features and ensure that it has our LL10 approach. We can upgrade for the difference in cost if it does not.

### Coronavirus Vaccine

FAA Guidance is to not fly for at least 48 hours after receiving the vaccine. Additional info can be found at <https://www.faa.gov/news/updates/?newsId=94991>

## SAFETY

Be aware of regular winter issues:

- Slippery runways - 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
- Ensure oil is warm enough (in the green arc) before applying full power for takeoff

## MEMBERSHIP AND GUESTS

Eight people are currently on the entrance wait list.

A new guest joined us for this meeting: Chris Rorvick. Chris has lived in the Naperville area for about 17 years. Chris started lessons at Clow in 2014, but had to stop. He restarted again last October. He is interested in joining the club to continue training, flying, and time building.

## ACCOMPLISHMENTS

Zack Willig and his Dad did a great Mississippi river time-building trip and can highly recommend!

## MEET THE MEMBER — DAVID VAUGHT

**Member Name:**

David Vaught

**Date joined BFC:**

June 2014

**How did you discover BFC?**

Flew previously renting out of Clow. As my work schedule was more relaxed, I was looking for a place to fly more with good airplanes. I looked on the Internet and found both flying clubs at Naper, talked to members and liked BFC better.

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

I began flying in Carmi, Illinois on a scholarship by local businessmen who thought there were not enough young pilots being trained after World War II. I soloed a Cessna 150 in May, 1964 at age 16 and passed my private pilot check ride at Cape Girardeau, Missouri in November, 1964 when I became 17. I almost finished my commercial license at Fort Sill in the Fort Sill Flying Club while I was assigned there for the Artillery Officers Basic Course, but didn't get the check ride scheduled before I was ordered to Fort Benning for Airborne School. I regret that and would advise anyone who works at it and gets close to find a way to finish. I later completed my instrument rating and multi-engine rating. I have always flown privately in flying clubs or by renting and accumulated just over 1,200 hours over the years.

**What ratings do you currently hold?**

Private Pilot, AMEL, and Instrument Rating

**What are your goals with flying?**

Keep encouraging my daughter to finish her license. Keep proficient. Fly some longer cross countries.

**What is your favorite BFC aircraft?**

The Cessna 182 G1000.

**What airport do you like flying to most?**

KCUL in Carmi, Illinois. I trained for my private license at the old airport there, 2,600 feet, 50 feet wide, but it was surrounded by a river, trees, and a railroad, plus it flooded when the river got too high. I was instrumental in persuading the IDOT Secretary, Langhorne Bond (later FAA administrator) to fund a new airport in my hometown with a 4,000 runway, taxiway, instrument approach and in a more open area that can be expanded if traffic merits it. Instead of closing airports or letting them deteriorate I think we need more and better equipped airports and facilities, so I like it where that has actually happened.

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

ForeFlight!

**What is your favorite flying memory?**

After flying the White County Flying Club's Cessna 172 from Illinois through Albuquerque and on west, I then departed Grand Canyon airport (KGCN) in a Cessna 172 off runway 03. Continuing at minimum altitude right up to and across the south rim of the Grand Canyon (when this was still legal), I then turned left and flew above the rim all the way down to Lake Mead and then on to land at Las Vegas. I returned to the Grand Canyon a couple years ago in a Cessna 182 I rented in Grand Junction, Colorado, and flew with my daughter, Erica, the VFR corridors crossing the Grand Canyon. Both the old unrestricted flight down the great length and the new corridor crossings are great flights and well worth doing.

## 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.



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## 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