

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 Mar. 1st

C172S	4BC	\$118.40
C172SP	3SP	\$112.40
C182T	89L	\$147.17

CY Cumulative Hours Flown

February 2021

884BC	17.7 hrs.
983SP	9.2 hrs.
1489L	5.2 hrs.
TOTAL	32.1 hrs.

2021 Totals

884BC	40.7 hrs.
983SP	19.1 hrs.
1489L	21.5 hrs.
TOTAL	81.3 hrs.

IN THIS ISSUE...

March Meeting Minutes

Meet the Member – Chuck Blazeovich

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, March 2nd, 2021 online via Zoom. The President called the meeting to order at 7:32 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 February 2021 was 32.1 hours with 5.8 hours club time. We made \$13,978.24 in payments and had \$12,479.86 in receipts. The loan balance is \$137,573 and cash in the bank is \$90,838.68. 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 8:14 PM.

Join us for our next meeting:

Tuesday, April 6th, 2021

Work Night TBD

Business meeting at 7:30pm

Details to follow via email.

See you there!

Attendees**Members**

Alex Siegman
 Kevin Kanarski
 Steve Snapp
 John Wrycza
 Kris Knigga
 Donald Patterson
 Jack Lindquist
 Ray Kvietkus
 Zack Willig
 Douglas Smith
 Walt Slazyk
 Okan Sengullu
 Nick Davis

Guests

Joe Willig
 Aaron Holton
 Todd Pierzchalski

Social

TREASURER'S REPORT

CASH		
Chase Checking		10,599.09
Chase Savings		80,239.59
Total		\$90,838.68
PAYMENTS		
Naper Aero	Fuel and Fees	2,167.70
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Garmin	89L Garmin Subscription	848.94
Garmin	3SP Gamin Subscription	530.19
Avemco	Aircraft Insurance	6,037.25
Newview Tech	3SP GPS Upgrade balance	3,247.95
Total		\$13,978.24
RESERVES		
INSURANCE (\$2000/ mo)		-2,000
ANNUALS (\$1000/ mo)		-10,000
LL10 DUES (\$350/ mo)		-1,750
INACTIVE MEMBER		-11,977
ENG OVRHL 89L (\$1500/mo)		-31,862
CREDIT BALANCE MEMBERS		-16,200
EQUIPMENT UPGRADE		-17,050
Reserves net		0
Reserve Increase/(Decrease)		-1,498
LOAN		
INTEREST PAID @ 6.0%		695
PRINCIPAL PAID		1,525
AIRCRAFT LOAN Balance		137,573
RECEIPTS		
Dues & Flying		12,479.27
Equity		0.00
Bank Interest		0.59
Total		\$12,479.86
CREDITS TO MEMBERS		
Fuel Away		36.50
Loan Pymt		1,110.21
Total		\$1,146.71

FLYING HOURS

January

884BC	
FLYING	17.7
TACH	2788.5
TBO	2000
TMOH	1372.2
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	9.2
TACH	5499.1
TBO	2000
TMOH	1052.3
†CLUB	3.3
*GAL/HR.	10.2

1489L	
FLYING	5.2
TACH	1568.7
TBO	2000
TMOH	431.3
†CLUB	2.5
*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) 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.

- Runway hole temporarily patched
- Hangar doors adjusted
- No more reports of pump 2 shutting off
- Gas purchased, price went up slightly, still one of the cheapest in the area
- Inside of clubhouse to be painted in the next few months
- No current airport squawks

OLD BUSINESS

3SP Avionics Upgrade – Completed!

A motion was previously presented and approved regarding 3SP Avionics Upgrades. Details can be found in the December, 2020 Newsletter. This upgrade is now complete! Manuals and a new weight and balance are all available on the website.

G1000 Subscriptions

We've renewed our G1000 subscription with a cheaper one, and ensured the approaches for LL10 are still there. This should save approximately \$2200 per year across all three planes. The only big difference is that we no longer have Canada and Mexico maps as part of our subscriptions. You can get a one-time update for approximately \$120 if you plan to fly to these locals.

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>

NEW BUSINESS

Motion - Hourly Aircraft Maintenance Cost Changes

As previously discussed, Jack has finished his evaluation of the last several years of data regarding maintenance costs. A motion was presented and passed at 8:01 as follows:

Effective March 1st, 2021, a \$5/hr increase to 4BCs base rate will be imposed to cover maintenance costs as dictated by our actual costs over the last 5 years.

SAFETY

The FAA has mandated a no-fly period for 48 hours after a Coronavirus Vaccination.

With the new GPS in 3SP, bring a safety pilot while you're learning it! You can also use ground power to play with the buttonology on the ground. There's a yellow box in the locker that contains a ground power unit. Pull the airplane out so you get the GPS signals. Use the screw driver to remove the two screws on the power panel just behind the cowling. Ensure the ground power box is on the APU setting, not the battery charge setting. Listen for the relay to close on the device and check the ammeter to make sure you're not discharging the battery. Ray has also put instructions in the box.

For those without Foreflight, Nick has been working on how to store FARs on PDFs on tablet as he's been out of commission from flying. If you're looking for information on how to do this, or knee replacements, ask Nick! Foreflight users have this available to them.

MEMBERSHIP AND GUESTS

Eight people are currently on the entrance wait list.

ACCOMPLISHMENTS

Ray took a flight out of Scottsdale from Sierra Charlie aviation, 300 hour old 2020 G1000 172 - \$191/hr hobbs time, \$70/hr instructor. Recommends the experience, but not the cost!

MEET THE MEMBER – CHUCK BLAZEVICH



Chuck and son Jack

Member Name:

Chuck Blazevich

Date joined BFC:

March 2019

How did you discover BFC?

I found BFC via the internet. I liked the aircraft, the quality of the people, and how well the organization was run. I've yet to be disappointed.

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

I finished my private pilot's license in 2020 and have about 170 hours. I did my training at Illinois Aviation Academy at DuPage Airport. I guess you might call me a mid-life pilot, as I got into aviation a little later in life.

What ratings do you currently hold?

Private Pilot, and would like to start Instrument soon

What are you goals with flying?

I fly for pleasure. I hope to plan some nice trips and visit my kids in college. My middle son plays college baseball, so I'd like to fly to see some of his away games. I pick him up occasionally at Northern Illinois University (KDKB).

What is your favorite BFC aircraft?

I don't think I've ever met an aircraft I didn't like. But I like the simplicity of 983SP. I did all my training on steam gauges, so I find them comfortable, but also have logged hours in the G1000.

What airport do you like flying to most?

Well, I did my training at DuPage, so there's a comfortable familiarity I have with that airport. I also enjoy flying out to University of Iowa (K10W) and airports that are along that path. I also enjoy flying to Culver, Indiana (C65).

What is your favorite "\$100 hamburger" destination?

Don't really have one yet, open to suggestions.

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

I love Foreflight, Garmin Pilot, and my Stratus unit for traffic and weather. I also like a software package called CloudAhoy, which analyzes different aspects of my flights. It's a great training aid. Windy.com is probably my favorite website for a quick glance at the weather.

What is your favorite flying memory?

My first time flying out to University of Iowa to visit my son. I took him and one of his buddies on a flight and they thought it was awesome. As my son put it, "you just won the cool dad award."

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.

While no article was contributed for this month, John sent some pictures from recent flights and maintenance. Please enjoy!

N1489L Enjoying some IMC



N1489L Prop returning from overhaul



N983SP – New GPS!



Visual Approach capabilities, with appropriate warning



Looking good at the top of the stack, showing off guidance around autopilot coupling.

4:23 PM Wed Feb 24 LTE 95%

Close ⚙️ 🕒 ✍️ RNAV (GPS) Rwy 36 📄 📌 📶 🔒

OSHKOSH, WISCONSIN AL-730 (FAA) 19339

WAAS CH 65602 W36A	APP CRS 004°	Rwy Idg 8002 TDZE 808 Apt Elev 808	RNAV (GPS) RWY 36 WITTMAN RGNL (OSH)
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⚠️ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility to RVR 5600, increase LNAV Cat C/D visibility to RVR 4000, increase Circling Cat D visibility 1/4 mile. For inop MALSR when using Fond Du Lac altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/2 mile and LNAV Cts C/D to RVR 6000. Baro-VNAV and VDP NA when using Fond Du Lac altimeter setting. Circling to Rwy 5, 23 and 31 NA at night. # RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Fond Du Lac altimeter setting.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER * 118.5 (CTAF) 290.9	GND CON 132.3	UNICOM 122.95
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Load Route
from Panel?

KOSH VTF: RNAV (GPS)
RWY 36 KOSH

Load Route

Ignore

4 NM Holding Pattern	DOCEN	WIVLI 2500	JUMVO 1.9 NM to RW36
2800 ← 184°	← 004°	← 004°	*LNAV only
GP 3.00° TCH 53	← 2500	*1460	*1.1 NM to RW36
	← 6.9 NM	← 3.2 NM	← 0.8 1.1 NM

CATEGORY	A	B	C	D
LPV DA #	1008/24 200 (200-1/2)			
LNAV/ DA VNAV	1247/50 439 (500-1)			
LNAV MDA	1200/24	392 (400-1/2)	1200/35	392 (400-3/4)
CIRCLING	1280-1	1300-1	1360-1 1/2	1440-2

From KOSH
Nearest Baro (KOSH)
Height AGL
GPS Altitude
Groundspeed
Accuracy (Connex)

0.6nm N
30.00

782
NAV (GPS) RWY 36
5 m

Airports
Maps
Plates
Documents
Imagery
Flights
Devices
More

Ability to sync with ForeFlight via Bluetooth – route updates shared between the two devices.

2.25 Placards

The GPS 175/GNC 355/GNX 375 STC adds placards if required per STC Installation Manual. The wording and locations of the placards are listed in the table below.

Placard	Location (If installed)
“TO/FROM FLAG WILL NOT FUNCTION CORRECTLY WHEN DISPLAYING GPS DEVIATION. USE TO/FROM INDICATION ON GPS”	Immediately adjacent to the composite CDI indicator.
“GPS LIMITED TO VFR USE ONLY”	Immediately adjacent to the GPS 175/GNC 355/GNX 375.

Table 6 - STC Placards

- A placard for composite indicators is installed.
- A placard for VFR only operations is installed.
- No placards are installed as a result of this STC.

New placards.

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
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