

# 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

\$4.38/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	45.6 hrs.
983SP	33.1 hrs.
1489L	20.5 hrs.
TOTAL	99.2 hrs.

### 2021 Totals

884BC	164.2 hrs.
983SP	85.0 hrs.
1489L	58.0 hrs.
TOTAL	307.2 hrs.

## IN THIS ISSUE...

### June Meeting Minutes

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, June 1st, 2021 at Naper Aero. The President called the meeting to order at 7:32 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 May 2021 was 99.2 hours with 4.9 hours club time. Of note, these flying hours include April's activity for 89L and the GPS installation ferry flights for 3SP. We made \$16,810.49 in payments and had \$8,956.24 in receipts. The loan balance is \$132,772 and cash in the bank is \$74,219.63. 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 8:20 PM.

Join us for our next meeting:

**Tuesday, July 6th, 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  
 James M Robertson  
 Jack Lindquist  
 Ray Kvietkus  
 Zack Willig  
 Donald Patterson  
 Nick Davis  
 Emerson Beinhaur  
 Chris Rorvick  
 Bob Downey  
 Jeff Andrews  
 Kris Knigga  
 Alex Siegman

**Guests**

Joe Willig  
 Jim Williams

**Social**

Bradley Swanson

## TREASURER'S REPORT

**CASH**

Chase Checking	8,978.18
Chase Savings	65,241.45
<b>Total</b>	<b>\$74,219.63</b>

**PAYMENTS**

Naper Aero	Fuel and Fees	2,421.73
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Desser Tire	4BC Tires / Tubes (2)	280.00
Center for Avia	4BC R&R oil rtun line, Secured dipstick housing, R&R Av switch	278.81
Swanson	Worknight supp Apr & May	117.68
Center for Avia	4BC Cowling repair / fasteners, Nose Tire / strut serv, Oil leak	525.28
Center for Avia	89L R&R Starter, Mag service USB charger install	1,058.40
<b>Total</b>		<b>\$16,810.49</b>

**RESERVES**

INSURANCE (\$2000/ mo)	-2,000
ANNUALS ( \$1000/ mo)	-5,000
LL10 DUES (\$350/ mo)	-2,800
INACTIVE MEMBER	-7,727
ENG OVRHL 89L (\$1500/mo)	-36,362
CREDIT BALANCE MEMBERS	-13,000
EQUIPMENT UPGRADE	-10,901
89L REPAIR REIMBURSEMENT	3,570
<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/(Decrease)</b>	<b>-7,854</b>

**LOAN**

INTEREST PAID @ 6.0%	672
PRINCIPAL PAID	1,548
AIRCRAFT LOAN Balance	132,772

**RECEIPTS**

Dues & Flying	8,704.43
Equity	0.00
Bank Interest	0.52
Fuel Reimbursement	251.29
<b>Total</b>	<b>\$8,956.24</b>

**CREDITS TO MEMBERS**

Fuel Away	539.08
Loan Pymt	1,110.21
Postage	165.00
<b>Total</b>	<b>\$1,814.29</b>

## FLYING HOURS

April

884BC	
FLYING	45.6
TACH	2912.0
TBO	2000
TMOH	1248.7
<sup>†</sup> CLUB	0.3
*GAL/HR.	10.2

983SP	
FLYING	33.1
TACH	5565.0
TBO	2000
TMOH	986.4
<sup>†</sup> CLUB	3.2
*GAL/HR.	10.2

1489L	
FLYING	20.5
TACH	1605.2
TBO	2000
TMOH	394.8
<sup>†</sup> CLUB	1.4
*GAL/HR.	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

<sup>†</sup> Includes orientation flights

\* Gallons per hour for calculating hourly rate. Do not use for flight planning.

## AIRCRAFT REPORTS

### N983SP

- 1) No reports on new ADS-B, things seem to be going well
- 2) Cowl screws all exist!
- 3) Oil change soon, pay attention to oil change times
- 4) Cracked static wick on right wing
- 5) Turn coordinator has been acting up, will be looked at

### N884BC

- 1) Lots of recent work
- 2) Cowl fasteners overhauled; they are all there now!
- 3) Nav light gasket repaired temporarily, have gasket for replacement
- 4) Oil return line replaced – second time it's been leaking. Was chafing against an engine baffle. Has been rerouted. No oil on belly at the plane wash.
- 5) #3 cylinder intake gasket replaced – was leaking gas some. Found while fixing oil.
- 6) Pilot's door has an internal spring that needs replacing – will do at annual. Be gentle with the door, and make sure it closes properly
- 7) Nose strut inflated
- 8) Beacon bulb replaced
- 9) Small nick in prop was addressed
- 10) Will book annual soon – due in October

### 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
- 3) Replacement rudder has been at the shop for 7 weeks, trying to get it installed.
- 4) May have to fly our own mechanic down and replace it due to non-responsive local shop

## AIRPORT AFFAIRS

Airport manager John Wrycza provided updates for the airport.

- New gas purchase – prices went up
- Renegotiated internet, it's a little better than before, 35mbps down
- Will renegotiate phone line for credit card at pump
- Underground gas tanks will be uninsurable at end of year, will be discussed at upcoming owners meeting whether to replace or other options
- Runway repaving/repair looking at October time frame
- Lots of bird nests popping up – check your planes thoroughly
- A new house nearing completion at airport, and a new Cessna has arrived.
- NOTAM system was down, but no NOTAMs for NOTAMs
- Also had a close call with a training plane scud running under the approach path on the airport approach, but pilot forgot to close flight plan after going missed.
- More tree trimming happening, be careful of thorns near pumps
- Oil collected recently
- Fire martial inspection soon

## OLD BUSINESS

No old business needed to be covered.

## NEW BUSINESS

### **New Member – Jim Williams**

Jim Williams was voted in as a new member.

### **N1489L Repairs**

John gave a lengthy update on 89L, the summary is in the Aircraft Updates. Additionally, we are working with the insurance to get as fair an adjustment as possible.

## SAFETY

We're into flying in summer – lots of traffic on the weekends. Be aware of traffic and mindful of altitudes. 2500ft is a pretty busy altitude. One option is that under 3000ft AGL, you are not limited to the recommended altitudes. You can choose an odd altitude such as 2650 or similar.

Lots of folks are relearning how to fly, rusty pilots. Lots of folks will not be using the radio or not using it well. Remember for non-controlled fields, good phraseology is:

Airport name (as on chart) traffic – callsign – what you're doing – airport name again

Be sure to go up on non-perfect days and practice your skills in a comfortable situation.

Remember that you will not always see traffic and weather in real-time depending on what technology you are using. Know the limitations of the technology, and do not use non-realtime sources as realtime.

Gliders are near impossible to visually spot, and ATC radar usually cannot see them. There's a lot of glider activity near Morris airport and around I-55/I-80. Glider club uses 123.3 for all their announcements.

FAA has a new self-briefing process. Nick does not have details yet, but feel free to study up.

## MEMBERSHIP AND GUESTS

There continues to be a strong entrance list. Three with strong interest alongside 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