

# 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

\$4.50/gal

### Aircraft Rates as of Mar. 1st

C172S 4BC \$118.40

C172SP 3SP \$112.40

C182T 89L \$147.17

### CY Cumulative Hours Flown

#### June 2021

884BC 48.6 hrs.

983SP 30.3 hrs.

1489L 38.0 hrs.

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TOTAL 116.9 hrs.

#### 2021 Totals

884BC 212.8 hrs.

983SP 115.3 hrs.

1489L 96.0 hrs.

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TOTAL 424.1 hrs.

## IN THIS ISSUE...

### July Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, July 6th, 2021 at Naper Aero. The President called the meeting to order at 7:31 PM.

The minutes from the last meeting were published in the newsletter. The minutes were approved as published.

The Treasurer's report was reviewed for the members. Total flying time for June 2021 was 116.9 hours with 1.8 hours club time. We made \$14,323.87 in payments and had \$23,071.67 in receipts. The loan balance is \$131,396 and cash in the bank is \$82,967.43. 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 8:29 PM.

Join us for our next meeting:

**Tuesday, August 3rd, 2021**

Work Night at 5:30pm

Business meeting at 7:30pm

Details to follow via email.

See you there!

Attendees**Members**

Kevin Kanarski  
 Chris Rorvick  
 Eric Swanson  
 Hubert Elsen  
 Jim Williams  
 Nick Davis  
 Chuck Blazeovich  
 Steve Snapp  
 Ray Kvietkus  
 Doug Beck  
 Walt Slazyk  
 Al Loek  
 Donald Patterson  
 Kris Knigga

**Guests**

Dan Mannisto  
 Rich Andrews

**Social****TREASURER'S REPORT**

| <b>CASH</b>                        |                                  |                    |
|------------------------------------|----------------------------------|--------------------|
| Chase Checking                     |                                  | 17,725.40          |
| Chase Savings                      |                                  | 65,242.03          |
| <b>Total</b>                       |                                  | <b>\$82,967.43</b> |
| <b>PAYMENTS</b>                    |                                  |                    |
| Naper Aero                         | Fuel and Fees                    | 3,396.85           |
| Volartek                           | Loan Payment                     | 1,110.21           |
| Aircraft Clubs                     | Reservation System               | 36.00              |
| Aircraft Spruce                    | 4BC Nav light gasket             | 23.71              |
| Center for Avia                    | 89L Adj Rudder cable, Oil change | 607.43             |
| Aircraft Spruce                    | 3SP Static wick, Oil (case)      | 123.93             |
| Swanson                            | Worknight food/ supp - June      | 63.24              |
| Aircraft Spruce                    | 3SP Turn Coordinator             | 2,046.60           |
| Avia Oil Outlet                    | Oil ( 6 cases)                   | 315.90             |
| Double M Avia                      | 89L Rudder repair final payment  | 2,350.00           |
| Beinhauer                          | Equity return                    | 4,250.00           |
| <b>Total</b>                       |                                  | <b>\$14,323.87</b> |
| <b>RESERVES</b>                    |                                  |                    |
| INSURANCE (\$2000/ mo)             |                                  | -4,000             |
| ANNUALS ( \$1000/ mo)              |                                  | -6,000             |
| LL10 DUES (\$350/ mo)              |                                  | -3,150             |
| INACTIVE MEMBER                    |                                  | -7,727             |
| ENG OVRHL 89L (\$1500/mo)          |                                  | -37,862            |
| CREDIT BALANCE MEMBERS             |                                  | -13,700            |
| EQUIPMENT UPGRADE                  |                                  | -16,577            |
| 89L REPAIR REIMBURSEMENT           |                                  | 6,048              |
| <b>Reserves net</b>                |                                  | <b>0</b>           |
| <b>Reserve Increase/(Decrease)</b> |                                  | <b>8,748</b>       |
| <b>LOAN</b>                        |                                  |                    |
| INTEREST PAID @ 6.0%               |                                  | 6652               |
| PRINCIPAL PAID                     |                                  | 1,555              |
| AIRCRAFT LOAN Balance              |                                  | 131,396            |
| <b>RECEIPTS</b>                    |                                  |                    |
| Dues & Flying                      |                                  | 18,821.09          |
| Equity                             |                                  | 4,250.00           |
| Bank Interest                      |                                  | 0.58               |
| <b>Total</b>                       |                                  | <b>\$23,071.67</b> |
| <b>CREDITS TO MEMBERS</b>          |                                  |                    |
| Fuel Away                          |                                  | 1,874.92           |
| Loan Pymt                          |                                  | 1,110.21           |
| <b>Total</b>                       |                                  | <b>\$2,985.13</b>  |

## FLYING HOURS

June

| 884BC    |        |
|----------|--------|
| FLYING   | 48.6   |
| TACH     | 2960.6 |
| TBO      | 2000   |
| TMOH     | 1200.1 |
| †CLUB    | 0.0    |
| *GAL/HR. | 10.2   |

| 983SP    |        |
|----------|--------|
| FLYING   | 30.3   |
| TACH     | 5595.3 |
| TBO      | 2000   |
| TMOH     | 956.1  |
| †CLUB    | 0.5    |
| *GAL/HR. | 10.2   |

| 1489L    |        |
|----------|--------|
| FLYING   | 38.0   |
| TACH     | 1643.2 |
| TBO      | 2000   |
| TMOH     | 356.8  |
| †CLUB    | 1.3    |
| *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) Hangar rash on elevator
- 2) Be sure to report damage as soon as possible to ensure a safe airplane for the next pilot
- 3) White nav light on tail replaced

### N884BC

- 1) Oil changed on the 13<sup>th</sup>, 500hr mag inspection due in September
- 2) Fuel line inspected on the 1<sup>st</sup>
- 3) Replaced beacon bulb
- 4) Oil leak seems resolved
- 5) Spring issue in pilot door, deferred to annual
- 6) Still reports of left turning tendency
- 7) Wireless remote for winch reported inop

### N1489L

- 1) Tires looking worn
- 2) Rudder repair is completed
- 3) Still working on reimbursement from insurance

## AIRPORT AFFAIRS

Airport manager John Wrycza provided updates for the airport.

- New gas purchase – prices went up
- 6000 gallons in a month
- Please notify John if you see a VASI light out
- Watch for golf carts
- Taxiway and Runway repairs coming; probably September
- Lots of bird nests popping up – check your planes thoroughly
- Still planning on lowering outdoor electrical boxes.

## OLD BUSINESS

No old business needed to be covered.

## NEW BUSINESS

No new business needed to be covered.

## SAFETY

Watch for TFRs – in the event of presidential TFRs, make sure you get a squawk before departure or before entering the area when returning.

Make sure the airplane is **completely** out of the hangar before turning when pulling a plane out.

It's hot! Remember to consider density altitude and proper leaning for runup and takeoff. Always lean while taxiing.

Flying to Oshkosh? Read the NOTAM! Read it multiple times, bring it with you, and reference it regularly.

Remember to slow down to Va in turbulence.

Submit PIREPs when able, even via [aviationweather.gov](http://aviationweather.gov)

## MEMBERSHIP AND GUESTS

There continues to be a strong entrance list with 11 applications currently submitted.

We also had Dan, a glider pilot, Rich, and Sid an MEI as guests present at the meeting.

## ACCOMPLISHMENTS

John Wrycza had a chance to fly a 206 on floats in Brainerd

## 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 |
|--------------|--------------|

### Plane Captains:

|        |               |              |
|--------|---------------|--------------|
| N884BC | Don Patterson | 815-436-5771 |
| N983SP | Doug Beck     | 630-544-7432 |
| N1489L | Jim Robertson | 630-215-5003 |