

# 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

\$5.00/gal as of Feb. 1

### Aircraft Rates

C172S	4BC	\$129.50
C172SP	3SP	\$123.50
C182T	89L	\$160.83

### CY Cumulative Hours Flown

#### February 2022

884BC	72.2 hrs.
983SP	37.9 hrs.
1489L	5.4 hrs.
<b>TOTAL</b>	<b>115.5 hrs.</b>

#### 2022 Totals

884BC	86.6 hrs.
983SP	62.6 hrs.
1489L	17.1 hrs.
<b>TOTAL</b>	<b>166.3 hrs.</b>

Join us for our next meeting:

**Tuesday, April 5th, 2022**

Business meeting at 7:30pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### March Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, March 1st, 2022 at Naper Aero. The President called the meeting to order at 7:33 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 February 2022 was 115.5 hours with 4.1 hours club time. We made \$5,293.68 in payments and had \$19,524.00 in billings. The loan balance is \$83,102.10 and cash in the bank is \$87,737.17.

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 8:11 PM.

Attendees

**Members**

Kevin Kanarski  
 Kris Knigga  
 Nick Davis  
 Jim Robertson  
 Jack Lindquist  
 Jim Williams  
 Rich Andrews  
 Walt Slazyk  
 Al Loek  
 John Wrycza  
 Jeff Hilsenbeck  
 Don Patterson

**Guests**

JJ Starr  
 Sid S.  
 Scott Hall  
 Jake Black  
 Dan Mannisto  
 Mike Treece

**Social**

Joe Willig

**TREASURER'S REPORT**

**I. AIRCRAFT DATA (end of day 2/27/2022, except 1489L (thru 2/28))**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,250.2	5,811.0	1,828.2
END TACH	3,322.4	5,848.9	1,833.6
TOTAL HOURS	72.20	37.90	5.4
TBO	2,000	2,000	2,000
TMOH	838	703	166

**II. MONTHLY BILLING SUMMARY**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	72.20	37.90	5.40	115.5
LESS: CLUB TIME	(2.00)	-	(2.10)	(4.10)
<b>BILLABLE HOURS</b>	<b>70.20</b>	<b>37.90</b>	<b>3.30</b>	<b>111.4</b>
BILLING RATE	\$ 129.50	\$ 123.50	\$ 160.83	
FLYING CHARGES	\$ 9,090.90	\$ 4,680.65	\$ 530.74	\$ 14,302.29
MONTHLY DUES				\$ 6,660.00
FUEL CREDITS				\$ (1,351.70)
OTHER CREDITS				\$ (86.59)
<b>TOTAL BILLINGS</b>	<b>\$ 9,090.90</b>	<b>\$ 4,680.65</b>	<b>\$ 530.74</b>	<b>\$ 19,524.00</b>

**III. MEMBER CREDIT BREAKDOWN**

Swanson	Fuel Credit	\$ (159.00)
Swanson	Fuel Credit	\$ (140.50)
Swanson	Fuel Credit	\$ (60.55)
Swanson	Fuel Credit	\$ (122.50)
Swanson	Fuel Credit	\$ (109.40)
Swanson	Fuel Credit	\$ (113.90)
Swanson	Fuel Credit	\$ (128.25)
Swanson	Fuel Credit	\$ (98.50)
Swanson	Fuel Credit	\$ (156.60)
Swanson	Fuel Credit	\$ (127.50)
Swanson	Fuel Credit	\$ (50.00)
Swanson	Fuel Credit	\$ (85.00)
	<b>TOTAL FUEL</b>	<b>\$ (1,351.70)</b>
Davis	Keys	\$ (15.16)
Davis	Keys	\$ (8.93)
Blazevich	Quickbooks fee	\$ (12.50)
Blazevich	Quickbooks fee	\$ (12.50)
Blazevich	Quickbooks fee	\$ (12.50)
Blazevich	Quickbooks fee	\$ (12.50)
Blazevich	Quickbooks fee	\$ (12.50)
	<b>TOTAL OTHER</b>	<b>\$ (86.59)</b>
	<b>TOTAL CREDITS</b>	<b>\$ (1,438.29)</b>

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
<b>BEGIN BALANCE</b>	\$ 31,945.71	\$ 50,245.91	\$ 82,191.62
Cash In	\$ 10,838.85	\$ 0.38	
Cash Out	\$ (5,293.68)		
<b>ENDING BALANCE</b>	\$ 37,490.88	\$ 50,246.29	\$ 87,737.17

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ -	\$ 2,300.00	\$ 2,300.00
ANNUALS ( \$1000/ mo)	\$ 9,000.00	\$ 1,000.00	\$ 10,000.00
LL10 DUES (\$425/ mo)	\$ 1,700.00	\$ 425.00	\$ 2,125.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 37,662.00	\$ 2,600.00	\$ 40,262.00
CREDIT BALANCE MEMBERS	\$ 4,078.12	\$ 986.30	\$ 5,064.42
EQUIPMENT UPGRADE	\$ 22,024.78	\$ (1,765.75)	\$ 20,259.03
<b>TOTAL</b>	\$ 82,191.62	\$ 5,545.55	\$ 87,737.17

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
<b>Repairs &amp; Maint</b>			
1489L	Radio Upgrade	Gary Jet Center	\$ 3,305.34
884BC	Maintenance	Center for Aviat	\$ 203.30
884BC	Garmin Upgrade	Ray K.	\$ 870.19
983SP	Garmin Upgrade	Ray K.	\$ 530.19
983SP	Maintenance	Center for Aviat	\$ 348.66
<b>Website</b>		Aircraft Clubs	\$ 36.00
<b>TOTAL PAYMENTS</b>			\$ 5,293.68

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 418.97
PRINCIPAL PAID	\$ 691.24
TOTAL LOAN PAYMENT	\$ 1,110.21
<b>AIRCRAFT LOAN BALANCE</b>	<b>\$ 83,102.10</b>

## FLYING HOURS

### February

884BC	
FLYING	72.2
TACH	3322.4
TBO	2000
TMOH	838
†CLUB	2.0
*GAL/HR.	10.2

983SP	
FLYING	37.9
TACH	5848.9
TBO	2000
TMOH	703
†CLUB	0.8
*GAL/HR.	10.2

1489L	
FLYING	5.4
TACH	1833.6
TBO	2000
TMOH	166
†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

### N983SP

- 1) Flying well!

### N884BC

- 1) Flying well
- 2) Avionics master switch replacement, fuel injector inspection, and oil change all due in the next 10 hours.
- 3) New cowl plugs coming to replace lost ones

### N1489L

- 1) Cowl blanket is missing. Please help us in locating it.
- 2) Transponder upgrade completed
- 3) Magneto inspection due in 137 hours
- 4) Annual is complete
  - a. Oil change done
  - b. Nose gear tire replaced
  - c. Compression was found low in a cylinder; fixed
  - d. Exhaust leak found and fixed
  - e. ELT battery changed

## AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- 4BC Winch not working; John is working on it
- LED VASIs are being designed for the airport
- Bushes by the fuel pumps being trimmed shorter and narrower this spring
- GPS signal issues seem to have subsided. Possibly due to faulty Christmas lights

## OLD BUSINESS

### 89L Engine Overhaul

89L is nearing its engine overhaul time. Plans are in motion for completing in 2023.

## NEW BUSINESS

No new business to cover.

## SAFETY

As the weather gets warmer, remember that performance is going to deteriorate

Flying at night is very similar to IFR flying, especially when there is no moon, visible stars, or horizon.

## MEMBERSHIP AND GUESTS

We had several guests at the March meeting including JJ, Sid, Scott, and Jacob.

There continues to be a strong entrance list.

## ACCOMPLISHMENTS

Eric had an opportunity to do steep turns over Mount Rushmore!

## 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 submitted for this month's newsletter.

## 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:** Charles Blazeovich

**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