

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

March 2022

884BC	67.3 hrs.
983SP	29.0 hrs.
1489L	18.8 hrs.
TOTAL	115.1 hrs.

2022 Totals

884BC	153.9 hrs.
983SP	91.6 hrs.
1489L	35.9 hrs.
TOTAL	281.4 hrs.

Join us for our next meeting:

Tuesday, May 3rd, 2022

Work night 5:30pm

Business meeting at 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

April Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, April 5th, 2022 at Naper Aero. The President called the meeting to order at 7:30 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 March 2022 was 115.1 hours with 0.9 hours club time. We made \$13,785.27 in payments and had \$21,148.70 in billings. The loan balance is \$83,102.10 and cash in the bank is \$92,148.82.

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 8:31 PM.

Attendees

Members

Kevin Kanarski
 David Vaught
 Kris Knigga
 Ray Kvietkus
 Steve Snapp
 Al Loek
 Don Patterson
 Nick Davis
 Zack Willig
 John Wrycza
 Eric Swanson
 Rich Andrews
 Jack Lindquist
 Walt Slazyk

Guests

JJ Starr
 Scott Hall
 Jake Black
 Dan Mannisto

Social

Joe Willig

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,322.4	5,848.9	1,833.6
END TACH	3,389.7	5,877.9	1,852.4
TOTAL HOURS	67.30	29.00	18.8
TBO	2,000	2,000	2,000
TMOH	771	674	148

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	67.30	29.00	18.80	115.1
LESS: CLUB TIME	(0.50)	(0.40)	-	(0.90)
BILLABLE HOURS	66.80	28.60	18.80	114.2
BILLING RATE	\$ 129.50	\$ 123.50	\$ 160.83	
FLYING CHARGES	\$ 8,650.60	\$ 3,532.10	\$ 3,023.60	\$ 15,206.30
MONTHLY DUES				\$ 6,660.00
FUEL CREDITS				\$ (717.60)
TOTAL BILLINGS	\$ 8,650.60	\$ 3,532.10	\$ 3,023.60	\$ 21,148.70

III. MEMBER CREDIT BREAKDOWN

Swanson	Fuel Credit	\$ (146.65)
Krzyzewski	Fuel Credit	\$ (122.40)
Tomoiaga	Fuel Credit	\$ (115.00)
Swanson	Fuel Credit	\$ (86.45)
Swanson	Fuel Credit	\$ (75.00)
Swanson	Fuel Credit	\$ (65.10)
Blazevich	Fuel Credit	\$ (57.00)
Swanson	Fuel Credit	\$ (50.00)
TOTAL CREDITS		\$ (717.60)

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 37,490.88	\$ 50,246.29	\$ 87,737.17
Cash In	\$ 18,196.50	\$ 0.42	
Cash Out	\$ (13,785.27)		
ENDING BALANCE	\$ 41,902.11	\$ 50,246.71	\$ 92,148.82

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ 2,300.00	\$ 2,300.00	\$ 4,600.00
ANNUALS (\$1000/ mo)	\$ 10,000.00	\$ (3,897.66)	\$ 6,102.34
LL10 DUES (\$425/ mo)	\$ 2,125.00	\$ 425.00	\$ 2,550.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 40,262.00	\$ 2,600.00	\$ 42,862.00
CREDIT BALANCE MEMBERS	\$ 5,064.42	\$ 851.06	\$ 5,915.48
EQUIPMENT UPGRADE	\$ 20,259.03	\$ 2,133.25	\$ 22,392.28
TOTAL	\$ 87,737.17	\$ 4,411.65	\$ 92,148.82

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Naper Aero			
Fuel	2 Months	Naper Aero	\$ 4,983.40
Hangar Fees	2 Months	Naper Aero	\$ 960.00
Planning Room Fees	2 Months	Naper Aero	\$ 360.00
Repairs & Maint			
1489L	Annual	Center for Aviat	\$ 4,897.66
1489L	Oil Filters	John Wryzca	\$ 399.87
884BC	AD 2015-19-07, Swit	Center for Aviat	\$ 175.05
884BC	Seatbelts	Center for Aviat	\$ 920.57
884BC	Oil filters	John Wryzca	\$ 399.87
983SP	Cowling receptacles	Center for Aviat	\$ 227.98
983SP	Oil Filters	John Wryzca	\$ 399.87
Website		Aircraft Clubs	\$ 36.00
Bank Fees		Chase	\$ 25.00
TOTAL PAYMENTS			\$ 13,785.27

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 415.51
PRINCIPAL PAID	\$ 694.70
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 83,102.10

FLYING HOURS

March

884BC	
FLYING	67.3
TACH	3389.7
TBO	2000
TMOH	771
†CLUB	0.5
*GAL/HR.	10.2

983SP	
FLYING	29.0
TACH	5877.9
TBO	2000
TMOH	674
†CLUB	0.4
*GAL/HR.	10.2

1489L	
FLYING	18.8
TACH	1852.4
TBO	2000
TMOH	148
†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

N983SP

- 1) Upper COM radio squelch cuts in and out a bit
- 2) Runs well
- 3) Annual coming up

N884BC

- 1) Flying well
- 2) Lots of flying, two oil changes this month!
- 3) Fuel injector AD Done
- 4) Avionics master switch replaced
- 5) Tail beacon bulb replaced
- 6) Seatbelt airbag inflator replaced, good for 10 years
- 7) The pilot's side headphone jack is loose in the panel. Works fine, but wiggles.
- 8) Oil pressure regulator replacement seems to have fixed recurring oil leaks
- 9) Still wants to turn left

N1489L

- 1) Magnetometer failed. Being sent to Garmin for repair. No ETA.

AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- LED VASI lights being installed soon
- 4BC Winch fixed
- Wind sock in bad shape, will be replaced
- New member with RV-10 moved in, as well as some other new members
- Watch for neighborhood residents while taxiing, perhaps in golf carts
- Pump 2 intermittently turning off prematurely
- Airport signage to be replaced
- Anticipating a gas purchase in 2 months. Prices will likely go up.

OLD BUSINESS

89L Engine Overhaul

89L is nearing its engine overhaul time. Plans are in motion for completing within 1 to 2 years out. We are confident we are sufficiently funded for when the time comes.

NEW BUSINESS

No new business to cover.

SAFETY

The Lewis control tower might be opening in August. There will be a new class D airspace established when the tower goes live.

Lots of birds are around. Watch out!

It's a good idea to occasionally practice instrument flying with a safety pilot, even if you don't have an instrument rating.

Watch out for TFRs and MOAs; flight following helps being aware of MOAs.

Watch out for military training routes. VR routes are visual, IR instrument. These are charted on sectionals. Fast airplanes may be flying those routes at any altitude, including very low altitudes.

MEMBERSHIP AND GUESTS

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

Dan Manisto and Jacob Black were voted in as members.

There continues to be a strong entrance list with 5 members on it.

ACCOMPLISHMENTS

Eric Swanson is starting at Skywest in June!

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

ABOUT OUR ORGANIZATION

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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: 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 ¹

Eric Swanson 708-653-6564

¹ 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