

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

June 2022

884BC	56.9 hrs.
983SP	32.4 hrs.
1489L	N/A hrs.
TOTAL	89.3 hrs.

2022 Totals

884BC	339.3 hrs.
983SP	192.8 hrs.
1489L	46.1 hrs.
TOTAL	578.2 hrs.

Join us for our next meeting:

Tuesday, August 2nd, 2022

Work night 5:30pm

Business meeting at 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

July Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, July 5th, 2022 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 2022 was 89.3 hours with 0.0 hours club time, excluding figures for 1489L (see note below). We made \$6,630.17 in payments and had \$18,338.43 in billings. The loan balance is \$81,007.57 and cash in the bank is \$125,581.13.

NOTE: Numbers in the sidebar and Treasurer's report will not include flight time for 1489L for June as there was a delay in getting the timesheets. These numbers will be reflected in July's Treasurers report in the August meeting.

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 8:30 PM.

Attendees**Members**

Kevin Kanarski
 Hubert Elsen
 Ray Kvietkus
 Kris Knigga
 Rich Andrews
 Chuck Blazevich
 Doug Beck
 Don Patterson
 Steve Snapp
 Walt Slazyk
 John Wrycza
 Dan Mannisto
 John Sheskier
 Jack Lindquist
 Jim Williams
 Nick Davis
 David Vaught

Guests

Scott Hall
 James Swanson
 Julianna Williams
 Yijin Kang

Social

Bradley Swanson

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,518.2	5,946.7	1,862.6
END TACH	3,575.1	5,979.1	1,862.6
TOTAL HOURS	56.90	32.40	-
TBO	2,000	2,000	2,000
TMOH	586	572	137

NOTE: June billings for 1489L to be billed in July due to delay in receiving aircraft sheets.

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	56.90	32.40	-	89.3
LESS: CLUB TIME	-	-	-	-
BILLABLE HOURS	56.90	32.40	-	89.3
BILLING RATE	\$ 143.60	\$ 137.60	\$ 178.17	
FLYING CHARGES	\$ 8,170.84	\$ 4,458.24	\$ -	\$ 12,629.08
MONTHLY DUES				\$ 6,660.00
FUEL CREDITS				\$ (950.65)
TOTAL BILLINGS	\$ 8,170.84	\$ 4,458.24	\$ -	\$ 18,338.43

III. MEMBER CREDIT BREAKDOWN

Williams	Fuel Credit	\$ (106.28)
Tomoiaga	Fuel Credit	\$ (142.05)
Tomoiaga	Fuel Credit	\$ (152.56)
Tomoiaga	Fuel Credit	\$ (164.10)
Tomoiaga	Fuel Credit	\$ (185.89)
Sheskier	Fuel Credit	\$ (38.46)
Lindquist	Totes/Tester	\$ (46.43)
Kanarski	Totes/Rope	\$ (90.53)
Davis	Keys	\$ (24.36)
TOTAL CREDITS		\$ (950.65)

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 68,888.80	\$ 50,247.53	\$ 119,136.33
Cash In	\$ 19,452.56	\$ 0.41	\$ 19,452.97
Cash Out	\$ (15,008.17)		\$ (15,008.17)
ENDING BALANCE	\$ 73,333.19	\$ 50,247.94	\$ 123,581.13

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ 2,299.75	\$ 2,300.00	\$ 4,599.75
ANNUALS (\$1000/ mo)	\$ 3,884.41	\$ 1,000.00	\$ 4,884.41
LL10 DUES (\$425/ mo)	\$ 2,975.00	\$ 425.00	\$ 3,400.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 45,462.00	\$ 2,600.00	\$ 48,062.00
CREDIT BALANCE MEMBERS	\$ 7,839.90	\$ 986.57	\$ 8,826.47
EQUIPMENT UPGRADE	\$ 48,948.55	\$ (2,866.77)	\$ 46,081.78
TOTAL	\$ 119,136.33	\$ 4,444.80	\$ 123,581.13

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
Fuel		Naper Aero	\$ 4,517.92
Hangar Fees		Naper Aero	\$ 480.00
Planning Room		Naper Aero	\$ 180.00
Maint: 1489L	Garmin GMU 44	Cnt Av Svcs	\$ 1,391.25
Website		Aircraft Clubs	\$ 36.00
Bank Fees		Chase	\$ 25.00
TOTAL PAYMENTS			\$ 6,630.17

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 408.55
PRINCIPAL PAID	\$ 701.66
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 81,007.57

NOTE: AN UPDATED LOAN STATUS WAS NOT PROVIDED AT TIME OF PUBLICATION.

FLYING HOURS

June

884BC	
FLYING	76.0
TACH	3575.1
TBO	2000
TMOH	586
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	31.5
TACH	5979.1
TBO	2000
TMOH	572
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	-.-
TACH	-.-
TBO	2000
TMOH	-
†CLUB	-.-
*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) Nose wheel shimmy seems to be fixed with proper tire inflation
- 2) Tail light replaced
- 3) Everything seems in good health

N884BC

- 1) Magneto inspection is 30 hours past due. This is not a requirement, just a suggested overhaul time, so we'll probably do this at annual or later this year.
- 2) Occasional small fuel leak under nose. Unable to determine cause, however no fuel has been found in engine compartment. Investigation is ongoing.
- 3) Fuel injector line inspection due in 50 hours
- 4) Tires about due for replacement
- 5) Reports of cowl fastener going bad. Replacement on hand, so it will be replaced soon.
- 6) Pilot door latch difficult to operate

N1489L

- 1) G1000 issues have been resolved as far as we can tell
- 2) Standby battery is still reporting a constant discharge with annunciator light displayed. We think it's an instrumentation issue. Standby battery test continues to pass.
- 3) Seat belts are now correctly attached!
- 4) One of the plastic elevator caps was damaged and replaced
- 5) Range knob on MFD Fixed

AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- Clubhouse / hangar to be painted
- Chicken wire in 89L hangar to be replaced with drywall
- Winch cable replaced for 4BC
- Be aware of golf carts and scooters on the field.
- One of the new VASI LEDs is having problems; a replacement is on the way
- The bushes on the south side of the runway will be trimmed and thinned.

OLD BUSINESS

No old business needed to be covered.

NEW BUSINESS

Thank you to Grillmaster Bradley

Bradley has once again been cooking for our work nights throughout the summer. We all greatly appreciate his efforts

SAFETY

It's worthwhile to practice engine out landings while you still have an engine. Find a nice, quiet airport and while above it and at various points in the pattern from downwind on, pull power and practice safe landings. Be sure to communicate with any other traffic, and don't be afraid to bring an instructor or safety pilot along for a second set of eyes.

MEMBERSHIP AND GUESTS

We had several guests at the July meeting. There also continues to be a strong entrance list with 9 applicants currently waiting.

ACCOMPLISHMENTS

Dave Klucak passed his instrument checkride!

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
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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: 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