

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

\$5.67/gal as of Apr. 1, 2024

Aircraft Rates

C172S	4BC	\$136.80
C172SP	3SP	\$130.80
C182T	89L	\$169.80

CY Cumulative Hours Flown

April 2024

884BC	19.7 hrs.
983SP	27.0 hrs.
1489L	17.4 hrs.
TOTAL	64.1 hrs.

2024 Totals

884BC	47.0 hrs.
983SP	92.4 hrs.
1489L	35.8 hrs.
TOTAL	175.2 hrs.

Join us for our next meeting:

Tuesday, June 4th, 2024

Work Night @ 5:00pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

May Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, May 7th, 2024 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 April 2024 was 64.1 hours with 0.0 hours club time. We made \$15,591.46 in payments and had \$15,196.91 in billings. The loan balance is \$63,864.55 and cash in the bank is \$140,975.03. 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
- Alex Siegman
- Kris Knigga
- Al Loek
- Ray Kvietkus
- Donald Patterson
- Nick Davis
- John Wrycza
- John Sheskier
- David Vaught
- Rich Andrews
- Walt Slazyk
- Mel Finzer
- Patricia Pyszka
- Hubert Elsen
- Dan Mannisto
- Chris Rorvick
- Jack Lindquist

Guests

- Pashnupati Pandey
- Cliff K.
- Derek Mitchell
- Gints B.
- Larisa B
- Jekabs B.

Social

- Bradley Swanson

TREASURER'S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	3,908.2	6,452.8	2,031.5	
END TACH	3,927.9	6,479.8	2,048.9	
TOTAL HOURS	19.70	27.00	17.4	
TBO	2,000	2,000	2,000	
TMOH	233	72	1,912	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	19.70	27.00	17.40	64.1
LESS: CLUB TIME	-	-	-	-
BILLABLE HOURS	19.70	27.00	17.40	64.1
BILLING RATE	\$ 136.80	\$ 130.80	\$ 169.80	
FLYING CHARGES	\$ 2,694.96	\$ 3,531.60	\$ 2,954.52	\$ 9,181.08
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (644.17)
TOTAL BILLINGS	\$ 2,694.96	\$ 3,531.60	\$ 2,954.52	\$ 15,196.91

III. MEMBER CREDIT BREAKDOWN				
Chris Rorvick	Fuel Credit	5.73	\$ (23.00)	\$ (131.79)
Chris Rorvick	Fuel Credit	5.73	\$ (28.20)	\$ (161.59)
Chris Rorvick	Fuel Credit	5.73	\$ (34.10)	\$ (195.39)
Don Patterson	Fuel Credit	5.73	\$ (27.12)	\$ (155.40)
TOTAL CREDITS				\$ (644.17)

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 65,714.17	\$ 75,260.86	\$ 140,975.03
Cash In	\$ 10,649.01	\$ 0.65	\$ 10,649.66
Transfer to Savings	\$ (27,841.46)		\$ (27,841.46)
Cash Out			\$ -
ENDING BALANCE	\$ 48,521.72	\$ 75,261.51	\$ 123,783.23

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ 5,713.00	\$ 2,300.00	\$ 8,013.00
ANNUALS (\$1000/ mo)	\$ 13,103.86	\$ 1,000.00	\$ 14,103.86
LL10 DUES (\$425/ mo)	\$ 1,775.00	\$ 425.00	\$ 2,200.00
INACTIVE MEMBER	\$ 20,476.72	\$ (444.00)	\$ 20,032.72
ENG OVRHL (\$1500/mo)	\$ 32,017.00	\$ 1,500.00	\$ 33,517.00
CREDIT BALANCE MEMBERS	\$ 14,912.51	\$ (7,168.59)	\$ 7,743.92
EQUIPMENT UPGRADE	\$ 52,976.94	\$ (14,804.21)	\$ 38,172.73
TOTAL	\$ 140,975.03	\$ (17,191.80)	\$ 123,783.23

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
<i>Aircraft Maintenance</i>			
Aircraft Insurance	Aircraft Insurance	Avemco	\$ 9,576.25
N1489L Repairs	Alternator, hydrolock	Mtech Aviation	\$ 3,267.85
Naper Aero	Fuel	Naper Aero	\$ 2,021.36
	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
TOTAL PAYMENTS			\$ 15,591.46

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 323.26
PRINCIPAL PAID	\$ 786.95
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 63,864.55

FLYING HOURS

April

884BC	
FLYING	19.7
TACH	3927.6
TBO	2000
TMOH	233
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	27.0
TACH	6479.8
TBO	2000
TMOH	72
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	17.4
TACH	2048.9
TBO	2000
TMOH	1912
†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) Annual and next scheduled maintenance happening in May
 - a. 1 Loose Cowl Screw to be fixed
 - b. Review/Repair copilot side flap track as needed
 - c. Leaky air vent on copilot side
- 2) Nosewheel shimmy seems fixed; if you have a shimmy, work with an instructor to correct your landing technique
- 3) Radio fix also being looked at; radio currently removed. New King radios are delayed by manufacturer with no ETA.
- 4) Copilot hydrolock starting to slip

N884BC

- 1) Old Squawks: Right wingtip cracking, Fuel shutoff valve binding but still usable. To be addressed at annual.
- 2) Oil change in about 20 hours
- 3) No scheduled maintenance expected until about August for Fuel Line inspection.
- 4) Do not adjust the ground-adjustable rudder trim tab; leave that for MX. Very minor left turning tendency has come back.

N1489L

- 1) New cooling fan incoming to fix the noisy fan behind the G1000
- 2) Copilot vent to be replaced as well
- 3) Both Hydrolocks will be replaced by end of May – they are costly
- 4) New tires
- 5) Standby battery still has bogus reading -0.7 still indicating; will look to run the Garmin calibration procedure as soon as practical
- 6) Annual in June

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Pump 2 is broken after hose replacement – has hard time stopping gas flow. Working to be fixed under warranty.
- One light over gas pumps is out, will fix
- Mowing is usually Sunday or Monday
- Lots of voles and coyotes in the neighborhood
- 10k Gallons of gas, Current price \$5.73
- Working with HOA to clean up bushes near Pump 2
- Be careful with big doors; the guides can be easy to break, if they are loose, tell John
- Careful of bird migrations early May, busy time of year

OLD BUSINESS

Work Nights Resume

Thanks to Bradley for cooking for us again this year at our first work night.

Annual Financial Review

The Board has been in process of reviewing our annual finances. The short of it is that we are in a really good position. No base rate increases for our airplanes. Both incoming engine overhauls for the 172s are already funded. Lots of increases in cost between insurance and maintenance, but we've had a slightly higher than needed dues since our last loan payoff. We'll be using this excess to aggressively pay down the current loan. We're also looking to move our reserve cash in to a better interest bearing account such as a Money Market account. Airplane values are appreciating as well, which also contributes to increased insurance rates. We are also still the best value in the area in terms of rates.

NEW BUSINESS

Please Help our Treasurer

Paper checks add a lot of work to the monthly needs of the Treasurer. It's a lot easier and generally safer to use an electronic transfer of some sort. Be sure that your bank is doing so electronically, and not just drafting a bank check that has the same problem as writing a personal check. If you have any questions, please get with Chuck. Most people should have Zelle available to them, and we can receive that. If we need to look into opening something like a Venmo

New plane captain for 89L needed

With Jim Robertson leaving the club, we will need a new plane captain for 89L. Please contact Kevin if you are interested in the position.

SAFETY

Presidential TFRs will be increasing this year with the election season. May 8th will see 3 TFRs in the area, 2 of which affect our airport. Be sure to read the NOTAMs to comply BEFORE you fly. Example: it may require an active IFR flight plan and/or a VFR flight plan on file. You will almost always need to be talking to someone and be on an active squawk code. Call Chicago Approach before you leave the ground or enter the TFR airspace. If you activate your VFR flight plan, be sure to close it so that FSS doesn't start calling folks trying to find you.

Reiteration: slow to white arc before putting flaps down. It will save a lot of wear and tear on the airplanes, and is usually more efficient.

MEMBERSHIP AND GUESTS

We had several guests at the May meeting. There also continues to be a strong entrance list with several applicants regularly attending meetings. Currently there are 16 applications on the wait list.

We did have a resignation this month. An inactive member Hubert Elsen took the place of Jim Robertson.

ACCOMPLISHMENTS

Chris Rorvick and Grant McElroy got their instrument ratings. Kevin earned his tailwheel endorsement.

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.

This month we have an article from Larry Boothe, former BFC member and current social member.

One Year Aloft

By Larry Bothe, 2/6/2024

I have been flying for over 50 years, and you might expect that I accumulated a fair number of hours during that time. It has taken me into 'advanced age' to reach certain flying experience levels, because I didn't start flying for real until I was 29 years old. I was certified as a private pilot in February of 1973, just before my 30th birthday. I did make it to 50 years since solo in 2022, and received the FAA Wright Brothers Master Pilot Award in the fall of that year. At the time, I had about 8690 hours. That's not bad, for never having earned a living flying.

After the Master Pilot award, I got to thinking about what milestone I could reasonably reach next. 10,000 hours total time is a pretty big deal. Hmmm, only about 1300 hours to go. But since I'm only flying 50 to 70 hours a year now, that would be some 20 years in the future. Will I still be flying at age 100? Probably not. Think of something else.

I wondered what a year of flying would be in hours. Not hard to figure out. $365 \times 24 = 8760$. Hey, I'm really close to that! I was only 70 hours away, and with 3 months left in 2022, surely I could fly 70 more hours by the end of 2023. Nope, didn't make it. My airplane was down for annual for a couple weeks in December, and then the holidays hit. Just too busy, and no place to go anyway. I flew only once in December, for about an hour. Ended up 2023 about 5 hours short. Then the weather was lousy in January; bitter cold, then low ceilings for 2 weeks. Finally, the last week in January, I started flying again; doing an extensive flight review for a dormant pilot. On February 1st, 2024, I crossed over one full year of time in the air.

OK, I made it. One year. But that begs the question; what's next? We already established that it is indeed unlikely that I will get to 10,000 hours of flight time. Some pilots take pride in the number of different types of aircraft they have flown. I recently read in NAFI *Mentor* magazine that writer Barry Schiff has time in 363 different aircraft types. I guess I won't be passing Barry by anytime soon, but where am I in that regard? I just counted the aircraft types listed in my electronic pilot logbook (*LogbookPro*). Ignoring the flight simulators I have flown; I have time in 98 powered flying machines that leave the ground. So there's a small goal; I need only two more aircraft types

to break 100 different powered aircraft types in which I have PIC time. (I have PIC time in 3 different gliders, but I don't think that counts.)



Larry Bothe was a member of the BFC from July of 1991 until the summer of 1998 when he moved to Seymour, IN. During most of that time he held the position the BFC now calls Chief Maintenance Officer. Larry is certificated in airplanes, seaplanes, helicopters and gliders. He presently owns and flies a 1961 Champion 7EC taildragger. He can be contacted at LBothe@comcast.net.

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

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: Jim Krzyzewski

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
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Jack Lindquist	630-939-1023
N1489L	Jim Robertson	630-215-5003