

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

May 2024

884BC	13.8 hrs.
983SP	26.4 hrs.
1489L	17.5 hrs.
TOTAL	57.7 hrs.

2024 Totals

884BC	60.8 hrs.
983SP	118.8 hrs.
1489L	53.3 hrs.
TOTAL	232.9 hrs.

Join us for our next meeting:

Tuesday, July 2nd, 2024

Work Night @ 5:00pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

June Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, June 4th, 2024 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 May 2024 was 57.7 hours with 1.3 hours club time. We made \$9,232.26 in payments and had \$14,608.15 in billings. We made an additional principal payment on our loan bringing the loan balance to \$33,073.66 and cash in the bank is \$86,407.76. 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 8:05 PM.

Attendees

Members

- Kevin Kanarski
- Jacob Black
- Donald Patterson
- Eric Swanson
- Hubert Elsen
- Mel Finzer
- Doug Smith
- Jeff Hilsenbeck
- Dan Mannisto
- John Wrycza
- Sam Teuting
- Rich Andrews
- Walt Slazyk
- Chuck Blazevich
- Kris Knigga
- Ray Kvietkus
- Nick Davis
- Jack Lindquist

Guests

- Cliff W.
- Cliff K.
- Derek M.
- Jared I.
- Sam D.

Social

- Bradley Swanson

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,927.9	6,479.8	2,048.9
END TACH	3,941.7	6,506.2	2,066.4
TOTAL HOURS	13.80	26.40	17.5
TBO	2,000	2,000	2,000
TMOH	219	45	1,895

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	13.80	26.40	17.50	57.7
LESS: CLUB TIME	-	(0.80)	(0.50)	(1.3)
BILLABLE HOURS	13.80	25.60	17.00	56.4
BILLING RATE	\$ 136.80	\$ 130.80	\$ 169.80	
FLYING CHARGES (billed)	\$ 1,887.84	\$ 3,348.48	\$ 2,886.60	\$ 8,122.92
MONTHLY DUES (billed)				\$ 6,660.00
MEMBER CREDITS				\$ (174.77)
TOTAL BILLINGS	\$ 1,887.84	\$ 3,348.48	\$ 2,886.60	\$ 14,608.15

III. MEMBER CREDIT BREAKDOWN

Chris Rorvick	Fuel Credit	5.73	\$ (30.50)	\$ (174.77)
TOTAL CREDITS				\$ (174.77)

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 48,521.72	\$ 75,261.51	\$ 123,783.23
Cash In	\$ 10,030.16	\$ 0.63	\$ 10,030.79
Cash Out	\$ (47,406.26)		\$ (47,406.26)
ENDING BALANCE	\$ 11,145.62	\$ 75,262.14	\$ 86,407.76

Note: Aircraft loan paid down by \$30,000 May 2024

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3200/ mo)	\$ 8,013.00	\$ (4,813.00)	\$ 3,200.00
ANNUALS (\$1500/ mo)	\$ 14,103.86	\$ (1,308.86)	\$ 12,795.00
LL10 DUES (\$420/ mo)	\$ 2,200.00	\$ 1,120.00	\$ 3,320.00
INACTIVE MEMBER	\$ 20,032.72	\$ (8,056.00)	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 33,517.00	\$ 13,096.67	\$ 46,613.67
CREDIT BALANCE MEMBERS	\$ 7,743.92	\$ 758.45	\$ 8,502.37
EQUIPMENT UPGRADE	\$ 38,172.73	\$ (38,172.73)	\$ -
TOTAL	\$ 123,783.23	\$ (37,375.47)	\$ 86,407.76

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
<i>Aircraft Maintanance</i>			
N1489L			
Garmin Upgrade	Reimburse Ray	Ray (Garmin)	\$ 870.19
Repairs	Replace Tires	Mtech	\$ 210.00
N983SP			
Annual + Repairs	Annual + Repairs	Mtech	\$ 4,611.21
Naper Aero	Fuel	Naper Aero	\$ 2,814.86
	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			\$ 9,232.26

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 319.32
PRINCIPAL PAID	\$ 790.89
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ 30,000.00
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 33,073.66

FLYING HOURS

May

884BC	
FLYING	13.8
TACH	3941.7
TBO	2000
TMOH	219
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	26.4
TACH	6506.2
TBO	2000
TMOH	45
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	17.5
TACH	2066.4
TBO	2000
TMOH	1895
†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 completed
 - a. Brake linings + discs changed
 - b. Cowl fastener fixed
 - c. Flap bearing freed and lubed
 - d. Cylinder 3 and 4 intakes fixed
 - e. Oil filler fixed
 - f. Cylinder compressions all excellent

N884BC

- 1) Autopilot not working, acts like servo is out
- 2) Left turning tendency has reoccurred
- 3) Tire pressures found low

N1489L

- 1) Exhaust pipe bolt found broken, fixed
- 2) Fuel injection line inspection done
- 3) Annual in June. Will address normal things plus
 - a. Brakes
 - b. Seat belt
 - c. Hydrolock
 - d. Standby battery discharge faulty reading

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Sandhill cranes still on the field
- Watch for non-aircraft traffic on taxiway
- One light over gas pumps is out, replacement on order
- Mowing is usually Sunday or Monday
- Tree trimming soon
- Watch for political convention TFRs later this summer

OLD BUSINESS

No old business was discussed

NEW BUSINESS

New Plane Captain for 89L

With Jim stepping down, Norm Ballack has taken over as plane captain for 89L

SAFETY

Presidential TFRs will be increasing this year with the election season. Be sure to read the NOTAMs to comply BEFORE you fly.

All flight instructors will need to be registered with TSA sometime after July.

MEMBERSHIP AND GUESTS

We had several returning guests at the June meeting. There also continues to be a strong entrance list with several applicants regularly attending meetings while waiting for a position to open up.

ACCOMPLISHMENTS

Sam Tueting has completed his first solo flight!

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.

What Members are Flying...

Larry Bothe, Cessna 170B

4/21/2024



Being a CFI, and (retired) DPE has opened a lot of doors for me to get to fly different, sometimes famous, aircraft. I have logbook entries for the Ryan NYP (plans-built replica of the airplane Lindbergh flew to Paris), and the Cessna 150 Aerobat that belonged to Bill Kershner (now enshrined in the National Air & Space Museum). I have PIC time in right at 100 different types.

The latest one is a Cessna 1952 170B; a true classic 4-seat taildragger. The individual airplane isn't famous, but it sure is nice. My good friend Helmut Weislein bought it last year, to accompany his 2-place Zlin Savage Cub. The Cub, which I have also flown, is fun, but in spite of the 180hp, it is very slow, and Helmut's wife didn't like the tandem seating. In the 170B she sits beside him, and rides in style. And the 170 a lot easier to get into and out of than the Cub, although not as easy as the Cessna 177 Cardinal.

I actually had logged time in a 170B before I flew Helmut's airplane on March 11th. But here's the thing; it was kind of phony time. I had done checkrides in 2 different 170s when I was a DPE, However, when you are administering a checkride, you are sitting in the right seat, holding a clipboard, checking things off and making notes; not actually flying the airplane. My experience with Helmut's 170 (trusting sole that he is) was my first time on the controls, and actually doing landings.

Helmut warned me that the plane is difficult to land, because it has very flexible spring-steel main landing gear legs. If you drop it onto the pavement, it will catapult you back into the air. That is in stark contrast to the airplane I usually fly; my own Champion 7EC taildragger. It has "no-bounce" oleo main gear. If you drop it on the pavement, it just stays there. Very nice! Anyway, what I found out is that the 170 really wasn't difficult to fly. As long as you maintain the correct (slow!) final approach speed, and carry a little power into the flare, it lands just fine, and goes straight on the ground. I was pretty comfortable with it after 3 landings; the last one on pavement, in a bit of a crosswind.

You can get people to take you up in their vintage aircraft. They will even let you fly it around for a while. But when it's time to land they say "OK, I'll take over for the landing." They won't let you anywhere near the ground with their baby. It is indeed rare that you get to land a vintage taildragger, unless you buy it. It takes a true friend to let you do landings.



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
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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

Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Jack Lindquist	630-939-1023
N1489L	Norm Ballack	847-910-8837