

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

\$5.73/gal as of Apr. 1, 2024

Aircraft Rates

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

CY Cumulative Hours Flown

June 2024

884BC	16.1 hrs.
983SP	26.5 hrs.
1489L	25.1 hrs.
TOTAL	67.7 hrs.

2024 Totals

884BC	76.9 hrs.
983SP	145.3 hrs.
1489L	78.4 hrs.
TOTAL	300.6 hrs.

Join us for our next meeting:

Tuesday, August 6th, 2024

Work Night @ 5:00pm

Business meeting @ 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 2nd, 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 May 2024 was 67.7 hours with 4.9 hours club time. We made \$15,685.24 in payments and had \$14,963.72 in billings. The loan balance to \$32,129.00 and cash in the bank is \$86,243.09. Further details follow in the newsletter. The Treasurer's report was approved as presented.

An update to our loan amortization was also provided considering last month's extra payment. The payment takes approximately 3 years off the loan, to end in 2026.

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 8:20 PM.

Attendees

Members

- Kevin Kanarski
- Alex Siegman
- Ray Kvietkus
- Kris Knigga
- Jack Lindquist
- Donald Patterson
- Walt Slazyk
- Patrick Pyszka
- John Wrycza
- Jeff Hilsenbeck
- Mel Finzer
- Greg VanDenHam
- Chuck Blazeovich

Guests

- Cliff K.
- Kevin W.
- Pashupati P.
- Sam D.

Social

- Bradley Swanson

TREASURER'S REPORT

I. AIRCRAFT DATA

	884BC	983SP	1489L
BEGIN TACH	3,941.7	6,506.2	2,066.4
END TACH	3,957.8	6,532.7	2,091.5 **
TOTAL HOURS	16.10	26.50	25.1
TBO	2,000	2,000	2,000
TMOH	203	19	1,870

**** Note: Tach error in 1489L. Ending hours are an estimate until problem is resolved.**

II. MONTHLY BILLING SUMMARY

	884BC	983SP	1489L	TOTAL
TOTAL HOURS	16.10	26.50	25.10	67.7
LESS: CLUB TIME	(4.00)	(0.50)	(0.40)	(4.9)
BILLABLE HOURS	12.10	26.00	24.70	62.8
BILLING RATE	\$ 136.80	\$ 130.80	\$ 169.80	
FLYING CHARGES (billed)	\$ 1,655.28	\$ 3,400.80	\$ 4,194.06	\$ 9,250.14
MONTHLY DUES (billed)				\$ 6,660.00
MEMBER CREDITS				\$ (946.42)
TOTAL BILLINGS	\$ 1,655.28	\$ 3,400.80	\$ 4,194.06	\$ 14,963.72

III. MEMBER CREDIT BREAKDOWN

Slazyk	Fuel Credit	5.73	\$ (22.90)	\$ (131.22)
Slazyk	Fuel Credit	5.73	\$ (17.80)	\$ (101.99)
Wrycza	Fuel Credit	5.73	\$ (16.47)	\$ (94.37)
McElroy	Fuel Credit	5.73	\$ (10.00)	\$ (57.30)
McElroy	Fuel Credit	5.73	\$ (20.00)	\$ (114.60)
McElroy	Fuel Credit	5.73	\$ (42.00)	\$ (240.66)
McElroy	Fuel Credit	5.73	\$ (24.70)	\$ (141.53)
McElroy	Fuel Credit	6.73	\$ (9.62)	\$ (64.74)
TOTAL CREDITS				\$ (946.42)

IV. BANK BALANCES

	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 11,145.62	\$ 75,262.14	\$ 86,407.76
Cash In	\$ 15,520.00	\$ 0.57	\$ 15,520.57
Cash Out	\$ (15,685.24)		\$ (15,685.24)
ENDING BALANCE	\$ 10,980.38	\$ 75,262.71	\$ 86,243.09

V. RESERVES

	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3200/ mo)	\$ 3,200.00	\$ -	\$ 3,200.00
ANNUALS (\$1500/ mo)	\$ 12,795.00	\$ 1,500.00	\$ 14,295.00
LL10 DUES (\$420/ mo)	\$ 3,320.00	\$ 1,120.00	\$ 4,440.00
INACTIVE MEMBER	\$ 11,976.72	\$ -	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 46,613.67	\$ (3,655.32)	\$ 42,958.35
CREDIT BALANCE MEMBERS	\$ 8,502.37	\$ 870.65	\$ 9,373.02
EQUIPMENT UPGRADE	\$ -		\$ -
TOTAL	\$ 86,407.76	\$ (164.67)	\$ 86,243.09

VI. PAYMENT DETAIL

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
N1489L Repairs	AD: Fuel injector lines	Mtech	\$ 105.00
Reimburse Ray K.	Engine Oil		\$ 461.52
Reimburse Ray K.	Brilliance	Amazon	\$ 42.16
Quarterly Insurance Pmt	Aircraft Insurance	Avemco	\$ 9,576.25
Naper Aero	Fuel	Naper Aero	\$ 2,561.38
	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
BFC Cookout Expenses	2 months reimb.	Bradley Swanson	\$ 207.93
D&O Insurance	Insurance for board	Chubb Insurance	\$ 2,005.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00

TOTAL PAYMENTS			\$ 15,685.24
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VII. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 165.37
PRINCIPAL PAID	\$ 944.84
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 32,129.00

FLYING HOURS

June

884BC	
FLYING	16.1
TACH	3957.8
TBO	2000
TMOH	203
†CLUB	4.0
*GAL/HR.	10.2

983SP	
FLYING	26.5
TACH	6532.7
TBO	2000
TMOH	19
†CLUB	0.5
*GAL/HR.	10.2

1489L	
FLYING	25.1
TACH	2091.5
TBO	2000
TMOH	1870
†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) 37 hours to oil change at meeting
- 2) Flat spot on left main – tire has been changed
- 3) Pilots side door was jammed shut – fixed
- 4) Tail nav light changed out
- 5) COM2 Radio – Cliff found a fix
- 6) DG and Vacuum Pumps to be replaced at soon

N884BC

- 1) Autopilot not working – aileron control failed; elevator control is okay – servo is on order to be replaced; it was not repairable
- 2) Left turning tendency – Oshkosh reexamined and adjusted left flap, seems fixed. The rudder trim tab is set to 0. DO NOT BEND/ADJUST IT, the plane is rigged for this to be at a neutral position
- 3) Fuel injector AD to be complied with when servo comes in
- 4) A few more inspections due in approx. 45 hours

N1489L

- 1) In Annual, several squawks fixed so far
- 2) Seat belt inflators need replacement – will be a big expense
- 3) Tach is misreading – has jumped back 119 hours; Garmin says that can't happen, root cause unknown. Watch it for accuracy – it's about 70-80% of Hobbs in practice flights, about 1:1 in long distance cruise flight
- 4) Oil was found at 3.5 qts, which is extremely low. This is very bad for the engine and prop. Ensure oil is in the plane, and check it before every flight, including at fuel stops. Prior pilot claimed it was full before his flight, but we have no current evidence of oil leak.

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Kris saved the entire airport from burning to the ground – found a fuel leak with the gas pumps and reported it.
- Having problems with kids invading the club house and leaving messes – the door code may change to the CTAF frequency
- Still Sandhill Cranes around the field
- Watch for non-aircraft traffic on taxiway, lots of folks walking around in the summer
- Mowing is usually Sunday or Monday
- Tree trimming still needed on trees near clubhouse
- VASI light on north end changed
- FAA LOA process for the instrument approach has been changed, still in limbo

OLD BUSINESS

No old business was discussed

NEW BUSINESS

New External CFI/CFII approved

Sam Darnell introduced himself at our meeting and has been approved by the board as a regular club instructor. He's available for instruction in the 172s only.

Hello BFC Members! My name is Sam Darnell, a current Lewis University student and fellow flyer, and it is great to meet everyone. I have recently partnered with the BFC as an outside CFI/CFII in order to help any interested members reach their goals. I am able to do your regular Flight Reviews and IPC's, or even if you want to work on a new rating, we can make it happen! A little bit about me- I am going into my sophomore year in university, I love sports, lived in Illinois my whole life, and I love flying just as much as you all do! If you'd like to discuss flying with me, or just get to know each other, Contact me at either: 630-577-7953 or sammyd05.sd@gmail.com. Blue Skies and Tailwinds to you all!

Rules and Regulations – Currency Clarifications

The board reviewed rules and regulations Section 2 and Section 3. Some clarifications on approved CFIs and currency were made. The updates are available on the website.

Annual Insurance Renewal Questions

Kevin will send these out, it is required that all 45 members respond. Please respond to his email in a timely manner.

SAFETY

Bolingbrook is getting a new taxiway and updating lights. Be on the lookout for taxiway closures and other NOTAMs.

Be aware if you engage the autopilot in the 182 on the ground as part of your pre-takeoff check list, it will adjust the trim on you, and you could be surprised with severe nose-up trim.

There has been updates to Basic Med passenger and weight limitations due to the FAA reauthorization bill. Be sure to keep up to date with these changes.

MEMBERSHIP AND GUESTS

We had several returning guests and some new 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.

For new guests, we had Kevin W. has been doing 91/135 flying for several years and is finally able to start getting back into GA. He trained and taught at Illinois Aviation Academy.

ACCOMPLISHMENTS

No accomplishments were reported.

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, Walt shares a story from his student pilot days.

Nothin' but Green

Walt Slazyk

Nothin' but green. That's what I saw through the windscreen of my 152 that day. A most unusual sight for a student pilot.

I had been out building time and was returning to DuPage Airport. It was an enjoyable day with no clouds to speak of, and the wind was, most unusually, straight down the runway. A nice 14 knot headwind promised an easy landing, or so I thought.

That day I reported to the tower northwest of the field at "the bend in the river" and was cleared for a straight-in to runway 15. To say I was "fat, dumb, and happy" would be an understatement. I was flying an approach I had flown scores of times with no crosswind and the expectation of a smooth, gentle landing.

Then, in what seemed like an instant and without any warning, my 152 suddenly fell out of the sky. It was pointed straight down and all I saw out the windscreen was green grass. I didn't panic but instead the singular thought that flashed into my mind was that I was about to know what death feels like.

The next thing that I remember is flying straight and level with the throttle jammed all the way forward and seeing one of the street lights along North Avenue pass by, level with the cockpit. Despite my amazement that I was still alive and still flying, I grabbed the microphone and announced in a shaky voice that I was doing a go-around. The tower controller didn't say anything, I doubt that anyone was looking. After flying the pattern, the landing was long; it was fast; and I did not hit the numbers.

Since I'm relating this story now, it's obvious that my stall training had kicked in and I somehow recovered from the situation within the 350 feet, or so, altitude I had at the time. I just don't remember it. My take on it is that my brain was too busy dealing with what was happening to record any memory of what I was doing. It was something akin to a football player who suffers a concussion and plays the rest of the game but doesn't remember doing so.

So, why did this happen? The brisk southeast surface wind that day was travelling unobstructed down the runway. Past the runway was a stand of tall trees. As the wind hit the trees it produced a terrific updraft directly along my approach path. Once the plane passed through the updraft, the lift the updraft provided was gone and the 152 instantly stalled, the nose pointing straight down. Trees are sometimes more than just a physical obstacle to avoid.



As a student pilot, I think an additional contributing factor was a peculiarity of my flight instructor. He had the notion that every landing should be a short field landing. If you didn't set the tires on the numbers or if you missed the first turn-off, he didn't hesitate to register his displeasure. Thus, I learned to always fly a final approach near the minimal controllable airspeed.

That day an almost deadly combination of ingredients came together: the wind conditions and the terrain, my slow approach speed, and my inexperience. I'm very thankful for all the stall training I received and how it was able to instinctively show up exactly when needed.

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 before each flight. If tires are low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. Required PSI for each airplane are listed in the POH and posted in the hangar.

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: Jim Krzyzewski

Grillmaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539
Raymond Kvietkus	630-907-7721 ¹
Eric Swanson	708-653-6564
Sam Darnell	630-577-7953 ²

¹ Available for club checkouts and Flight Reviews

² No C182 training

Chief Maintenance Officer:

Ray Kvietkus 630-712-0059

Plane Captains:

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