

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

\$5.18/gal as of Jan. 1, 2023

Aircraft Rates

C172S	4BC	\$131.30
C172SP	3SP	\$125.30
C182T	89L	\$163.04

CY Cumulative Hours Flown

February 2023

884BC	14.2 hrs.
983SP	17.9 hrs.
1489L	0.0 hrs.
TOTAL	32.1 hrs.

2023 Totals

884BC	17.4 hrs.
983SP	24.0 hrs.
1489L	0.0 hrs.
TOTAL	41.4 hrs.

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March Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, March 7th, 2023 at Naper Aero. The President called the meeting to order at 7:32 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 February 2023 was 32.1 hours with 0.0 hours club time. We made \$5,455.41 in payments and had \$10,767.33 in billings. The loan balance is \$74,532.60 and cash in the bank is \$124,494.68. 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 8:18 PM.

Join us for our next meeting:

Tuesday, April 4th, 2023

Work day @ 5:30pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

Attendees

Members

- Kevin Kanarski
- Kris Knigga
- Alex Siegman
- Nick Davis
- Chris Rorvich
- Walt Slazyk
- Dave Gustafson
- Jacob Black
- Jim Robertson
- Val Vlazney
- Jack Lindquist
- John Wrycza

Guests

- Sam Tueting
- Greg Van Den Ham
- Brandon Schabell
- Robert Schroeder

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,676.5	6,098.3	1,957.3
END TACH	3,690.7	6,116.2	1,957.3
TOTAL HOURS	14.20	17.90	-
TBO	2,000	2,000	2,000
TMOH	470	435	-

Billings for all aircraft thru February 28, 2023.

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	14.20	17.90	-	32.1
LESS: CLUB TIME	-	-	-	-
BILLABLE HOURS	14.20	17.90	-	32.1
BILLING RATE	\$ 131.30	\$ 125.30	\$ 163.04	
FLYING CHARGES	\$ 1,864.46	\$ 2,242.87	\$ -	\$ 4,107.33
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ -
TOTAL BILLINGS	\$ 1,864.46	\$ 2,242.87	\$ -	\$ 10,767.33

III. MEMBER CREDIT BREAKDOWN

No member credits for this month.	
TOTAL CREDITS	\$ -

IV. BANK BALANCES (as of 1/31/2023)

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 45,915.74	\$ 75,252.26	\$ 121,168.00
Cash In	\$ 9,981.52	\$ 0.57	\$ 9,982.09
Transfer to Savings	\$ -	\$ -	\$ -
Cash Out	\$ (6,655.41)		\$ -
ENDING BALANCE	\$ 49,241.85	\$ 75,252.83	\$ 124,494.68

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 8,000.00	\$ (3,479.50)	\$ 4,520.50
ANNUALS (\$1000/ mo)	\$ 11,884.41	\$ 1,000.00	\$ 12,884.41
LL10 DUES (\$425/ mo)	\$ 1,312.50	\$ 425.00	\$ 1,737.50
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 28,692.00	\$ 850.00	\$ 29,542.00
CREDIT BALANCE MEMBERS	\$ 10,232.58	\$ 962.21	\$ 11,194.79
EQUIPMENT UPGRADE	\$ 53,319.79	\$ 3,568.97	\$ 56,888.76
TOTAL	\$ 121,168.00		\$ 124,494.68

VI. PAYMENT DETAIL (2/1/2023 thru 2/28/2023)

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Insurance	Qtrly Pmt	Avemco	\$ 5,779.50
N1489L	Returned Check	KP Aviation	\$ (1,200.00)
N1489L Old Prop	Old Prop Purchase	Reimb: John W	\$ 350.00
N983SP	Maintenance	Rew Aviation	\$ 325.00
Naper Aero	Rent/Fuel	Naper Aero	\$ 109.91
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
Bank Fees	Bank Fees	Chase	\$ 25.00
<i>NOTE: Bank charged us again - need to call them again to reverse</i>			
TOTAL PAYMENTS			\$ 5,455.41

VII. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 376.33
PRINCIPAL PAID	\$ 733.88
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 74,532.60

FLYING HOURS

February

884BC	
FLYING	14.2
TACH	3690.7
TBO	2000
TMOH	470
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	17.9
TACH	6116.2
TBO	2000
TMOH	435
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	0.0
TACH	1957.3
TBO	2000
TMOH	43
†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 in mid-may
- 2) Small nick in prop – to be addressed at annual
- 3) COM2 photocell still flakey; Nick and John are looking at options to tentatively repair this at annual time.

N884BC

- 1) Fuel drip near front tire seems to be solved with fuel shutoff being used, but not enough flying to truly confirm
- 2) Note: Fuel shutoff can affect fuel sampling, turn on the fuel BEFORE drawing samples.
- 3) Winch reported to have issues, can blow circuit breaker when winding in, las 3 feet will cause it to jam.

N1489L

- 1) As of week before the meeting, still waiting on exhaust. ETA 2 weeks to ship from exhaust coming in.
- 2) Will order hose kit and engine mounts early as it's ready to be shipped back once exhaust is in.

AIRPORT AFFAIRS

John Wrycza provided updates for LL10:

- Car wash trying to be built by the airport. May be side effects on airport, or at least nearby residents. More traffic for sure.
- House for sale on airport is still contingent.
- Chuck now authorized for instrument approach
- 11,000 gallons fuel remaining at current price.

OLD BUSINESS

No old business needed to be covered

NEW BUSINESS

Suggestion: Tug instead of Winches

A suggestion came up to have a tug such as the “Best Tug” to replace the use of a winches. General discussion talked about price and usefulness. General consensus was that the 182 is the biggest concern, both in and out of hangar, due to poor grading. Concerns about usefulness in wintertime with traction concerns.

Work nights begin in April

Worknights will begin with the April meeting, starting at 5:30. Food is generally provided around 7, followed by the business meeting at 7:30.

Suggestion: Engine Monitor for 3SP

A suggestion was presented to add an engine monitor to 3SP. Concerns around usefulness were brought up. It's incredibly costly labor-wise to install; 5 grand or more just for labor.

SAFETY

Nick brought up the concept of flows versus checklists. The idea is to have various things committed to memory, and be able to scan quickly and work through it THEN verify with the appropriate checklist.

- You should know all the switch positions, controls, and needs by heart.
- Checklists shouldn't be "todo" lists; it should be a CHECK list, as in check that you've not missed anything by memory.
- Get with Nick if you'd like to learn more

A question was asked about Nick's February article regarding decisions after landing. Some suggestions made were:

- Flows will help keep you on task so you're not fumbling for a checklist
- Know where you want to go BEFORE you land
- Have ground radio frequency ready in standby, if applicable
- In controlled environment, especially if foreign, be ready to follow instructions. Be able to turn off runway but be aware if you need taxi clearance before crossing the line onto the taxiway.

Morris airport now has an Amazon warehouse near it with strobing blue lights. Don't be fooled!

The GPS approach to Naper Aero has a 3.25* approach angle, if you break out at minimums you're going to have just over 500 feet to still descend. Be sure you've managed your speed and are already slow with flaps out. Listen to 122.9 as there's been incursions on the approach path.

MEMBERSHIP AND GUESTS

We had several returning guests at the February meeting. There also continues to be a strong entrance list with 4 very interested applicants and 11 total applications. No changes in membership for March.

ACCOMPLISHMENTS

No accomplishments were reported this meeting.

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.

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

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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: 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