

# 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

#### March 2023

884BC	11.9 hrs.
983SP	11.8 hrs.
1489L	0.0 hrs.
TOTAL	23.7 hrs.

#### 2023 Totals

884BC	29.3 hrs.
983SP	35.8 hrs.
1489L	0.0 hrs.
TOTAL	65.1 hrs.

Join us for our next meeting:

**Tuesday, May 2nd, 2023**

Work day @ 5:30pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### April Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, April 4th, 2023 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 March 2023 was 23.7 hours with 0.1 hours club time. We made \$4,731.67 in payments and had \$9,687.88 in billings. The loan balance is \$73,795.05 and cash in the bank is \$129,009.42. 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.

Attendees

**Members**

Kevin Kanarski  
 Kris Knigga  
 Rich Andrews  
 Ray Kvietkus  
 Chuck Blazeovich  
 Don Patterson  
 Nick Davis  
 Mel Finzer  
 Val Vlazney  
 Jack Lindquist  
 Chris Rorvick  
 Jim Robertson  
 Dan Mannisto  
 Jacob Black  
 Walt Slazyk

**Guests**

Sam Tueting  
 Borys Pawlowski  
 Magdalena Pojawis-  
 Pawlowski  
 Greg Van Den Ham  
 Robert Schroeder

**Social**

Bradley Swanson

## TREASURER'S REPORT

### I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,690.7	6,116.2	1,957.3
END TACH	3,702.6	6,128.0	1,957.3
TOTAL HOURS	11.90	11.80	-
TBO	2,000	2,000	2,000
TMOH	458	423	-

*Billings for all aircraft thru March 31, 2023.*

### II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	11.90	11.80	-	23.7
LESS: CLUB TIME	(0.10)	-	-	(0.1)
<b>BILLABLE HOURS</b>	<b>11.80</b>	<b>11.80</b>	-	<b>23.6</b>
BILLING RATE	\$ 131.30	\$ 125.30	\$ 163.04	
FLYING CHARGES	\$ 1,549.34	\$ 1,478.54	\$ -	\$ 3,027.88
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ -
<b>TOTAL BILLINGS</b>	<b>\$ 1,549.34</b>	<b>\$ 1,478.54</b>	<b>\$ -</b>	<b>\$ 9,687.88</b>

### III. MEMBER CREDIT BREAKDOWN

No member credits for this month.	
<b>TOTAL CREDITS</b>	<b>\$ -</b>

### IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
<b>BEGIN BALANCE</b>	<b>\$ 49,241.85</b>	<b>\$ 75,252.83</b>	<b>\$ 124,494.68</b>
Cash In	\$ 9,295.78	\$ 0.63	\$ 9,296.41
Transfer to Savings	\$ -	\$ -	\$ -
Cash Out	\$ (4,781.67)		\$ -
<b>ENDING BALANCE</b>	<b>\$ 53,755.96</b>	<b>\$ 75,253.46</b>	<b>\$ 129,009.42</b>

### V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 4,520.50	\$ 2,300.00	\$ 6,820.50
ANNUALS ( \$1000/ mo)	\$ 12,884.41	\$ 1,000.00	\$ 13,884.41
LL10 DUES (\$425/ mo)	\$ 1,737.50	\$ 425.00	\$ 2,162.50
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 29,542.00	\$ 2,600.00	\$ 32,142.00
CREDIT BALANCE MEMBERS	\$ 11,194.79	\$ 962.21	\$ 12,157.00
EQUIPMENT UPGRADE	\$ 56,888.76	\$ (2,772.47)	\$ 54,116.29
<b>TOTAL</b>	<b>\$ 124,494.68</b>		<b>\$ 129,009.42</b>

<b>VI. PAYMENT DETAIL</b>			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
N1489L	Engine Mount Kit	Reimb: John W	\$ 896.40
N1489L	G1000	Reimb: John W	\$ 1,236.89
N983SP	Garmin Subscription	Reimb: Ray K	\$ 530.19
Naper Aero	Rent/Fuel	Naper Aero	\$ 2,027.19
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
Bank Fees	Bank Fees	Chase	\$ (25.00)
<b>TOTAL PAYMENTS</b>			<b>\$ 4,731.67</b>

<b>VII. LOAN STATUS</b>	
INTEREST PAID @ 6.0%	\$ 372.66
PRINCIPAL PAID	\$ 737.55
TOTAL LOAN PAYMENT	\$ 1,110.21
<b>AIRCRAFT LOAN BALANCE</b>	<b>\$ 73,795.05</b>

## FLYING HOURS

### March

884BC	
FLYING	11.9
TACH	3702.6
TBO	2000
TMOH	458
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	11.98
TACH	6128.20
TBO	2000
TMOH	423
†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) ELT battery due end of April
- 3) Nose wheel shimmy getting worse
- 4) Right main tired getting bald

### N884BC

- 1) Flying well, when it does fly
- 2) Fuel drip near front tire seems to be solved with fuel shutoff being used, but not enough flying to truly confirm
- 3) Note: Fuel shutoff can affect fuel sampling, turn on the fuel BEFORE drawing samples.
- 4) Reports that fuel shutoff valve is hard to move
- 5) Report of standby battery light not coming on or staying on very long
- 6) Next MX is fuel injector line, but it's a while out
- 7) Thanks to John Wrycza for all his help!

### N1489L

- 1) Engine should be ready to ship by 4/14
- 2) Once it arrives, will be shipping, installation, then annual inspection.

## AIRPORT AFFAIRS

John Wrycza provided updates for LL10:

- Construction on taxiways will be ongoing. Watch for trucks and equipment.
- Runway 18 VASI lights currently out. Replacement bulbs on order.
- Mowing season is soon to start. Watch for equipment, especially on Sundays
- Lewis is currently very busy. Stay alert in the area.

## OLD BUSINESS

### Currency

The club does have a 6 month currency rule. At least 1 billable hour in a club 172, or 3 hours in the club 182, per 6 months. This is something required for our insurance. If you are out of currency, please get with an instructor.

### Suggestion: Tug instead of Winches

A suggestion came up last month 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. Further discussion is needed.

## NEW BUSINESS

### Investment of Savings

A suggestion was brought about to invest some of our cash reserves to increase our interest income. Chuck Blazeovich will look at some options.

## SAFETY

The class C airspace at Midway will be changing early this summer. Please keep an eye out for the changes.

## MEMBERSHIP AND GUESTS

We had several returning guests at the April meeting. There also continues to be a strong entrance list with 6 very interested applicants and 13 total applications. No changes in membership for April. We have received two new applications.

## 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  
P.O. Box 2631  
Naperville, IL 60567

[inquiry@flybfc.org](mailto: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](http://www.aircraftclubs.com)

**BFC Website:** [www.flybfc.org](http://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 <sup>1</sup>
Eric Swanson	708-653-6564

<sup>1</sup> 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