

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

June 2023

884BC	14.4 hrs.
983SP	30.8 hrs.
1489L	11.4 hrs.
TOTAL	56.6 hrs.

2023 Totals

884BC	95.8 hrs.
983SP	125.9 hrs.
1489L	11.4 hrs.
TOTAL	233.1 hrs.

Join us for our next meeting:

Tuesday, August 1st, 2023

Work day @ 5:30pm

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 11th, 2023 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 June 2023 was 56.6 hours with 12.7 hours club time. We made \$13,045.28 in payments and had \$11,542.02 in billings. The loan balance is \$71,560.21 and cash in the bank is \$100,486.20. 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 8:14 PM.

Attendees

Members

- Kris Knigga
- Alex Siegman
- Al Loek
- Chuck Blazevich
- Jacob Black
- Dave Gustafson
- Nick Davis
- Steve Snapp
- Bob Downey
- John Sheskier
- Doug Smith
- Mel Finzer
- Jim Williams
- Donald Patterson
- Jack Lindquist
- Kevin Kanarski
- Ray Kvietkus
- Rich Andrews

Guests

- Pat Campbell
- Clifford
- Dan Turner
- Kate

Social

- Bradley Swanson

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,754.7	6,187.3	1,957.3
END TACH	3,769.1	6,218.1	1,968.7
TOTAL HOURS	14.40	30.80	11.4
TBO	2,000	2,000	2,000
TMOH	392	333	1,992

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	14.40	30.80	11.40	56.6
LESS: CLUB TIME	-	(1.30)	(11.40)	(12.7)
BILLABLE HOURS	14.40	29.50	0.00	43.9
BILLING RATE	\$ 131.30	\$ 125.30	\$ 163.04	
FLYING CHARGES	\$ 1,890.72	\$ 3,696.35	\$ 0.00	\$ 5,587.07
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (705.05)
TOTAL BILLINGS	\$ 1,890.72	\$ 3,696.35	\$ 0.00	\$ 11,542.02

III. MEMBER CREDIT BREAKDOWN

Ballack	Fuel Away Credit	(88.49)	\$ 5.18	\$ (458.38)
Swanson	Fuel Away Credit	(32.10)	\$ 5.99	\$ (192.28)
Sheskier	Fuel Away Credit	(10.50)	\$ 5.18	\$ (54.39)
TOTAL CREDITS				\$ (705.05)

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 25,295.58	\$ 75,254.70	\$ 100,550.28
Cash In	\$ 14,279.25	\$ 0.61	\$ 14,279.86
Transfer to Savings	\$ -	\$ -	\$ -
Cash Out	\$ (14,343.94)	\$ -	\$ (14,343.94)
ENDING BALANCE	\$ 25,230.89	\$ 75,255.31	\$ 100,486.20

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 5,641.00	\$ 2,300.00	\$ 7,941.00
ANNUALS (\$1000/ mo)	\$ 12,884.41	\$ (2,000.00)	\$ 10,884.41
LL10 DUES (\$425/ mo)	\$ 3,012.50	\$ 425.00	\$ 3,437.50
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 6,017.00	\$ 2,600.00	\$ 8,617.00
CREDIT BALANCE MEMBERS	\$ 13,987.44	\$ -	\$ 13,987.44
EQUIPMENT UPGRADE	\$ 51,281.21	\$ (3,389.08)	\$ 47,892.13
TOTAL	\$ 100,550.28		\$ 100,486.20

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
N983SP	Annual (carryover from May)	Aviation Plus	\$ 216.90
	ELT battery swap	Mtech Aviation	\$ 212.50
	Front shock strut repair	Mtech Aviation	\$ 442.00
N1489L	RH wingtip lens	JA Air Center	\$ 42.80
	AV master switch	JA Air Center	\$ 42.80
	AIR FILTER P10-6150		\$ 176.85
	4BC monster retread	Aircraft Spruce	\$ 150.12
	Oil pressure switch	Aircraft Spruce	\$ 126.09
	EGT probe beacon lamp	Aircraft Spruce	\$ 840.78
	Zip ties, nose tire	Aircraft Spruce	\$ 344.25
	Alternator Belt	Aircraft Spruce	\$ 168.21
	Grease wheel bearings	Aircraft Spruce	\$ 18.90
	89L nose tire/tube talc	Aircraft Spruce	\$ 302.18
	Engine mounts (returned)	Aircraft Spruce	\$ 896.40
	Refund/restock diff 134.46	Aircraft Spruce	\$ (761.94)
	Correct engine mounts	JA Air Center	\$ 1,336.87
	Annual Inspection	TA Washow	\$ 7,750.00
N884BC	AD 2015-19-07	Mtech Aviation	\$ 85.00
All	Engine Oil	Reimb Ray K	\$ 505.80
Cookout Expense	Food for cookout	Bradley Swanson	\$ 82.77
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
MEMO: Naper Aero, not paid in June, will be included in July			\$ 2,876.70

TOTAL PAYMENTS			\$ 13,045.28
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VII. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 361.54
PRINCIPAL PAID	\$ 748.67
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 71,560.21

FLYING HOURS

May

884BC	
FLYING	14.4
TACH	3769.1
TBO	2000
TMOH	392
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	30.8
TACH	6218.1
TBO	2000
TMOH	333
†CLUB	1.3
*GAL/HR.	10.2

1489L	
FLYING	11.4
TACH	1968.7
TBO	2000
TMOH	1992
†CLUB	11.4
*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) Nose strut shock lost compression, had to be rebuilt
- 2) Oil changed at meeting
- 3) Autopilot server potentially available week after meeting
- 4) Avionics master switch
- 5) New squawk: coilot left brake pedal seems misaligned with right pedal
- 6) Low vac light under 700rpm – somewhat normal, but be cautious
- 7) Fuel injector inspection likely in September, no other scheduled maintenance inspections until next calendar year.

N884BC

- 1) Mostly flying well
- 2) Fuel drip from fuel flow divider
- 3) Fuel shutoff valve binding – no need to use it for diagnostics anymore. Leave it in until we can repair, except for emergencies
- 4) Left main tire replaced
- 5) Winch in the hangar failed, now fixed
- 6) Avionics master replacement estimated to be needed in September
- 7) Annual in December
- 8) Left turning tendency is worsening; will look into the rigging shop John found and get it scheduled as able.

N1489L

- 1) It's back!
- 2) Have to fly engine hard first 10 hours, this is done. Fly it hot and low to help set the rings
- 3) Currently on the next 25 hours on break-in oil. Normal flight fine. No touch and goes, no zero- thrust maneuvers until break-in complete. Approximately 8 hours left as of the meeting, then we change oil and evaluate next steps
- 4) Standby battery still showing issues; need to find the correct, competent shop for this
- 5) Hydrolock on both sides seems to be not working, causing seat backs to not stay in position
- 6) Nick working on fixing the range knob
- 7) There is a sixth month currency requirement – all members will need to go up with a club CFI before booking and flying the plane. The plane was down for more than six months, ALL club members will need this. Ray, Nick, Eric, and some others are current.

AIRPORT AFFAIRS

No airport representative was able to attend to provide updates.

OLD BUSINESS

Short-term Investments

Chuck got some information from the bank; will forward to board for further discussion. It was determined this could be done by board decision. This is stalled at Chuck's evaluation and presentation to the board.

NEW BUSINESS

3SP Avionics Upgrades

A discussion was had about the appetite of the club to upgrade 3SP with something like dual G5s, eliminating the vacuum system and further modernizing the airplane.

Discussion points follow:

- Counterpoint of potentially using the 275s instead, or G3x, but both more expensive
- Hours and Age of plane would indicate that by club bylaws we would normally replace this plane soon
- Removal of vacuum system is nice, but is it actually efficient on maintenance cost? What's the ROI?
- If it ain't broke, don't fix it.
- Used primarily as a trainer in our club, is it worth it?

SAFETY

Stabalized approaches have come up with IFR students with Nick. The concept is that by the final approach fix, you are fully configured for landing and on target with speed, glideslope, and horizontal position. In general, the sooner you get configured and on speed before landing, the better of you'll be for ALL types of flight. Less change less to manage just before the landing. For VFR, this generally means you're configured somewhere on the base leg or before finishing your turn to final.

Nick plans to provide some information around proper filing of ICAO flight plans and equipment codes for our airplanes.

MEMBERSHIP AND GUESTS

We had several returning guests at the July meeting. There also continues to be a strong entrance list with half a dozen very interested applicants regularly attending meetings and over a dozen total applications. No changes in membership for July.

Some further context was brought up. We are at 15 people per airplane due to a insurance cost shelf that happens with a larger club. A couple years ago, we had 14 people waiting to leave with no interest. It's been 9 months since our last opening, however the rate of churn in the club tends to ebb and flow.

ACCOMPLISHMENTS

No accomplishments reported this month

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
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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

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