

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

\$4.93/gal as of Nov. 7, 2024

Aircraft Rates

C172S	4BC	\$128.80
C172SP	3SP	\$122.80
C182T	89L	\$159.96

CY Cumulative Hours Flown

February 2025

884BC	8.0 hrs.
983SP	19.0 hrs.
1489L	0.0 hrs.
TOTAL	27.0 hrs.

2025 Totals

884BC	14.4 hrs.
983SP	20.0 hrs.
1489L	8.2 hrs.
TOTAL	42.6 hrs.

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March Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, March 4th, 2025 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 January 2025 was 27.0 hours with 9.5 hours club time. We made \$9,545.78 in payments and had \$8,862.25 in billings. The loan balance is \$24,398.00 and cash in the bank is \$90,283.73. 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 8:03 PM.

Join us for our next meeting:

Tuesday, April 1st, 2025

Worknight Starts @ 5:30pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

Attendees

Members

Kevin Kanarski
 Alex Siegman
 Kris Knigga
 Jim Williams
 Don Patterson
 Nick Davis
 Doug Smith
 Sam Tueting
 John Wrycza
 Mel Finzer
 Al Loek
 Jacob Black
 Walt Slazyk
 JJ Starr
 Jack Lindquist

Guests

Pashupati Pandey
 Derek Mintchell

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	4,030.4	6,649.8	2,078.6
END TACH	4,038.4	6,668.8	2,078.6
TOTAL HOURS	8.00	19.00	-
TBO	2,000	2,000	2,000
TMOH	122	(117)	1,882

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	8.00	19.00	-	27.0
LESS: CLUB TIME	(4.10)	(5.40)	-	(9.5)
BILLABLE HOURS	3.90	13.60	-	17.5
BILLING RATE	\$ 128.80	\$ 122.80	\$ 159.96	
FLYING CHARGES (billed)	\$ 502.32	\$ 1,670.08	\$ -	\$ 2,172.40
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (165.16)
TOTAL BILLINGS	\$ 502.32	\$ 1,670.08	\$ -	\$ 8,892.25

III. MEMBER CREDIT BREAKDOWN

Cliff Kotcha	Fuel Away	10.00	\$ (4.93)	\$ (49.30)
Cliff Kotcha	Fuel Away	23.50	\$ (4.93)	\$ (115.86)
TOTAL CREDITS				\$ (165.16)

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 53,258.91	\$ 35,781.87	\$ 89,040.78
Cash In	\$ 10,788.46	\$ 0.27	\$ 10,788.73
Cash Out	\$ (9,545.78)		\$ (9,545.78)
ENDING BALANCE	\$ 54,501.59	\$ 35,782.14	\$ 90,283.73

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3300/mo)	\$ 13,200.00	\$ 3,300.00	\$ 16,500.00
ANNUALS (\$1500/mo)	\$ 18,660.06	\$ 1,500.00	\$ 20,160.06
LL10 DUES (\$485/mo)	\$ 1,940.00	\$ 485.00	\$ 2,425.00
INACTIVE MEMBER	\$ 11,976.72	\$ -	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 25,083.66	\$ 1,500.00	\$ 26,583.66
CREDIT BALANCE MEMBERS	\$ 15,568.80	\$ 1,047.21	\$ 16,616.01
EQUIPMENT UPGRADE	\$ 2,611.54	\$ (6,589.26)	\$ (3,977.72)
TOTAL	\$ 89,040.78	\$ 1,242.95	\$ 90,283.73

VI. PAYMENT DETAIL

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Repairs - N983SP/N884BC	Don P. paid via debit card	Myers Aviation	\$ 7,467.58
Naper Aero	Fuel	Naper Aero	\$ 1,227.20
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00

TOTAL PAYMENTS			\$ 9,545.78
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VII. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 126.91
PRINCIPAL PAID	\$ 983.30
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 24,398.00

FLYING HOURS

February

884BC	
FLYING	8.0
TACH	4038.4
TBO	2000
TMOH	122
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	19.0
TACH	6668.8
TBO	2000
TMOH	(117)
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	8.2
TACH	2078.6
TBO	2000
TMOH	1882
†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) Right hand elevator repaired
- 2) Magneto inspected
- 3) Pitot-Static and Transponder check completed
- 4) Oil change will be done week of meeting
- 5) Annual inspection coming up in May
- 6) Pilot-side push-to-talk has become intermittent. Pushing it a bit forward tends to help. Will look to repair/replace.
- 7) DME on the NAV/COM radio may not be functioning; GPS DME is okay. Will also look to repair.

N884BC

- 1) Left turning tendency addressed at Myers. Getting reports that it may not be cured, but it seems better.
- 2) No new squawks
- 3) Oil change in 6.1 hours from meeting

N1489L

- 1) Found back of strut fairings cracked. Currently taped.
- 2) No other new squawks reported

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates via proxy:

- All lights on runway side of hangar are now working
- Parts are in for lights above pumps; will get it fixed soon
- Pump #2 had it's leak fixed, but it's still flakey – sometimes shuts off between tanks. Just use pump #1 if you don't want to deal with it. John has found some consistent recreation steps that he can work with the repair company. Ongoing.

OLD BUSINESS

Better Use of Cash Reserves

Chuck has looked in to investment accounts from our bank Chase, but it was a no go. Ray has attempted to open a T-Bill account with the US treasury, but we're waiting to get a signature guarantee

NEW BUSINESS

Work Nights start next month

Unless the weather is poor, worknights will resume in April! Come out early to help us maintain our planes and enjoy some socialization with a cookout before the meeting.

SAFETY

Locals have been running and using golf carts on the taxiways now that weather is getting warmer, be aware and taxi carefully.

Be sure to check out loggingnight.com to understand requirements for lights and logging as day and night are concerned. Day lengths are changing rapidly this time of year.

Drone NOTAM in the area has been regularly reoccurring, be aware of it. We are on the edge of it here at the airport.

Reminder if you're flying in the DC area, you have to do special training for the special operations area.

Reminder to look for corridor flights in busy airspaces – examples being LAX VFR corridor or the Hudson River Corridor.

MEMBERSHIP AND GUESTS

We had several guests at the meeting, but no new guests. There also continues to be a strong entrance list with several applicants regularly attending meetings and 10 applications. Priority is given to applicants in received order that are at the meetings with entrance fee ready.

We do have an opening tonight, Tom Dieschbourg has left the club in favor of his own airplane. Derek Mintchell, a UA pilot currently flying 757s, was unanimously voted in.

ACCOMPLISHMENTS

JJ Starr had his first solo last Sunday! Congratulations!

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 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
P.O. Box 2631
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	630-712-0059 ¹
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
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Plane Captains:

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