

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

\$4.80/gal as of Oct. 1

Aircraft Rates

C172S	4BC	\$127.50
C172SP	3SP	\$121.50
C182T	89L	\$158.37

CY Cumulative Hours Flown

December 2021

884BC	34.2 hrs.
983SP	9.1 hrs.
1489L	18.0 hrs.
TOTAL	61.3 hrs.

2021 Totals

884BC	488.0 hrs.
983SP	306.3 hrs.
1489L	269.3 hrs.
TOTAL	1,063.6 hrs.

Join us for our next meeting:

Tuesday, February 1st, 2022

Business meeting at 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

January Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 4th, 2022 at Naper Aero. The President called the meeting to order at 7:34 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 December 2021 was 61.3 hours with 0.9 hours club time. We made \$12,343.29 in payments and had \$14,845.76 in receipts. The loan balance is \$84,481 and cash in the bank is \$80,798.95.

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 8:20 PM.

Attendees**Members**

Kevin Kanarski
 Ray Kvietkus
 Jim Robertson
 Jack Lindquist
 Chuck Blazeovich
 Kris Knigga
 Zack Willig
 Jeff Hilsenbeck
 Nick Davis
 Rich Andrews
 Jim Williams
 Don Patterson

Guests

JJ Starr
 Kate Bailes
 Jeff Hilson

Social

Joe Willig

TREASURER'S REPORT**I. AIRCRAFT DATA**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,201.6	5,777.2	1,798.5
END TACH	3,235.8	5,786.3	1,816.5
TOTAL HOURS	34.20	9.10	18.0
TBO	2,000	2,000	2,000
TMOH	925	765	184

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	34.20	9.10	18.00	61.3
LESS: CLUB TIME	-	(0.30)	(0.60)	-0.9
BILLABLE HOURS	34.20	8.80	17.40	60.4
BILLING RATE	\$ 127.50	\$ 121.50	\$ 158.37	
FLYING CHARGES	\$ 4,360.50	\$ 1,069.20	\$ 2,755.64	\$ 8,185.34
MONTHLY DUES				\$ 6,660.00
FUEL CREDITS				\$ (200.16)
PARTY CHARGES				\$ 686.00
OTHER CREDITS				\$ (515.73)
TOTAL BILLINGS	\$ 4,360.50	\$ 1,069.20	\$ 2,755.64	\$ 14,815.45

III. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 21,630.08	\$ 50,245.07	\$ 71,875.15
Cash In	\$ 21,266.67	\$ 0.42	
Cash Out	\$ (12,343.29)		
ENDING BALANCE	\$ 30,553.46	\$ 50,245.49	\$ 80,798.95

IV. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/mo)	\$ 2,300.00	\$ 2,300.00	\$ 4,600.00
ANNUALS (\$1000/mo)	\$ 7,000.00	\$ 1,000.00	\$ 8,000.00
LL10 DUES (\$425/mo)	\$ 850.00	\$ 425.00	\$ 1,275.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 32,462.00	\$ 2,600.00	\$ 35,062.00
CREDIT BALANCE MEMBERS	\$ 2,500.00	\$ 615.91	\$ 3,115.91
EQUIPMENT UPGRADE	\$ 24,036.00	\$ (3,016.68)	\$ 21,019.32
TOTAL	\$ 76,875	\$ 3,924.23	\$ 80,798.95

V. PAYMENT DETAIL

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Repairs & Maint			
1489L	Downpayment for upgrade	Gary Jet Center	\$ 5,000.00
884BC	Downpayment for seatbelts	Center for Aviation Services	\$ 5,000.00
983SP	Mixture Control/static wicks	Center for Aviation Services	\$ 850.85
Oil	Aircraft Oil	Ray K.	\$ 358.44
Registration Fees	1489L	State of Illinois	\$ 20.00
Website		Aircraft Clubs	\$ 36.00
Holiday Party		McBride's North	\$ 1,078.00
TOTAL PAYMENTS			\$ 12,343.29

VI. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 425.83
PRINCIPAL PAID	\$ 684.38
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 84,481.14

FLYING HOURS

December

884BC	
FLYING	34.2
TACH	3235.8
TBO	2000
TMOH	925
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	9.1
TACH	5786.3
TBO	2000
TMOH	765
†CLUB	0.3
*GAL/HR.	10.2

1489L	
FLYING	18.0
TACH	1816.5
TBO	2000
TMOH	184
†CLUB	0.6
*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) Mixture control fixed
- 2) Static wicks replaced
- 3) Winch intermittent. John is working on it.
- 4) Hydrolock on the right side is disconnected from the control lever

N884BC

- 1) Oil pressure relief valve leaking. Parts are in and it will be fixed.
- 2) Backup AI bulb out. Will be replaced when oil pressure relief valve is replaced.
- 3) Seatbelt airbag refurbishment is still pending – awaiting parts.
- 4) Left-turning tendency
- 5) Oil change and fuel injector inspections due in 5 and 16 hours
- 6) Avionics master switch replacement in 100 hours

N1489L

- 1) Transponder upgrade scheduled first week of February, Annual scheduled for Feb 14th through Feb 26th
- 2) Pen marks on the right seat. Be mindful of uncapped pens!
- 3) No recent electrical problems or signal losses
- 4) 43 hours until oil change
- 5) Prop control stiff

AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- Grounding clamp on one of the fuel pumps is broken.

OLD BUSINESS

No old business needed to be discussed.

NEW BUSINESS

89L Engine Overhaul

89L is nearing its engine overhaul time, potentially being due during 2022. Discussion should begin as to how we'll proceed – when to do it, what shop to do it at, etc.

SAFETY

Verizon and AT&T 5G turnup scheduled in mid-January. Watch for electronics/GPS interference.

Flying with the heaters on opens up the possibility of carbon monoxide poisoning if there's any issues with the exhaust system. Be aware of symptoms, and keep the detectors in your scan.

Beware of ice on runways.

Please be sure to check external lights at every preflight. Even if you don't need them legally or otherwise,

GPS reception has been reported intermittent south of LL10 and other places. May be due to GPS signal interference. Please report loss of GPS signal to airport manager John Wrycza (kb9bsi@yahoo.com) and to the FAA at:

https://www.faa.gov/air_traffic/nas/gps_reports/

Practice emergency descents and landings. Learn to pick good fields for landing and practice flying patterns to your improvised runway. When picking a field, don't let a perfect field be the enemy of a good field.

MEMBERSHIP AND GUESTS

We had several guests at the December meeting. JJ Grew up at LL10 and is a drone pilot for the DoE, he would like to learn to fly. Kate lives at LL10. Jeff was a former BFC member, airline and military pilot.

Jeff Hilson was voted in as a member

There continues to be a strong entrance list with 11 applications currently submitted.

ACCOMPLISHMENTS

Jim Williams accomplished his first solo on January 3rd!

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's newsletter.

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

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: Jeff Andrews

Grillmaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539
Raymond Kvietkus	630-907-7721 ¹
Michael Beinhauer	847-902-7053
Nick Moore	530-906-9793
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	Doug Beck	630-544-7432
N1489L	Jim Robertson	630-215-5003