

# 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

\$5.00/gal as of Feb. 1

### Aircraft Rates

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

### CY Cumulative Hours Flown

#### December 2021

884BC	14.4 hrs.
983SP	24.7 hrs.
1489L	11.7 hrs.
TOTAL	50.8 hrs.

#### 2022 Totals

884BC	14.4 hrs.
983SP	24.7 hrs.
1489L	11.7 hrs.
TOTAL	50.8 hrs.

Join us for our next meeting:

**Tuesday, March 1st, 2022**

Business meeting at 7:30pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### February Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, February 1st, 2022 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 2022 was 50.8 hours with 1.5 hours club time. We made \$11,149.41 in payments and had \$12,408.28 in receipts. The loan balance is \$83,793.34 and cash in the bank is \$82,191.62.

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 8:06 PM.

Attendees**Members**

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

**Guests**

JJ Starr  
 Kate Bailes  
 Jake Black

**Social**

Joe Willig

## TREASURER'S REPORT

**I. AIRCRAFT DATA (end of day 1/30/2022)**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,235.8	5,786.3	1,816.5
END TACH	3,250.2	5,811.0	1,828.2
TOTAL HOURS	14.40	24.70	11.7
TBO	2,000	2,000	2,000
TMOH	911	740	172

**II. MONTHLY BILLING SUMMARY**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	14.40	24.70	11.70	50.8
LESS: CLUB TIME	(0.30)	(0.80)	(0.40)	(1.50)
<b>BILLABLE HOURS</b>	<b>14.10</b>	<b>23.90</b>	<b>11.30</b>	<b>49.3</b>
BILLING RATE	\$ 127.50	\$ 121.50	\$ 158.37	
FLYING CHARGES	\$ 1,797.75	\$ 2,903.85	\$ 1,789.58	\$ 6,491.18
MONTHLY DUES				\$ 6,660.00
FUEL CREDITS				\$ (701.90)
OTHER CREDITS				\$ (41.00)
<b>TOTAL BILLINGS</b>	<b>\$ 1,797.75</b>	<b>\$ 2,903.85</b>	<b>\$ 1,789.58</b>	<b>\$ 12,408.28</b>

**III. MEMBER CREDIT BREAKDOWN**

Eric Swanson	Fuel Credit	\$ (132.00)
Kristoffer Knigga	Fuel credit	\$ (218.30)
John Wrycza	Fuel credit	\$ (213.36)
Eric Swanson	Fuel Credit	\$ (138.24)
Jack Lindquist	IRS File Fee	\$ (41.00)
<b>TOTAL CREDITS</b>		<b>\$ (742.90)</b>

**IV. BANK BALANCES**

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
<b>BEGIN BALANCE</b>	<b>\$ 30,553.46</b>	<b>\$ 50,245.49</b>	<b>\$ 80,798.95</b>
Cash In	\$ 16,939.66	\$ 0.42	
Cash Out	\$ (15,547.41)		
<b>ENDING BALANCE</b>	<b>\$ 31,945.71</b>	<b>\$ 50,245.91</b>	<b>\$ 82,191.62</b>

<b>V. RESERVES</b>			
	<b>BEGIN BAL</b>	<b>INC / (DEC)</b>	<b>END BAL</b>
INSURANCE (\$2300/ mo)	\$ 4,600.00	\$ (4,600.00)	\$ -
ANNUALS ( \$1000/ mo)	\$ 8,000.00	\$ 1,000.00	\$ 9,000.00
LL10 DUES (\$425/ mo)	\$ 1,275.00	\$ 425.00	\$ 1,700.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 35,062.00	\$ 2,600.00	\$ 37,662.00
CREDIT BALANCE MEMBERS	\$ 3,115.91	\$ 962.21	\$ 4,078.12
EQUIPMENT UPGRADE	\$ 21,019.32	\$ 1,005.46	\$ 22,024.78
<b>TOTAL</b>	<b>\$ 80,799</b>	<b>\$ 1,392.67</b>	<b>\$ 82,191.62</b>

<b>VI. PAYMENT DETAIL</b>			
<b>Expense</b>	<b>Description</b>	<b>Vendor</b>	<b>Amount</b>
Aircraft Insurance (Q1)	All 3 aircraft	Avemco	\$ 6,900.25
Naper Aero Rent and Fuel		Naper Aero	\$ 2,953.67
<b>Repairs &amp; Maint</b>			
1489L	Garmin SW Upda	Garmin/Ray K	\$ 870.19
884BC	Maintenance	Center for Avia	\$ 203.30
<b>Registration Fees</b>	4BC/3SP	State of Illinois	\$ 40.00
<b>Website</b>		Aircraft Clubs	\$ 36.00
<b>Post Office Box Fee</b>		USPS	\$ 146.00
<b>TOTAL PAYMENTS</b>			<b>\$ 11,149.41</b>

<b>VII. LOAN STATUS</b>	
INTEREST PAID @ 6.0%	\$ 425.83
PRINCIPAL PAID	\$ 684.38
TOTAL LOAN PAYMENT	\$ 1,110.21
<b>AIRCRAFT LOAN BALANCE</b>	<b>\$ 83,793.34</b>

## FLYING HOURS

### January

884BC	
FLYING	14.4
TACH	3250.2
TBO	2000
TMOH	911
†CLUB	0.3
*GAL/HR.	10.2

983SP	
FLYING	24.7
TACH	5811.0
TBO	2000
TMOH	740
†CLUB	0.8
*GAL/HR.	10.2

1489L	
FLYING	11.7
TACH	1828.2
TBO	2000
TMOH	172
†CLUB	0.4
*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) Dipstick tube and gasket repaired
- 2) Fuel injector line inspection complete
- 3) Right seat recliner has a cracked bracket; parts on order

### N884BC

- 1) Oil changed earlier in the month
- 2) Fuel injector line inspection complete
- 3) Oil pressure regulator replaced
- 4) Standby battery logic card replaced
- 5) Seat belt inflator awaiting parts

### N1489L

- 1) Looking into battery tender to help stay topped up in colder months
- 2) At time of meeting is in the shop for transponder upgrade
- 3) Annual is scheduled for the end of February

## AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- Gas is \$5.00/gal as of 2/1
- North windsock is damaged and is being replaced
- New winch being installed for 4BC
- Large, prop-height snow banks are around the airport
- Fuel tanks are insured for another year. After that, they may need to be replaced

## OLD BUSINESS

### 89L Engine Overhaul

89L is nearing its engine overhaul time, potentially being due during 2022. Discussions are underway among the appropriate folks.

## NEW BUSINESS

No new business to cover.

## SAFETY

A link to official, updated FARs has been added to the links page in Aircraft Clubs.

<https://www.aircraftclubs.com/pages/view/club.php#links>

<https://www.gleim.com/aviation/faraim/?pageNum=2d1d5320#avTab%3DpageNum%3D2d1d5320>

A link has also been added to a shop that does headset repairs.

<https://www.kcheadsets.com/>

Loss of GPS Signals continues to be an issue. Stay prepared with backups and situational awareness.

## MEMBERSHIP AND GUESTS

We had several guests at the February meeting. Returning guest JJ grew up at LL10 and is a drone pilot for the DoE, he would like to learn to fly. Returning guest Kate lives at LL10. Jake got his license at Clow last summer and is an associate member of NFC.

There continues to be a strong entrance list with 12 applications currently submitted.

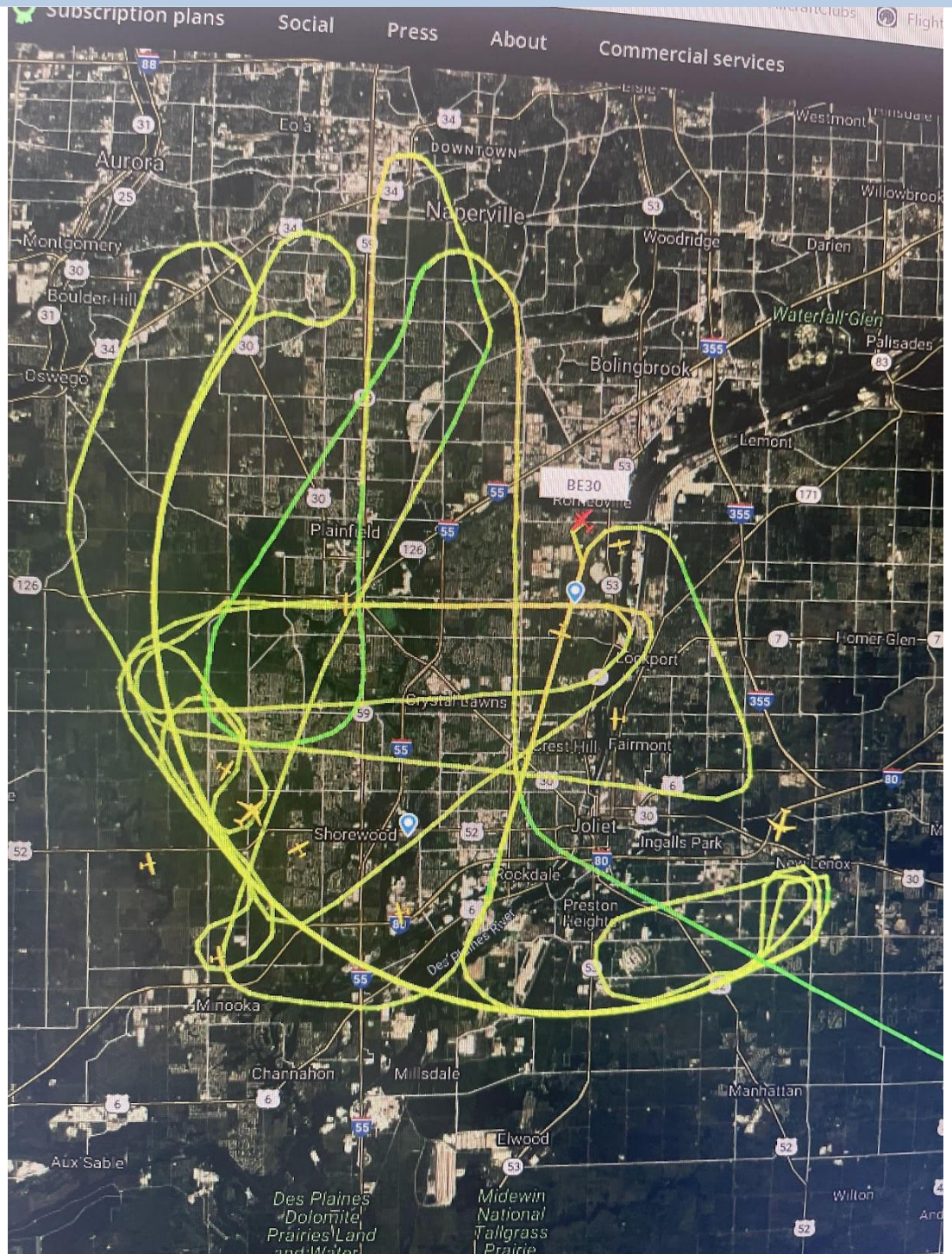
## ACCOMPLISHMENTS

No accomplishments were announced at the 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's newsletter, however John shared a picture of the recent FAA recertification flight.



## 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:** Jeff Andrews

**Grillmaster:** Bradley Swanson

### BFC Instructors:

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