

# 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	\$129.50
C172SP	3SP	\$123.50
C182T	89L	\$160.83

### CY Cumulative Hours Flown

#### April 2022

884BC	52.5 hrs.
983SP	37.3 hrs.
1489L	0.0 hrs.
TOTAL	89.8 hrs.

#### 2022 Totals

884BC	206.4 hrs.
983SP	128.9 hrs.
1489L	35.9 hrs.
TOTAL	371.2 hrs.

Join us for our next meeting:

**Tuesday, June 7th, 2022**

Work night 5:30pm

Business meeting at 7:30pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### May Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, May 3rd, 2022 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 April 2022 was 89.8 hours with 0.2 hours club time. We made \$12,852.10 in payments and had \$17,293.28 in billings. The loan balance is \$81,709.23 and cash in the bank is \$102,816.94.

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 8:02 PM.

Attendees

**Members**

Kevin Kanarski  
 Don Patterson  
 Hubert Elsen  
 Eric Swanson  
 Al Loek  
 Ray Kvietkus  
 Chuck Blazeovich  
 Dan Mannisto  
 Tom D  
 Chris Rorvick  
 Rich Andrews  
 Jack Lindquist  
 John Wrycza  
 Jim Williams  
 Doug Smith  
 John Sheskier

**Guests**

JJ Starr  
 Scott Hall  
 Jake Black  
 Sid Sweas  
 Yijin Kang  
 Prakash Sanjeevaiah

**Social**

Bradley Swanson

**TREASURER'S REPORT**

**I. AIRCRAFT DATA**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,389.7	5,877.9	1,852.4
END TACH	3,442.2	5,915.2	1,852.4
TOTAL HOURS	52.50	37.30	-
TBO	2,000	2,000	2,000
TMOH	719	636	148

**II. MONTHLY BILLING SUMMARY**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	52.50	37.30	-	89.8
LESS: CLUB TIME	(0.10)	(0.10)	-	(0.20)
<b>BILLABLE HOURS</b>	<b>52.40</b>	<b>37.20</b>	-	<b>89.6</b>
BILLING RATE	\$ 129.50	\$ 123.50	\$ 160.83	
FLYING CHARGES	\$ 6,785.80	\$ 4,594.20	\$ -	\$ 11,380.00
MONTHLY DUES				\$ 6,660.00
FUEL CREDITS				\$ (746.72)
<b>TOTAL BILLINGS</b>	<b>\$ 6,785.80</b>	<b>\$ 4,594.20</b>	<b>\$ -</b>	<b>\$ 17,293.28</b>

**III. MEMBER CREDIT BREAKDOWN**

Eric Swanson	Fuel Credit	\$ (120.07)
Eric Swanson	Fuel Credit	\$ (119.20)
Daniel Tomoiaga	Fuel Credit	\$ (105.00)
Eric Swanson	Fuel Credit	\$ (99.95)
Daniel Tomoiaga	Fuel Credit	\$ (93.50)
Eric Swanson	Fuel Credit	\$ (76.00)
Daniel Tomoiaga	Fuel Credit	\$ (68.50)
Daniel Tomoiaga	Fuel Credit	\$ (64.50)
<b>TOTAL CREDITS</b>		<b>\$ (746.72)</b>

**IV. BANK BALANCES**

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
<b>BEGIN BALANCE</b>	<b>\$ 41,902.11</b>	<b>\$ 50,246.29</b>	<b>\$ 92,148.40</b>
Cash In	\$ 27,779.22	\$ 0.42	\$ 27,779.64
Cash Out	\$ (17,111.10)		\$ (17,111.10)
<b>ENDING BALANCE</b>	<b>\$ 52,570.23</b>	<b>\$ 50,246.71</b>	<b>\$ 102,816.94</b>

<b>V. RESERVES</b>			
	<b>BEGIN BAL</b>	<b>INC / (DEC)</b>	<b>END BAL</b>
INSURANCE (\$2300/ mo)	\$ 4,600.00	\$ 2,300.00	\$ 6,900.00
ANNUALS ( \$1000/ mo)	\$ 6,102.34	\$ 1,000.00	\$ 7,102.34
LL10 DUES (\$425/ mo)	\$ 2,550.00	\$ 425.00	\$ 2,975.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 42,862.00	\$ 2,600.00	\$ 45,462.00
CREDIT BALANCE MEMBERS	\$ 5,915.48	\$ 962.21	\$ 6,877.69
EQUIPMENT UPGRADE	\$ 22,392.28	\$ 3,380.91	\$ 25,773.19
<b>TOTAL</b>	<b>\$ 92,148.82</b>	<b>\$ 10,668.12</b>	<b>\$ 102,816.94</b>

<b>VI. PAYMENT DETAIL</b>			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
<b>Naper Aero</b>			
Fuel	Aircraft Fuel	Naper Aero	\$ 4,367.87
Hangar Fees	Hangar Fees	Naper Aero	\$ 660.00
<b>Repairs &amp; Maint</b>			
1489L	Oil Filters	John W	\$ 55.08
1489L	Oil Filters	Ray K	\$ 83.32
884BC	Oil Filters	Ray K	\$ 83.32
884BC	Oil Filters	John W	\$ 55.08
884BC	Beacon Bulbs	John W	\$ 259.09
983SP	Oil Filters	Ray K	\$ 83.31
983SP	Oil Filters	John W	\$ 55.08
<b>Window Cleaner</b>	Brillianz	Ray K	\$ 75.66
<b>Cleaning Supplies</b>	Home Depot/HF	John W	\$ 43.10
<b>Aircraft Insurance</b>	Qtrly payment	Avemco	\$ 6,900.25
<b>Website</b>		Aircraft Clubs	\$ 36.00
<b>March Grill</b>		Bradley Swanson	\$ 69.94
<b>Bank Fees</b>		Chase	\$ 25.00
<b>TOTAL PAYMENTS</b>			<b>\$ 12,852.10</b>

<b>VII. LOAN STATUS</b>	
INTEREST PAID @ 6.0%	\$ 412.04
PRINCIPAL PAID	\$ 698.17
TOTAL LOAN PAYMENT	\$ 1,110.21
<b>AIRCRAFT LOAN BALANCE</b>	<b>\$ 81,709.23</b>

## FLYING HOURS

April

884BC	
FLYING	52.5
TACH	3442.2
TBO	2000
TMOH	719
†CLUB	0.1
*GAL/HR.	10.2

983SP	
FLYING	37.3
TACH	5915.2
TBO	2000
TMOH	636
†CLUB	0.1
*GAL/HR.	10.2

1489L	
FLYING	0.0
TACH	1852.4
TBO	2000
TMOH	148
†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) In annual
- 2) Front strut fixed
- 3) Seat recliner part ordered
- 4) Oil pressure relief valve to be replaced

N884BC

- 1) Winch disengagement lever isn't working properly
- 2) Grounded for a few days due to broken p-lead; now repaired.
- 3) Fuel injector line inspection completed
- 4) Oil changed
- 5) Magneto inspection due within 100hrs
- 6) Bugs being found on wings. Be sure to wipe down bugs, especially as the weather warms up.

N1489L

- 1) Magnetometer still busted. Came back refurbished, but still didn't work so it's been sent back to Garmin.

## AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- LED VASI lights being installed soon
- Windssock replaced
- Gas will be going up in price significantly soon with next purchase
- New airplane on the field; a resident bought an old piper. Another resident will have their plan in flying condition again soon.

## OLD BUSINESS

No old business needed to be covered.

## NEW BUSINESS

No new business to cover.

## SAFETY

As a reminder, according to BFC rules and regulations, you need 3 hours of billable time in 89L within the previous 6 months to stay current. Actual currency may require more time than this. If you fall out of currency, we require a refresh flight with an instructor

## MEMBERSHIP AND GUESTS

We had several guests at the May meeting. There also continues to be a strong entrance list with 9 active interested applicants.

## ACCOMPLISHMENTS

Eric Swanson hit 1500 hours!

## 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](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>
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