

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

\$6.41/gal as of June 1, 2022

Aircraft Rates

C172S	4BC	\$143.60
C172SP	3SP	\$137.60
C182T	89L	\$178.17

CY Cumulative Hours Flown

July 2022

884BC	28.6 hrs.
983SP	16.8 hrs.
1489L	31.4 hrs.
TOTAL	76.8 hrs.

2022 Totals

884BC	367.9 hrs.
983SP	209.6 hrs.
1489L	77.5 hrs.
TOTAL	655.0 hrs.

Join us for our next meeting:

Tuesday, September 6th, 2022

Work night @ 5:30pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

August Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, August 2nd, 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 July 2022 was 76.8 hours with 0.0 hours club time, with June figures for 1489L (see note below). We made \$13,041.60 in payments and had \$18,084.02 in billings. The loan balance is \$79,593.70 and cash in the bank is \$135,963.51.

NOTE: Numbers in the sidebar and Treasurer's report will not include flight time for 1489L for July as there was a delay in getting the timesheets. These numbers will be reflected in the next months treasurer's report. Additionally, due to the same delay, the numbers presented here for 1489L are for June, not July.

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
 Al Loek
 Ray Kvietkus
 JP Balakrishnen
 Steve Snapp
 Jim Williams
 Bob Downey
 Josh Krecek
 Walt Slazyk
 David Kluzak
 Dave Gustafson
 Doug Smith
 Nick Davis
 Donald Patterson
 Rich Andrews

Guests

Sriram Nair
 Borys Pawlowski
 Michael Pitts
 Scott Hall

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,575.1	5,979.1	1,862.6
END TACH	3,603.7	5,995.9	1,894.0
TOTAL HOURS	28.60	16.80	31.4
TBO	2,000	2,000	2,000
TMOH	557	556	106

NOTE: July billings for 1489L to be billed in August due to delay in receiving aircraft sheets.

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	28.60	16.80	31.40	76.8
LESS: CLUB TIME	-	-	-	-
BILLABLE HOURS	28.60	16.80	31.40	76.8
BILLING RATE	\$ 143.60	\$ 137.60	\$ 178.17	
FLYING CHARGES	\$ 4,106.96	\$ 2,311.68	\$ 5,594.54	\$ 12,013.18
MONTHLY DUES				\$ 6,660.00
FUEL CREDITS				\$ (589.16)
TOTAL BILLINGS	\$ 4,106.96	\$ 2,311.68	\$ 5,594.54	\$ 18,084.02

III. MEMBER CREDIT BREAKDOWN

Downey	Fuel/Oil Credit	\$ (273.27)
Black	Fuel Credit	\$ (204.74)
Slazyk	Fuel Credit	\$ (111.15)
TOTAL CREDITS		\$ (589.16)

IV. BANK BALANCES (as of 7/28)

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 73,333.19	\$ 50,247.94	\$ 123,581.13
Cash In	\$ 26,401.28	\$ 0.39	\$ 26,401.67
Cash Out	\$ (14,019.29)		\$ (14,019.29)
ENDING BALANCE	\$ 85,715.18	\$ 50,248.33	\$ 135,963.51

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 4,599.75	\$ (4,600.25)	\$ (0.50)
ANNUALS (\$1000/ mo)	\$ 4,884.41	\$ 1,000.00	\$ 5,884.41
LL10 DUES (\$425/ mo)	\$ 3,400.00	\$ 425.00	\$ 3,825.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 48,062.00	\$ 2,600.00	\$ 50,662.00
CREDIT BALANCE MEMBERS	\$ 8,826.47	\$ 962.21	\$ 9,788.68
EQUIPMENT UPGRADE	\$ 46,081.78	\$ 11,995.42	\$ 58,077.20
TOTAL	\$ 123,581.13	\$ 12,382.38	\$ 135,963.51

VI. PAYMENT DETAIL (thru July 28th)			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Fuel		Naper Aero	\$ 5,165.57
Hangar Fees		Naper Aero	\$ 480.00
Planning Room		Naper Aero	\$ 180.00
Insurance		Avemco	\$ 6,900.25
Cookout expenses		Bradley S	\$ 254.78
Website		Aircraft Clubs	\$ 36.00
Bank Fees		Chase	\$ 25.00
TOTAL PAYMENTS			\$ 13,041.60

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Website		Aircraft Clubs	\$ 36.00
Bank Fees		Chase	\$ 25.00
TOTAL PAYMENTS			\$ 13,041.60

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 401.51
PRINCIPAL PAID	\$ 708.70
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 79,593.70

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FLYING HOURS

July

884BC	
FLYING	28.6
TACH	3603.7
TBO	2000
TMOH	557
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	16.8
TACH	5995.9
TBO	2000
TMOH	556
†CLUB	0.0
*GAL/HR.	10.2

1489L (June)	
FLYING	31.4
TACH	1894.0
TBO	2000
TMOH	106
†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) As of meeting, at JA getting wingtip cover replaced. Expected back end of week.
- 2) Fuel injector inspection to be done while at JA

N884BC

- 1) John changed oil, replaced both main tires and a cowl mount. Thanks John!
- 2) Slight fuel leak returned. A&P thinks it's the fuel pump and will be looked at next month. Still safe to fly
- 3) Mags will be inspected in September
- 4) Low vacuum alert at low idle. Pump will be replaced at annual.
- 5) Engine air filter needs replacement shortly. Filters on order.

N1489L

- 1) Still showing discharge on standby battery. Safe to fly; will be addressed at annual.

AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- Runway lights are fixed after some were taken out by an aircraft
- One of the VASI LED lights is failing and will be replaced
- Use Fuel Pump #2
- Drywall for 89L hangar has been purchased. Will install soon.

OLD BUSINESS

No old business needed to be covered.

NEW BUSINESS

Board Elections

Board elections coming up in October. Let the President know if you are interested in serving on the Board.

Annual Insurance Questionnaire

The President will be sending out the annual insurance questionnaire in August. Need responses from all members.

4BC Electronic Mag

During the aircraft updates for 4BC there was discussion around replacing one of the mags with an electronic mag. This would reduce the downtime during magneto inspections and have other benefits. The maintenance officer will talk to the club A&P to find out cost and his experience with them.

Loan Prepayment

During the treasurer report, there was discussion about paying down the aircraft loan with any surplus funds we have in the bank. We have about \$50K allocated for engine overhaul right now and we may have multiple aircraft reaching that point at the same time due to flying hours. No action will be taken at this time to pay down the loan until we see where the engine overhauls are going to happen.

SAFETY

Nick reiterated the descent process in 89L. Lower the nose and do not touch the throttle. Let the aircraft establish a 500fpm descent and only reduce throttle to maintain power settings established prior to descent

Continue to tap breaks after takeoff to stop tires in a different position each time.

Maintain a sterile cockpit while taxiing. This means eyes out, not on the avionics. You should also be actively flying the plane until it is shut down.

The 2 parts to BasicMed have different expiration timeframes. The physical exam expires 48 months ON THE DAY OF your previous physical exam. The online course expires 24 months at the END OF THE CALENDAR MONTH.

MEMBERSHIP AND GUESTS

We had several guests at the August meeting. There also continues to be a strong entrance list.

Scott Hall was unanimously voted in by members present as a new member of the BFC, replacing David Kluzak.

Borys Pawlowski was unanimously voted in by members present as a new member of the BFC, replacing Jeff Andrews.

ACCOMPLISHMENTS

No new accomplishments were reported.

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
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