

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

\$5.18/gal as of Jan. 1, 2023

Aircraft Rates

C172S	4BC	\$131.30
C172SP	3SP	\$125.30
C182T	89L	\$163.04

CY Cumulative Hours Flown

April 2023

884BC	30.8 hrs.
983SP	26.6 hrs.
1489L	0.0 hrs.
TOTAL	57.4 hrs.

2023 Totals

884BC	60.1 hrs.
983SP	62.4 hrs.
1489L	0.0 hrs.
TOTAL	122.5 hrs.

Join us for our next meeting:

Tuesday, June 6th, 2023

Work day @ 5:30pm

Business meeting @ 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 2nd, 2023 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 April 2023 was 57.4 hours with 0.0 hours club time. We made \$32,941.53 in payments and had \$13,821.84 in billings. The loan balance is \$73,053.82 and cash in the bank is \$104,260.07. 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 8:39 PM.

Attendees

Members

- Kevin Kanarski
- Alex Siegman
- Don Patterson
- Jacob Black
- John Sheskier
- Doug Smith
- JB Balakrishnan
- Dan Mannisto
- Jim Robertson
- Eric Swanson
- Walt Slazyk
- Hubert Elsen
- Al Loek
- Nick Davis
- Jack Lindquist
- John Wrycza
- Val Vlazney
- Mel Finzer

Guests

- Borys Pawlowski
- Greg Van Den Ham
- Chris Dusza

Social

- Bradley Swanson

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,702.6	6,128.0	1,957.3
END TACH	3,733.4	6,154.6	1,957.3
TOTAL HOURS	30.80	26.60	-
TBO	2,000	2,000	2,000
TMOH	427	397	-

Billings for all aircraft thru April 30, 2023.

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	30.80	26.60	-	57.4
LESS: CLUB TIME	-	-	-	-
BILLABLE HOURS	30.80	26.60	-	57.4
BILLING RATE	\$ 131.30	\$ 125.30	\$ 163.04	
FLYING CHARGES	\$ 4,044.04	\$ 3,332.98	\$ -	\$ 7,377.02
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (215.18)
TOTAL BILLINGS	\$ 4,044.04	\$ 3,332.98	\$ -	\$ 13,821.84

III. MEMBER CREDIT BREAKDOWN

Chuck Blazeovich	Fuel Away Credit	\$ (99.15)
Walt Slazyk	Fuel Away Credit	\$ (116.03)
TOTAL CREDITS		\$ (215.18)

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 53,755.96	\$ 75,253.46	\$ 129,009.42
Cash In	\$ 8,191.61	\$ 0.57	\$ 8,192.18
Transfer to Savings	\$ -	\$ -	\$ -
Cash Out	\$ (32,941.53)	\$ -	\$ (32,941.53)
ENDING BALANCE	\$ 29,006.04	\$ 75,254.03	\$ 104,260.07

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 6,820.50	\$ 2,300.00	\$ 9,120.50
ANNUALS (\$1000/ mo)	\$ 13,884.41	\$ 1,000.00	\$ 14,884.41
LL10 DUES (\$425/ mo)	\$ 2,162.50	\$ 425.00	\$ 2,587.50
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 32,142.00	\$ (28,725.00)	\$ 3,417.00
CREDIT BALANCE MEMBERS	\$ 12,157.00	\$ 962.21	\$ 13,119.21
EQUIPMENT UPGRADE	\$ 54,116.29	\$ (711.56)	\$ 53,404.73
TOTAL	\$ 129,009.42		\$ 104,260.07

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
N1489L	Final rebuild payment	Corona Engines	\$ 31,325.00
N884BC	GPS Upgrade	Reimb Ray K.	\$ 870.19
N884BC	884BC Tire Parts	Reimb John W.	\$ 302.18
N983SP	983SP Parts	Reimb John W.	\$ 353.16
	ELT Batt: \$34.02		
	Main Tires: \$300.24		
	Grease: \$18.90		
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
Wire Fee (Corona Engines)	Bank Fees	Chase	\$ 25.00
(Note: Naper Aero payment of \$1,718.05 paid in May, will show next month)			
TOTAL PAYMENTS			\$ 32,941.53

VII. LOAN STATUS	
------------------	--

INTEREST PAID @ 6.0%	\$ 368.98
PRINCIPAL PAID	\$ 741.23
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 73,053.82

FLYING HOURS

April

884BC	
FLYING	30.8
TACH	3733.4
TBO	2000
TMOH	427
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	26.6
TACH	6154.6
TBO	2000
TMOH	397
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	0.0
TACH	1957.3
TBO	2000
TMOH	43
†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) Annual starting May 15th
- 2) New registration in the airplane
- 3) Left break pedal is soft
- 4) Left side air vent not working properly
- 5) Tail ring needs to be replaced – broke off while being pulled by the winch

N884BC

- 1) Left main has a flat spot; likely from landing with brakes applied
- 2) Fuel shutoff valve is binding
- 3) Nose tire developed a leak; John repaired it. Multiple pinhole leaks in the tube

N1489L

- 1) Engine shipping May 3rd. We have pictures of an engine and have paid. Net cost so far is \$52k
- 2) Original quote was \$42k. \$3k in additional exhaust work, \$5k for damaged connecting rods, and some other minor things. New propellor about \$11k. About \$2 grand of hoses and mounts
- 3) Will need installation and annual inspection and pitot static check. John is arranging the appropriate people
- 4) Potentially ready by end of May if annual is smooth
- 5) Will need to bump insurance to flying
- 6) Will have a break-in procedure

AIRPORT AFFAIRS

John Wrycza provided updates for LL10:

- Gas currently \$5.18, but prices are pretty volatile right now. A fuel purchase is needed soon, prices will go up.
- LED VASI lights – really unreliable, half of them have died (6 of 12). Still working on getting them replaced under warranty.
- Jangar construction started on corner of the two taxiways. Be careful of new blocked sight lines once the walls go up
- Bush-side pump has flakey pressure switch. If it shuts off, give the hose a shake and see if it starts
- Airport social gathering potentially around memorial day weekend
- Computer upgraded in airport common room – use the “Pilot” user
- City Council for Car Wash is on May 16th

OLD BUSINESS

Short-term Investments

Chuck got some information from the bank; will forward to board for further discussion.

NEW BUSINESS

July Meeting

July's meeting will be on the 2nd Tuesday, July 11th, to avoid the holiday on the 4th.

Rules and Regulations update for 182 and Pilot Currency

We discussed some rules and regulations updates for the 182 and pilot currency requirements in the club bylaws.

There was Debate around the 45 day limit to get back up to speed-. After discussion, chose to bump to 60 and approve.

There was also debate around the billable and non-billable wording.

It was decided to keep currency as-is with the change to 60 days validity to meet insurance requirements, and allow the board monitoring to make exceptions for examples like CFIs who are flying regularly despite non-billable hours.

SAFETY

Know rules for where you are flying. Examples include:

- Most other countries require an FCC license for the plane
- Often the pilot also needs a radio-telephone license
- There's also DHS and CBP sticker requirements
- EPIS is also required
- There's often return trip obligations as well

Foreflight runs free webinars to train you on their software if you need refreshers or want to learn. Find out more at <https://foreflight.com/support/webinars/>

There are simulators on the PC in the airport clubhouse for buttonology review of the Garmin products in our airplane. Nick also has older versions of the software if needed.

FNS Search will redward airport diagrams with closures on it. Check it out at <https://notams.aim.faa.gov/fnsprintservlet/cndServlet>

MEMBERSHIP AND GUESTS

We had several returning guests at the April meeting. There also continues to be a strong entrance list with 6 very interested applicants and 13 total applications. No changes in membership for May. Another application came in shortly before the meeting.

ACCOMPLISHMENTS

Chris Rorvick received his high performance and complex endorsements! Good job Chris!

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 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: Jim Krzyzewski
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
--------------	--------------

Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Jack Lindquist	630-939-1023
N1489L	Jim Robertson	630-215-5003