

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airport 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

May 2023

884BC	21.3 hrs.
983SP	32.7 hrs.
1489L	0.0 hrs.
TOTAL	54.0 hrs.

2023 Totals

884BC	81.4 hrs.
983SP	95.1 hrs.
1489L	0.0 hrs.
TOTAL	176.5 hrs.

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June Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, June 6th, 2023 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 May 2023 was 54.0 hours with 3.2 hours club time. We made \$14,541.52 in payments and had \$12,680.55 in billings. The loan balance is \$72,308.88 and cash in the bank is \$100,550.28. 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 8:21 PM.

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!

Attendees

Members

- Kris Knigga
- Alex Siegman
- Chuck Blazeovich
- Hubert Elsen
- Don Patterson
- Nick Davis
- Jeff Hilsenbeck
- Matt Forsberg
- Walt Slazyk
- Jim Robertson
- Chris Rorvick
- Steve Snapp
- Jacob Black
- Jack Lindquist

Guests

- Borys Pawlowski
- Dan Hales
- Greg Van Den Ham
- Sam Tueting
- Robert Schroeder
- Pat Campbell

Social

- Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	3,733.4	6,154.6	1,957.3	
END TACH	3,754.7	6,187.3	1,957.3	
TOTAL HOURS	21.30	32.70	-	
TBO	2,000	2,000	2,000	
TMOH	406	364	-	
Billings for all aircraft thru May 31, 2023.				
II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	21.30	32.70	-	54.0
LESS: CLUB TIME	(1.80)	(1.40)	-	(3.2)
BILLABLE HOURS	19.50	31.30	-	50.8
BILLING RATE	\$ 131.30	\$ 125.30	\$ 163.04	
FLYING CHARGES	\$ 2,560.35	\$ 3,921.89	\$ -	\$ 6,482.24
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (461.69)
TOTAL BILLINGS	\$ 2,560.35	\$ 3,921.89	\$ -	\$ 12,680.55
III. MEMBER CREDIT BREAKDOWN				
Dave Vaught	Fuel Away Credit	(17.30)	\$ 5.18	\$ (89.61)
Borys Pawlowski	Fuel Away Credit	(25.40)	\$ 5.18	\$ (131.57)
John Wrycza	Fuel Away Credit	(20.98)	\$ 5.18	\$ (108.68)
John Sheskier	Fuel Away Credit	(25.45)	\$ 5.18	\$ (131.83)
TOTAL CREDITS				\$ (461.69)
IV. BANK BALANCES				
	CHECKING	SAVINGS	TOTAL	
BEGIN BALANCE	\$ 29,006.04	\$ 75,254.03	\$ 104,260.07	
Cash In	\$ 10,831.06	\$ 0.67	\$ 10,831.73	
Transfer to Savings	\$ -	\$ -	\$ -	
Cash Out	\$ (14,541.52)	\$ -	\$ (14,541.52)	
ENDING BALANCE	\$ 25,295.58	\$ 75,254.70	\$ 100,550.28	
V. RESERVES				
	BEGIN BAL	INC / (DEC)	END BAL	
INSURANCE (\$2300/ mo)	\$ 9,120.50	\$ (3,479.50)	\$ 5,641.00	
ANNUALS (\$1000/ mo)	\$ 14,884.41	\$ (2,000.00)	\$ 12,884.41	
LL10 DUES (\$425/ mo)	\$ 2,587.50	\$ 425.00	\$ 3,012.50	
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72	
ENG OVRHL (\$2600/mo)	\$ 3,417.00	\$ 2,600.00	\$ 6,017.00	
CREDIT BALANCE MEMBERS	\$ 13,119.21	\$ 868.23	\$ 13,987.44	
EQUIPMENT UPGRADE	\$ 53,404.73	\$ (2,123.52)	\$ 51,281.21	
TOTAL	\$ 104,260.07		\$ 100,550.28	

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
Insurance	Aircraft Insurance	Avemco	\$ 5,779.50
N983SP	Annual	Reimb: Don P.	\$ 3,000.00
	(add'tl \$216.90 paid 6/1)		
N1489L	GPS Upgrade	Reimb: Ray K	\$ 870.19
N884BC	Repairs	Revv Aviation	\$ 573.48
Naper Aero (2 months)			
Fuel			\$ 2,733.81
Hangar Fees			\$ 960.00
Room Fees			\$ 360.00
Cookout Expense	Food for cookout	Bradley Swanson	\$ 198.54
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 365.27
PRINCIPAL PAID	\$ 744.94
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 72,308.88

FLYING HOURS

May

884BC	
FLYING	21.3
TACH	3754.7
TBO	2000
TMOH	406
[†] CLUB	1.8
*GAL/HR.	10.2

983SP	
FLYING	32.7
TACH	6187.2
TBO	2000
TMOH	364
[†] 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

- Annual inspection completed at Kenosha. Done 30 hours from drop off! 5 Mechanics dogpiled the plane and got it done
 - Nose wheel shimmy fixed
 - Prop nick fixed
 - Tail ring installed w/ guard
 - Found/fixed oil leak + oil change
 - Fixed left break
 - Two main tires + tubers
 - 500hr magneto check
 - Air filter replaced
 - Fuel injection inspection
 - Drill stopped crack in left fairing wingtip
 - Missing airvent ring nto addressed; John will fix, has parts
 - Autopilot not addressed, will head to Rockford for diagnosis in June

N884BC

- Fuel injector inspection is next scheduled maintenance item. Likely end of June, 22 hours left
- John replaced cowl fastener, and it already broke again. Will need more repair. Plan to use mechanics when done with 182. Another too-long fastener was also fixed.
- John has new tier to swap for left main with flat spot
- Leaky nose tire replaced
- Ray spent time debugging hot cylinder #4
 - Replaced EGT probe, but did not solve issue
 - Cleaned fuel injector, and that fixed the problem. Partially plugged injector would cause a too-lean condition, increasing heat
- Fuel leak determined to be from fuel servo, will need to be sent out at annual
- Nose wheel shimmy reported once, please report if you experience it
- Fuel shutoff binding when pushing back in. Will fix at annual. **Please stop using fuel shutoff valve when parking airplane**, our testing with it is conclude.
- Left turning tendency still exists

N1489L

- Plane being reassembled. Engine compartment mostly complete.
- Firewall to tail annual happening now
- Currently have 2 experienced mechanics working through annual and reassembly
- Nose tire getting changed
- Nick and John will be working on initial break-in and testing with the IA and mechanics
- Plane likely to be done sometime in June. July reservations might be okay, with nothing going wrong.
- Everyone's currency has lapsed, will need to work on a strategy for insurance to get people recurrent. Stay tuned for details.

- 8) Will need long flights initially to break in the engine, with special procedures. Stay tuned for details.
- 9) Flying insurance should be starting up as of June 1st
- 10) Garmin subscription now purchased to update the G1000

AIRPORT AFFAIRS

John Wrycza provided updates for LL10:

- All VASI lights now repaired; back to 12 spares as well
- Now hangar now up on the corner of taxiways. If construction equipment is parked in the way, let John know. Visibility is blocked, use runup line as stop line also. Suggestion to start using taxiway designations and announcing on ground. Also be sure to double check volume and frequency on radios before moving.
- Gas purchase of 8200 gallons, lucky on price, will not change much if at all.
- Gas pump hoses causing issues with failing ratchet mechanisms. Be careful and observant of their condition as you use them; be sure to keep things clear of airplanes.
- Bushes to be trimmed

OLD BUSINESS

Short-term Investments

Chuck got some information from the bank; will forward to board for further discussion. It was determined this could be done by board decision.

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

As discussed in the May meeting, some rules and regulations updates were put in place 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.

NEW BUSINESS

No new business was brought up



SAFETY

Class C airspace changing at Midway starting June 8th. It's in new charts on the Chicago sectional. More info here:

<https://www.federalregister.gov/documents/2023/03/23/2023-05632/amendment-of-class-c-airspace-chicago-il>

Nick has been experimenting with students about climb distances and clearing local airspace. Except for taking off straight north it's fairly easy to do a cruise climb and land between the Class Delta and Class Bravo airspaces in the area.

Remember that Lewis is not a radar-equipped control tower.

DuPage VOR and Joliet VOR are both out of service. VOR practice will require going to Peotone EON or over to Chicago Heights CGT. OBS mode can somewhat simulate, but remember it's distance not radials on the GPS.

VOR Checks still need to be done for our airplanes. It's in the reservation book at the back. It needs to be logged in the book to be valid. With nearby VORs out of service, it will be harder to get these done. Please help out.

Always be sure your headsets are working, especially on the ground before moving. You can use the squelch to check this if you don't hear anyone and can't receive an AWOS.

If going to Washington DC area, remember that there is a special course you need to have completed and specific procedures to follow for the SFRA.

MEMBERSHIP AND GUESTS

We had several returning guests at the June meeting. There also continues to be a strong entrance list with half a dozen very interested applicants regularly attending meetings and over a dozen total applications. No changes in membership for June.

ACCOMPLISHMENTS

No accomplishments reported this month

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, however included are some pictures of recent maintenance.

3SP getting it's nose strut worked on





The failed nose strut gasket

The rebuilt engine mounted on the 182



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.



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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