

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

\$5.67/gal as of Oct. 1, 2023

Aircraft Rates

C172S	4BC	\$135.30
C172SP	3SP	\$129.30
C182T	89L	\$167.96

CY Cumulative Hours Flown

January 2024

884BC	1.8 hrs.
983SP	8.8 hrs.
1489L	3.9 hrs.
TOTAL	14.5 hrs.

2024 Totals

884BC	1.8 hrs.
983SP	8.8 hrs.
1489L	3.9 hrs.
TOTAL	14.5 hrs.

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February Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, February 6th, 2024 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 January 2024 was 14.5 hours with 0.0 hours club time. We made \$6,005.48 in payments and had \$8,696.42 in billings. The loan balance is \$66,213.68 and cash in the bank is \$120,597.93. 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 8:00 PM.

Join us for our next meeting:

Tuesday, March 5th, 2024

Business meeting @ 7:30pm
Details to follow via email.

See you there!

Attendees

Members

- Kevin Kanarski
- Alex Siegman
- Kris Knigga
- Jake Black
- Jon Tueting
- Sam Tueting
- Jim Robertson
- Rich Andrews
- Greg Van Dem Ham
- Mel Finzer
- Walt Slazyk
- John Sheskier
- Brandon Schabell
- JP Balakrishnan
- Nick Davis
- Jack Lindquist
- Ray Kvietkus
- Donald Patterson
- John Wrycza

Guests

- Robert Schroeder

Social

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	3,880.9	6,387.4	2,013.1	
END TACH	3,882.7	6,396.2	2,017.0	
TOTAL HOURS	1.80	8.80	3.9	
TBO	2,000	2,000	2,000	
TMOH	278	155	1,944	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	1.80	8.80	3.90	14.5
LESS: CLUB TIME	-	-	-	-
BILLABLE HOURS	1.80	8.80	3.90	14.5
BILLING RATE	\$ 135.30	\$ 129.30	\$ 167.96	
FLYING CHARGES	\$ 243.54	\$ 1,137.84	\$ 655.04	\$ 2,036.42
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ -
TOTAL BILLINGS	\$ 243.54	\$ 1,137.84	\$ 655.04	\$ 8,696.42

III. MEMBER CREDIT BREAKDOWN				
No member credits				
TOTAL CREDITS				\$ -

IV. BANK BALANCES				
	CHECKING	SAVINGS	TOTAL	
BEGIN BALANCE	\$ 42,634.10	\$ 75,259.01	\$ 117,893.11	
Cash In	\$ 18,187.74	\$ 0.67	\$ 18,188.41	
Transfer to Savings			\$ -	
Cash Out	\$ (15,483.59)		\$ (15,483.59)	
ENDING BALANCE	\$ 45,338.25	\$ 75,259.68	\$ 120,597.93	

V. RESERVES				
	BEGIN BAL	INC / (DEC)	END BAL	
INSURANCE (\$2300/ mo)	\$ 8,369.75	\$ (7,256.75)	\$ 1,113.00	
ANNUALS (\$1000/ mo)	\$ 10,103.86	\$ 1,000.00	\$ 11,103.86	
LL10 DUES (\$425/ mo)	\$ 500.00	\$ 425.00	\$ 925.00	
INACTIVE MEMBER	\$ 20,476.72	\$ -	\$ 20,476.72	
ENG OVRHL (\$2600/mo)	\$ 24,217.00	\$ 2,600.00	\$ 26,817.00	
CREDIT BALANCE MEMBERS	\$ 12,181.01	\$ 807.08	\$ 12,988.09	
EQUIPMENT UPGRADE	\$ 42,044.77	\$ 5,129.49	\$ 47,174.26	
TOTAL	\$ 117,893.11	\$ 2,704.82	\$ 120,597.93	

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
<u>Aircraft Maintanance</u>			
Insurance	Quarterly payment	Avemco	\$ 9,556.75
N1489L:			
Insurance Reimbursement	1489L Claim	Avemco	\$ (7,663.11)
Naper Aero	Fuel	Naper Aero	\$ 2,553.48
	Hangar Fees	Naper Aero	\$ 960.00
	Planning Room Fee	Naper Aero	\$ 360.00
	Tax	Naper	\$ 172.36
<u>Note</u> : These charges include an invoice from Sept 2023, and Jan 2024. Naper Aero sent over both invoices in January 2024.			
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
TOTAL PAYMENTS			\$ 6,005.48

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 334.94
PRINCIPAL PAID	\$ 775.27
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 66,213.68

FLYING HOURS

January

884BC	
FLYING	1.8
TACH	3882.7
TBO	2000
TMOH	278
[†] CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	8.8
TACH	6396.2
TBO	2000
TMOH	155
[†] CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	3.9
TACH	2017.0
TBO	2000
TMOH	1944
[†] 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) Beacon reported as out, should be replaced shortly after the meeting.
- 2) There’s been reports of nose wheel shimmy. Nick reports that keeping a small amount of backpressure relieves this.
- 3) Seatbelt on passenger side has been swapped with a rear belt
- 4) Engine instrument backlights still out
- 5) Annual next May

N884BC

- 1) Flat spot on left main tire
- 2) Right wingtip cracking
- 3) Fuel shutoff valve binding, but still usable.
- 4) Oil change due in 18 hours

N1489L

- 1) Flying well
- 2) Rear avionics cooling fan is noisy, but is working; to be investigated
- 3) G1000 still shows slight standby battery discharge; reading is inaccurate
- 4) Seat hydrolocks still need work
- 5) Reports of traffic on G1000 is intermittent
- 6) One tire has a flat spot. To be looked at / replaced as needed

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Use the pump nearest to the bushes due to fuel tank imbalance
- Another house sold quickly at the property, and another coming soon
- Plowing season might be over. Snow plowing is triggered by 2” of snow
- Seeing lots of geese locally, be careful around the airport
- Grass runway may be available soon. It does need to be rolled out though.
- If you’re having trouble with the pumps turning off, make sure the nozzle is not IN the gas, this will trigger the safety shut off. You have to hold and watch.
- Looking to change the pump payments from keys to something better
- People are starting to get more active around the airport; be careful of golf cars, bikes, etc.
- Winch repair is imminent.

OLD BUSINESS

No old business was brought up at the meeting.

NEW BUSINESS

No new business was brought up at the meeting.

SAFETY

Interesting event at O'Hare happened a few weeks ago. An outgoing plane declared emergency in VFR condition because flight director and autopilot failure. Points out that people get used to the advanced technology and loses skill. We hand fly a lot here, but how many can navigate with paper using just pilotage still? You should regularly refresh your skills, especially where you normally fly. As an example, fly to Morris without GPS and chart only. There are other recent instances about failure in basic skills recently as well in the media. The lesson is to not lose your skills due to inattentiveness or laziness – be explicit about maintaining those skills.

Be careful as people start to begin flying again – lots of folks out of practice and seeing lots of poor radio work. Keep your head on a swivel and speak up if you need to. For IFR practice, be sure your communicating at non-towered airports with terms and positions VFR pilots will know. Other things like pattern entry and interactions around airports are also extra difficult.

MEMBERSHIP AND GUESTS

We had Robert as a returning guest at the February meeting. There also continues to be a strong entrance list with several applicants regularly attending meetings. Currently there are 14 applications on the wait list.

ACCOMPLISHMENTS

Eric Swanson finished captain training at his airline!



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
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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