

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

February 2024

884BC	12.9 hrs.
983SP	29.5 hrs.
1489L	11.0 hrs.
TOTAL	53.4 hrs.

2024 Totals

884BC	14.7 hrs.
983SP	38.3 hrs.
1489L	14.9 hrs.
TOTAL	67.9 hrs.

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March Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, March 5th, 2024 at Naper Aero. The President called the meeting to order at 7:33 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 53.4 hours with 0.1 hours club time. We made \$2,470.38 in payments and had \$13,912.60 in billings. The loan balance is \$65,434.54 and cash in the bank is \$126,824.67. 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 8:10 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
- Walt Slazyk
- Sam Tueting
- Nick Davis
- Donald Patterson
- Eric Swanson
- Patrick Plyszka
- Mel Finzer
- Rich Andrews
- Jim Robertson
- Doug Smith
- John Sheskier
- Brandon Schabell
- Jeff Hilsenbeck
- Jack Lindquist
- Dan Mannisto
- John Wrycza

Guests

- Brian Gaffney
- Derek Mintchell
- Clifford Williams

Social

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	3,882.7	6,396.2	2,017.0	
END TACH	3,895.6	6,425.7	2,028.0	
TOTAL HOURS	12.90	29.50	11.0	
TBO	2,000	2,000	2,000	
TMOH	265	126	1,933	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	12.90	29.50	11.00	53.4
LESS: CLUB TIME	-	(0.10)	-	(0.1)
BILLABLE HOURS	12.90	29.40	11.00	53.3
BILLING RATE	\$ 135.30	\$ 129.30	\$ 167.96	
FLYING CHARGES	\$ 1,745.37	\$ 3,801.42	\$ 1,847.56	\$ 7,394.35
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (141.75)
TOTAL BILLINGS	\$ 1,745.37	\$ 3,801.42	\$ 1,847.56	\$ 13,912.60

III. MEMBER CREDIT BREAKDOWN				
Chris Rorvick	Fuel Credit	5.67	\$ (25.00)	\$ (141.75)
TOTAL CREDITS				\$ (141.75)

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 45,338.25	\$ 75,259.68	\$ 120,597.93
Cash In	\$ 8,696.53	\$ 0.59	\$ 8,697.12
Transfer to Savings			\$ -
Cash Out	\$ (2,470.38)		\$ (2,470.38)
ENDING BALANCE	\$ 51,564.40	\$ 75,260.27	\$ 126,824.67

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ 1,113.00	\$ 2,300.00	\$ 3,413.00
ANNUALS (\$1000/ mo)	\$ 11,103.86	\$ 1,000.00	\$ 12,103.86
LL10 DUES (\$425/ mo)	\$ 925.00	\$ 425.00	\$ 1,350.00
INACTIVE MEMBER	\$ 20,476.72	\$ -	\$ 20,476.72
ENG OVRHL (\$2600/mo)	\$ 26,817.00	\$ 2,600.00	\$ 29,417.00
CREDIT BALANCE MEMBERS	\$ 12,988.09	\$ 962.21	\$ 13,950.30
EQUIPMENT UPGRADE	\$ 47,174.26	\$ (1,060.47)	\$ 46,113.79
TOTAL	\$ 120,597.93	\$ 6,226.74	\$ 126,824.67

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
<u>Aircraft Maintanance</u>			
N1489L: Reimburse John W.	Battery Replacement	Aircraft Spruce	\$ 984.62
N983SP: Reimburse John W.	Strobe	Aircraft Spruce	\$ 136.25
Naper Aero	Fuel	Naper Aero	\$ 584.08
	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
	Tax	Naper	\$ 39.43
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
TOTAL PAYMENTS			\$ 2,470.38
VII. LOAN STATUS			
INTEREST PAID @ 6.0%			\$ 331.07
PRINCIPAL PAID			\$ 779.14
TOTAL LOAN PAYMENT			\$ 1,110.21
AIRCRAFT LOAN BALANCE			\$ 65,434.54

FLYING HOURS

February

884BC	
FLYING	12.9
TACH	3895.6
TBO	2000
TMOH	265
[†] CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	29.5
TACH	6425.7
TBO	2000
TMOH	126
[†] CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	11.0
TACH	2028.0
TBO	2000
TMOH	1933
[†] 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) New LED Beacon
- 2) Oil Changed just before meeting
- 3) Report of copilot side flap making some noise on deployment. Be sure to keep an eye out and do a thorough preflight
- 4) Annual and next scheduled maintenance in May

N884BC

- 1) Old Squawks: Flat spot on left main tire, Right wingtip cracking, Fuel shutoff valve binding, but still usable.
- 2) Handheld Mic jack is loose; will look at with next oil change
- 3) Oil change due in 4 hours, to be done soon after meeting.
- 4) No scheduled maintenance expected until about August for Fuel Line inspection.

N1489L

- 1) Flying well
- 2) Rear avionics cooling fan is noisy, but is working; noisy fan identified as behind MFD, no longer made anymore. Will get a quote from JA to fix/replace.
- 3) Seat hydrolocks still need work

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Door to clubhouse to be replaced. Was damaged by the door not being latched and someone doing a run-up at the pumps.
- Exterior lights blinking will be replaced.
- 4BC Spool Handle to be fixed
- Gas has fluctuated a lot, purchase soon, price probably about the same, but currently 27 cents higher
- New plane moving into Naper Aero, no apron by the hangar – will taxi through grass to runway
- Grass mowing likely to start earlier this year
- Watch for holes in the grass, voles and opossums have been digging
- Try to use the right hand fuel pump to help balance the tanks.

OLD BUSINESS

No old business was brought up at the meeting.

NEW BUSINESS

Work Nights Resume in April

Expect work nights and cookouts to resume in April. Work normally starts between 5 and 5:30, cookout just before the 7:30 meeting.

FAA to change LOA process for LL10 Instrument Approach

Contact Mike Pastore (napermike@icloud.com) for details, but there will no longer be a need to go through the birthday.

SAFETY

VFR Charts have lots of valuable information and are downloadable for free from the FAA. As the flying season resumes, be sure to refamiliarize yourself with the great information there and our local area. Airspace has changed.

Be careful of non-standard phraseology and pattern entries. A recent Foreflight article mentioned a “teardrop entry” which is no longer standard. Be mindful of other pilots and know that a lot of airports in our area don’t have a radio requirement. Nick’s recommendation is to plan to fly at least 3 legs of a pattern (downwind, base, final) and to position yourself to do so. Depending on runway length, it’s usually best to cross midfield and turn downwind. It gives you a chance to examine the airport runway, check traffic, etc. Similarly with entering on the upwind leg. You can review these options in the AIM.

MEMBERSHIP AND GUESTS

We had Derek as a new guest at the March meeting who is a pilot, his son is looking to earn his pilot license. Brian and Cliff both returning guests. There also continues to be a strong entrance list with several applicants regularly attending meetings. Currently there are 13 applications on the wait list.

We had 1 opening in March. Brian is an American Airlines pilot flying 787s looking for some fun GA flying; lives at Naper Aero. Wife is also a United pilot. He was voted in to replace Daniel Tomoiaga.

ACCOMPLISHMENTS

Jacob Black finished his Instrument Rating!



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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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