

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

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

Aircraft Rates

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

CY Cumulative Hours Flown

March 2024

884BC	12.6 hrs.
983SP	27.1 hrs.
1489L	3.5 hrs.
TOTAL	43.2 hrs.

2024 Totals

884BC	27.3 hrs.
983SP	65.4 hrs.
1489L	18.4 hrs.
TOTAL	111.1 hrs.

Join us for our next meeting:

Tuesday, May 7th, 2024

Work Night @ 5:00pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

April Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, April 2nd, 2024 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 March 2024 was 43.2 hours with 0.2 hours club time. We made \$4,860.30 in payments and had \$12,284.91 in billings. The loan balance is \$64,651.50 and cash in the bank is \$140,975.03. 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 8:28 PM.

Attendees

Members

- Kevin Kanarski
- Alex Siegman
- Kris Knigga
- Walt Slazyk
- Cliff Kotchka
- Nick Davis
- Donald Patterson
- Jim Robertson
- John Wrycza
- John Sheskier
- David Vaught
- Chris Rorvick
- Ray Kvietkus
- Mel Finzer
- Dan Mannisto
- Jack Lindquist
- Jacob Black

Guests

- Brian Gaffney
- Pashnupati Pandey
- Clifford Williams
- Val Vlazny

Social

TREASURER'S REPORT

I. AIRCRAFT DATA				
	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	
BEGIN TACH	3,895.6	6,425.7	2,028.0	
END TACH	3,908.2	6,452.8	2,031.5	
TOTAL HOURS	12.60	27.10	3.5	
TBO	2,000	2,000	2,000	
TMOH	253	99	1,930	

II. MONTHLY BILLING SUMMARY				
	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	12.60	27.10	3.50	43.2
LESS: CLUB TIME	(0.20)	-	-	(0.2)
BILLABLE HOURS	12.40	27.10	3.50	43.0
BILLING RATE	\$ 135.30	\$ 129.30	\$ 167.96	
FLYING CHARGES	\$ 1,677.72	\$ 3,504.03	\$ 587.86	\$ 5,769.61
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (144.70)
TOTAL BILLINGS	\$ 1,677.72	\$ 3,504.03	\$ 587.86	\$ 12,284.91

III. MEMBER CREDIT BREAKDOWN				
Chris Rorvick	Fuel Credit	5.67	\$ (20.00)	\$ (113.40)
John Sheskier	Fuel Credit	5.67	\$ (5.52)	\$ (31.30)
TOTAL CREDITS				\$ (144.70)

IV. BANK BALANCES			
	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 51,564.40	\$ 75,260.27	\$ 126,824.67
Cash In	\$ 19,010.07	\$ 0.59	\$ 19,010.66
Transfer to Savings	\$ (4,860.30)		\$ (4,860.30)
Cash Out			\$ -
ENDING BALANCE	\$ 65,714.17	\$ 75,260.86	\$ 140,975.03

V. RESERVES			
	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 3,413.00	\$ 2,300.00	\$ 5,713.00
ANNUALS (\$1000/ mo)	\$ 12,103.86	\$ 1,000.00	\$ 13,103.86
LL10 DUES (\$425/ mo)	\$ 1,350.00	\$ 425.00	\$ 1,775.00
INACTIVE MEMBER	\$ 20,476.72	\$ -	\$ 20,476.72
ENG OVRHL (\$2600/mo)	\$ 29,417.00	\$ 2,600.00	\$ 32,017.00
CREDIT BALANCE MEMBERS	\$ 13,950.30	\$ 962.21	\$ 14,912.51
EQUIPMENT UPGRADE	\$ 46,113.79	\$ 6,863.15	\$ 52,976.94
TOTAL	\$ 126,824.67	\$ 14,150.36	\$ 140,975.03

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
<i>Aircraft Maintenance</i>			
N884BC Reimburse Ray K	Garmin Upgrade	Garmin	\$ 900.38
N983SP: Reimburse Ray K.	Garmin Upgrade	Garmin	\$ 500.00
Mtech Aviation	Tail Beacon LED	Mtech Aviation	\$ 1,026.90
Mtech Aviation	Starter	Mtech Aviation	\$ 1,628.70
Reimburse Jim K.	Shop Supplies		\$ 37.32
Naper Aero	Fuel	Naper Aero	\$ -
(No fuel bill sent in March)	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
Form 991 Filing Fee	Annual 991 Filing		\$ 41.00
TOTAL PAYMENTS			\$ 4,860.30

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 327.17
PRINCIPAL PAID	\$ 783.04
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 64,651.50

FLYING HOURS

March

884BC	
FLYING	12.6
TACH	3908.2
TBO	2000
TMOH	253
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	27.1
TACH	6452.8
TBO	2000
TMOH	99
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	3.5
TACH	2031.5
TBO	2000
TMOH	1930
†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) Starter Replaced
- 2) About half way through our last oil change as of meeting
- 3) Annual and next scheduled maintenance in May
- 4) Scratches found on inside of 3SP window – these windows scratch easily, and these scratches are bad for visibility
- 5) Nose wheel shimmy – most of this equipment is new, and has been looked at a lot – if you’re having problems with this, get with an instructor to work on technique. There are mixed reports but many folks are not having issues.
- 6) Note of flap noise – we will investigate, but most damage comes from extending while over speed. Extend flaps only in white arc, below posted speeds.
- 7) Replacement for radios delayed

N884BC

- 1) Old Squawks: Flat spot on left main tire, Right wingtip cracking, Fuel shutoff valve binding but still usable.
- 2) Handheld Mic jack looseness has been temporarily repaired
- 3) 4BC winch handle is repaired
- 4) Pillar trim seems rotated out of place
- 5) No scheduled maintenance expected until about August for Fuel Line inspection.

N1489L

- 1) Flying well
- 2) Alternator replaced
- 3) Hydrolock on pilot side fixed
- 4) Brakes bled
- 5) Tires to be replaced soon
- 6) Standby battery still has bogus reading -0.7; noisy fan still exists, but it is working

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Gas purchased about a week before the meeting, the price will go up – expected at \$5.73
- Pump nearest trees handle is being investigated
- Mowing season will start soon. Bush and tree trimming happening soon as well.
- Looking for vendor to help roll the grass runway – also, grass is currently long and wet, do not stop moving on the grass
- John gets a lot of calls to investigate deviations by planes registered at the field – if you deviate, use the ASRS system to self report.
- 4BC winch handle should be repaired

OLD BUSINESS

Work Nights Resume

Expect work nights and cookouts to resume in May. We had planned for April, but weather did not cooperate. Work normally starts between 5 and 5:30, cookout just before the 7:30 meeting.

NEW BUSINESS

Naper Aero Safety Breakfast – April 20

Naper Aero is hosting an event. Be careful of airport operations on April 20th.

Annual Financial Review

The Board has begun a review our finances from 2023. We are in a good position, but looking to evaluate our finances as we look at 2 engine overhauls in the next 2 years, as well as rising insurance and operating costs. Expect further news over the next month.

SAFETY

Be sure you understand WHY you are doing things, not just do them out of habit. This is especially apparent in typical pattern work.

Flaps are used to reduce approach speed and increase drag and lift. Don't use them until you need them, and ensure you're below design speeds and within the white arc! Over speeding flaps causes very expensive damage, as we're potentially about to find out on 3SP.

In Cessna's, you should be doing full stall landings and keeping back elevator pressure until the plane puts the nose wheel down on its own. This keeps excess energy out of the plane, reduces ground roll, and reduces/eliminates nosewheel shimmy. If you're not comfortable with doing full stall landings, get with an instructor. Naper Aero is a difficult landing environment, and requires vigilance and practice.

TFR coming up April 8th; always check for TFRs before takeoff - this is an election year so there will be increased TFRs this year.

MEMBERSHIP AND GUESTS

We had "PNP" as a new guest at the April meeting who is a student at JA, as well as a couple of 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.

Val Vlazney made the decision to leave the club officially and remove his equity. He was already an inactive member.

ACCOMPLISHMENTS

Jacob completed 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, but find an announcement for an event hosted by the Naper Aero airfield.

NAPER AERO SAFETY DAY BREAKFAST!

**Saturday, Apr 20
900a - 1200p**

NAC Hangars

**For Naper residents
& flying club members**

Mini safety seminars will include:

- Airport taxiway/runway safety
- Safe flying techniques
- ATC tips and stories

Families are encouraged to attend!

Food provided:

Pancakes, bacon,
hashbrowns,
coffee, juice

*Feel free to bring your
favorite breakfast
items to share*



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