

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

\$4.80/gal as of Oct. 1

Aircraft Rates

C172S	4BC	\$127.50
C172SP	3SP	\$121.50
C182T	89L	\$158.37

CY Cumulative Hours Flown

November 2021

884BC	60.2 hrs.
983SP	29.5 hrs.
1489L	18.1 hrs.
TOTAL	107.8 hrs.

2021 Totals

884BC	453.8 hrs.
983SP	297.2 hrs.
1489L	251.3 hrs.
TOTAL	1002.3 hrs.

Join us for our next meeting:

Tuesday, January 4th, 2022
Business meeting at 7:30pm
Details to follow via email.

See you there!

IN THIS ISSUE...

December Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, December 7th, 2021 at Naper Aero. The President called the meeting to order at 7:34 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 November 2021 was 107.8 hours with 1.4 hours club time. We made \$31,701.98 in payments and had \$24,811.61 in receipts. The loan balance is \$85,166 and cash in the bank is \$71,875.15.

In October, the BFC prepaid the remaining balance of the Promissory Note for the purchase of 884BC. The BFC's favorable financial position encouraged the Club to reduce outstanding liability. Therefore, the Club paid \$39,248 to close the Note and eliminated \$4,000 of future interest expense.

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 8:22 PM.

Attendees**Members**

Kevin Kanarski
 Jim Robertson
 Jack Lindquist
 John Sheskier
 Kris Knigga
 Jim Williams
 Nick Davis
 Don Patterson
 Hubert Elsen
 Chuck Blazeovich
 Walt Slazyk
 David Kluzak
 Rich Andrews

Guests**Social**

TREASURER'S REPORT

CASH		
Chase Checking		21,630.08
Chase Savings		50,245.07
Total		\$71,875.15
PAYMENTS		
Naper Aero	Fuel and Fees - October	4,875.62
Aircraft Clubs	Reservation System	36.00
Center for Avia	4BC Annual Inspection	3,008.93
Jaudes	Equity return	4,250.00
B. Swanson	Worknight supplies - October	58.69
Avemco	Quarterly Ins prem	6,920.25
Member	Refund overpaid acct balance	6,000.00
Naper Areo	Fuel and Fees prepay - November	4,994.76
Center for Avia	89L Replace Gyro	983.13
Center for Avia	3SP Repair cowling, Adjust flaps	574.60
Total		\$31,701.98
RESERVES		
INSURANCE (\$2300/ mo)		-2,300
ANNUALS (\$1000/ mo)		-7,000
LL10 DUES (\$425/ mo)		-850
INACTIVE MEMBER		-7,727
ENG OVRHL 89L (\$2600/mo)		-32,462
CREDIT BALANCE MEMBERS		-2,500
FUEL PREPAYMENT		5,000
EQUIPMENT UPGRADE		-24,036
Reserves net		0
Reserve Increase/(Decrease)		-6,891
LOAN		
INTEREST PAID @ 6.0%		429
PRINCIPAL PAID		681
AIRCRAFT LOAN Balance		85,166
RECEIPTS		
Dues & Flying		20,561.12
Equity		4,250.00
Bank Interest		0.49
Total		\$24,811.61
CREDITS TO MEMBERS		
Fuel Away		1,257.46
Loan Pymt		1,110.21
Total		\$2,367.67

FLYING HOURS

November

884BC	
FLYING	60.2
TACH	3201.6
TBO	2000
TMOH	959.1
†CLUB	0.9
*GAL/HR.	10.2

983SP	
FLYING	29.5
TACH	5777.2
TBO	2000
TMOH	774.2
†CLUB	0.2
*GAL/HR.	10.2

1489L	
FLYING	18.1
TACH	1798.5
TBO	2000
TMOH	201.5
†CLUB	0.3
*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) Mixture knob may be loose. Reports that mixture may automatically rotate towards lean. We need more reports and more investigation to narrow down issue.
- 2) Right seat hydrolock cable broken or detached
- 3) DG is working correctly
- 4) Tires filled with air

N884BC

- 1) Standby battery test light failed/intermittent. The test electronics are the problem, not the battery. Part is ordered, waiting on repair.
- 2) Oil pressure relief valve leaking. Parts on order.
- 3) Backup AI bulb out. Will be replaced when oil pressure relief valve is replaced.
- 4) Seatbelt airbag refurbishment is still pending – awaiting parts.
- 5) Tires filled with air

N1489L

- 1) Annual scheduled for Feb 14th
- 2) Tires filled with air

AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- Mike Pastore is retiring as Naper Aero Club president
- Morris is getting a second runway, 7/25
- Clow is getting a taxiway replaced
- Lewis is getting a control tower, potential to go active in 2022

OLD BUSINESS

Holiday Party

The holiday party was a big hit, with 23 people in attendance.





NEW BUSINESS

No new business needed to be covered.

SAFETY

The Chicago Area 99s safety seminar will be January 29th at the Renaissance Suites Hotel Glenview. IFR, VFR, and flying companion information will be covered. Information at the following URL: <https://img1.wsimg.com/blobby/go/58a8006a-e348-4cb8-b1ff-8c18ba44d5e7/downloads/2022%20EXPO%20FLYER.pdf?ver=1638033026035>

GPS reception has been reported intermittent south of LL10 and other places. May be due to GPS signal interference. Please report loss of GPS signal to airport manager John Wrycza (kb9bsi@yahoo.com) and to the FAA at: https://www.faa.gov/air_traffic/nas/gps_reports/

Practice emergency descents and landings. Learn to pick good fields for landing and practice flying patterns to your improvised runway. When picking a field, don't let a perfect field be the enemy of a good field.

MEMBERSHIP AND GUESTS

We had no guests at the December meeting.

We had one position open at the meeting. The entrance waitlist will be contacted.

There continues to be a strong entrance list with 10 applications currently submitted.

ACCOMPLISHMENTS

No accomplishments were 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's newsletter.

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: Jeff Andrews

Grillmaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539
Raymond Kvietkus	630-907-7721 ¹
Michael Beinhauer	847-902-7053
Nick Moore	530-906-9793
Eric Swanson	708-653-6564

¹ Available for club checkouts and Flight Reviews

Chief Maintenance Officer:

Ray Kvietkus	630-907-7721
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Doug Beck	630-544-7432
N1489L	Jim Robertson	630-215-5003