

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

\$6.33/gal as of August 26, 2022

Aircraft Rates

C172S	4BC	\$143.60
C172SP	3SP	\$137.60
C182T	89L	\$178.17

CY Cumulative Hours Flown

August 2022

884BC	40.4 hrs.
983SP	16.8 hrs.
1489L	42.5 hrs.
TOTAL	99.7 hrs.

2022 Totals

884BC	408.3 hrs.
983SP	226.4 hrs.
1489L	120.0 hrs.
TOTAL	754.7 hrs.

IN THIS ISSUE...

September Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, September 6th, 2022 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 August 2022 was 99.7 hours with 1.5 hours club time. We made \$4,304.81 in payments and had \$20,402.32 in billings. The loan balance is \$78,881.46 and cash in the bank is \$143,508.33. 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 8:23 PM.

Join us for our next meeting:

Tuesday, October 4th, 2022

Work nights @ 5:30pm

Business meetings @ 7:30pm

Details to follow via email.

See you there!

Attendees**Members**

Kevin Kanarski
 Zack Willig
 Ray Kvietkus
 Donald Patterson
 Doug Smith
 Kris Knigga
 Alex Siegman
 Dave Gustafson
 Eric Swanson
 Jim Robertson
 Dan Mannisto
 Jake Black
 Rich Andrews
 Borys Pawlowski
 Jack Lindquist

Guests

Norm Ballack
 Val Vlazney
 Bill
 Sam

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,603.7	5,995.9	1,894.0
END TACH	3,644.1	6,012.7	1,936.5
TOTAL HOURS	40.40	16.80	42.5
TBO	2,000	2,000	2,000
TMOH	517	539	64

Billings for all aircraft thru August 28, 2022

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	40.40	16.80	42.50	99.7
LESS: CLUB TIME	(1.00)	(0.20)	(0.30)	(1.50)
BILLABLE HOURS	39.40	16.60	42.20	98.2
BILLING RATE	\$ 143.60	\$ 137.60	\$ 178.17	
FLYING CHARGES	\$ 5,657.84	\$ 2,284.16	\$ 7,518.77	\$ 15,460.77
MONTHLY DUES				\$ 6,660.00
FUEL CREDITS				\$ (1,718.46)
TOTAL BILLINGS	\$ 5,657.84	\$ 2,284.16	\$ 7,518.77	\$ 20,402.32

III. MEMBER CREDIT BREAKDOWN

7/7/22	Al Loek	\$ (337.17)
7/31/22	Don Patterson	\$ (213.07)
7/29/22	Dave Vaught	\$ (203.20)
7/28/22	Dave Vaught	\$ (302.55)
8/2/22	Dave Vaught	\$ (178.20)
7/30/22	Don Patterson	\$ (169.29)
7/29/22	Don Patterson	\$ (120.76)
8/24/22	Chuck Blazeovich	\$ (98.07)
8/27/22	Chris Rorvick	\$ (96.15)
TOTAL CREDITS		\$ (1,718.46)

IV. BANK BALANCES (as of 7/28)

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 85,715.18	\$ 50,248.33	\$ 123,581.13
Cash In	\$ 21,099.18	\$ 0.45	\$ 21,099.63
Cash Out	\$ (13,554.81)		\$ (13,554.81)
ENDING BALANCE	\$ 93,259.55	\$ 50,248.78	\$ 143,508.33

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ (0.50)	\$ 2,300.00	\$ 2,299.50
ANNUALS (\$1000/ mo)	\$ 5,884.41	\$ 1,000.00	\$ 6,884.41
LL10 DUES (\$425/ mo)	\$ 3,825.00	\$ 425.00	\$ 4,250.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 50,662.00	\$ 2,600.00	\$ 53,262.00
CREDIT BALANCE MEMBERS	\$ 9,788.68	\$ 962.21	\$ 10,750.89
EQUIPMENT UPGRADE	\$ 58,077.20	\$ 257.61	\$ 58,334.81

TOTAL	\$ 135,963.51	\$ 7,544.82	\$ 143,508.33
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VI. PAYMENT DETAIL (7/29 thru 8/31)

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Fuel		Naper Aero	\$ 3,480.96
Hangar Fees		Naper Aero	\$ 480.00
Planning Room		Naper Aero	\$ 180.00
Cookout expenses		Bradley S	\$ 72.85
Website		Aircraft Clubs	\$ 36.00
Bank Fees		Chase	\$ 25.00
Quickbooks		Quickbooks	\$ 30.00
TOTAL PAYMENTS			\$ 4,304.81

VII. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 397.97
PRINCIPAL PAID	\$ 712.24
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 78,881.46

FLYING HOURS

August

884BC	
FLYING	40.4
TACH	3644.1
TBO	2000
TMOH	517
†CLUB	1.0
*GAL/HR.	10.2

983SP	
FLYING	16.8
TACH	6012.7
TBO	2000
TMOH	539
†CLUB	0.2
*GAL/HR.	10.2

1489L	
FLYING	42.5
TACH	1836.5
TBO	2000
TMOH	64
†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) Tail light went out; is now fixed. These bulbs are not lasting long, but we are not alone with this problem. Be sure to check part numbers if you're helping to replace bulbs, our planes all use different bulbs.
- 2) Main tires needed in next couple of months
- 3) No active squawks

N884BC

- 1) Chuck changed the oil with John's tutelage!
- 2) 500hr filter AD and fuel line inspection Ads completed
- 3) Coming up starting on the 19th of September:
 - a. Very slow, intermittent fuel leak. Replacing fuel pump as it is suspected
 - b. Replace vacuum pump due to low vacuum at low RPM
 - c. Magneto inspection
 - d. Expecting 4 weeks of work – magneto inspection is the wildcard
- 4) Annual coming up in November, working on scheduling. Likely at JA.
- 5) Had two independent reports of strange G1000 behavior. They were isolated and unrelated; but please report errors if they come up
 - a. On power on, errors associated with Fuel, AHRS, Transponder, and CO2
 - i. If you fill the fuel really full, the fuel can X out
 - ii. GDL data path has failed is related to SiriusXM radio – normal as we no longer have a subscription
 - iii. Remainder of errors unknown; powering down and powering back up fixed them
 - b. Other report was in August; no traffic reporting, no magenta course on MFD, no reception on com2. No other reports of these cases.

N1489L

- 1) Still showing discharge on standby battery. Safe to fly; will be addressed at annual.
- 2) Tachometer has been fixed
- 3) Flying good

AIRPORT AFFAIRS

Updates for Naper Aero airport are:

- LED VASI lights all now fixed
- New do not enter sign; more signs coming
- Working on repainting and door repairs
- Fuel refilled again
- Beware of increased landscaping
- Beware of coyotes and cranes, they've been spotted and it's coyote season
- Drone spotted in area was doing surveying; airport was not notified
- Be careful of propwash in the hangers; there are "paper" planes and floors are rocks

OLD BUSINESS

Insurance

Only missing 1 response to the insurance questionnaire. We're looking at having to increase insured values due to replacement cost on aircraft.

NEW BUSINESS

Board of Directors Elections

Board elections coming up in October. Let the President know if you are interested in serving on the Board. Slate was emailed preceding September meeting, to be voted on in October meeting

Suggestion: Spare lights in planes

A suggestion was brought up to keep position lights in the plane to prevent grounding at remote airports. After some discussion, it was decided that we would not do this as a matter of course. We keep spare bulbs in our equipment cabinet. If you need one for a trip, or are worried with a night time flight, please feel free to take one with you, but return it to the cabinet when your flight is complete.

Quartermaster

The quartermaster position is open as well and has not been filled for some time. The quartermaster is in charge of coordinating plane supplies, washes, and helping to keep a supply of clean towels for regular aircraft cleaning.

In the meantime, all members can help by donating old towels they don't need and cleaning dirty towels they find and bringing them back their next flight or meeting.

SAFETY

The 27-9 grass runway is a very useful skill to have in your pocket, especially when winds are high. If you're not confident, grab an instructor and get some practice in.

When you call into a tower, say your entire request right away: "Aurora Tower, N1489L, 15mi W with information bravo, full stop"

When you call flight service, only say your frequency, location, and identifier and wait to be responded to: "Flight Service, N1489L frequency 123.45 30 miles west of XYZ"

Light signals are a rare need, but you should know them or have a quick reference. A good suggestion is to head to a towered airport when they aren't busy and ask them for some practice so you can see what they look like.

Know your emergency procedures, and be able to reference them in the POH quickly. Common ones that are often forgotten about or relevant to our recent maintenance are Magneto failure and Fuel Pump failure.

Currently Lewis airport has no AWOS.

MEMBERSHIP AND GUESTS

We had several guests at the September meeting. There also continues to be a strong entrance list. 10 applications are currently in the list with 3 or 4 serious applicants.

Scott has decided to leave us for a larger equity ownership elsewhere.

Val Vlazney, a returning member, was unanimously voted back into the club to take Scott's position.

ACCOMPLISHMENTS

Eric Swanson earned his ATP and two type ratings!

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
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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: Jeff Andrews

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 Doug Beck 630-544-7432

N1489L Jim Robertson 630-215-5003