

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

\$5.44/gal as of Aug. 2, 2024

Aircraft Rates

C172S	4BC	\$133.90
C172SP	3SP	\$127.90
C182T	89L	\$166.24

CY Cumulative Hours Flown

July 2024

884BC	14.0 hrs.
983SP	17.3 hrs.
1489L	28.8 hrs.
TOTAL	60.1 hrs.

2024 Totals

884BC	90.9 hrs.
983SP	162.6 hrs.
1489L	107.2 hrs.
TOTAL	360.7 hrs.

IN THIS ISSUE...

August Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, August 6th, 2024 at Naper Aero. The President called the meeting to order at 7:32 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 July 2024 was 60.1 hours with 2.8 hours club time. We made \$14,001.55 in payments and had \$15,031.57 in billings. The loan balance is at \$31,180.00 and cash in the bank is \$88,109.68. 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 8:13 PM.

Join us for our next meeting:

Tuesday, September 3rd, 2024

Work Night @ 5:00pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

Attendees

Members

Kevin Kanarski
Alex Siegman
Ray Kvietkus
Kris Knigga
Jack Lindquist
Donald Patterson
Walt Slazyk
John Wrycza
Jeff Hilsenbeck
Mel Finzer
+ others

Guests

Cliff K.
Cliff 1

Social

Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	3,957.8	6,532.7	2,091.5	
END TACH	3,971.8	6,550.0	2,120.3	**
TOTAL HOURS	14.00	17.30	28.8	
TBO	2,000	2,000	2,000	
TMOH	189	1	1,841	

** Note: As of 7/31, ending tach for 1489L, per the timesheet, was 2001.6.
Per flight records, the tach should read 2120.3 (2091.5 + 28.8 hours flown July 2024).

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	14.00	17.30	28.80	60.1
LESS: CLUB TIME	(0.60)	(1.40)	(0.80)	(2.8)
BILLABLE HOURS	13.40	15.90	28.00	57.3
BILLING RATE	\$ 136.80	\$ 130.80	\$ 169.80	
FLYING CHARGES (billed)	\$ 1,833.12	\$ 2,079.72	\$ 4,754.40	\$ 8,667.24
MONTHLY DUES (billed)				\$ 6,660.00
MEMBER CREDITS				\$ (295.67)
TOTAL BILLINGS	\$ 1,833.12	\$ 2,079.72	\$ 4,754.40	\$ 15,031.57

III. MEMBER CREDIT BREAKDOWN				
Knigga	Fuel Credit	5.73	\$ (22.00)	\$ (126.06)
Knigga	Fuel Credit	5.73	\$ (29.60)	\$ (169.61)
TOTAL CREDITS				\$ (295.67)

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 10,980.38	\$ 75,262.71	\$ 86,243.09
Cash In	\$ 15,867.47	\$ 0.67	\$ 15,868.14
Cash Out	\$ (14,001.55)		\$ (14,001.55)
ENDING BALANCE	\$ 12,846.30	\$ 75,263.38	\$ 88,109.68

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3200/ mo)	\$ 3,200.00	\$ 3,200.00	\$ 6,400.00
ANNUALS (\$1500/ mo)	\$ 14,295.00	\$ (810.00)	\$ 13,485.00
LL10 DUES (\$420/ mo)	\$ 4,440.00	\$ 1,120.00	\$ 5,560.00
INACTIVE MEMBER	\$ 11,976.72	\$ -	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 42,958.35	\$ (2,316.96)	\$ 40,641.39
CREDIT BALANCE MEMBERS	\$ 9,373.02	\$ 673.55	\$ 10,046.57
EQUIPMENT UPGRADE	\$ -		\$ -
TOTAL	\$ 86,243.09	\$ 1,866.59	\$ 88,109.68

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
N1489L Annual + Repairs	Annual + Repairs	Mtech	\$ 3,894.39
N884BC Repairs	Roll Servo	Mtech	\$ 5,174.60
Reimburse John W	Oil Filters		\$ 349.12
Reimburse John W	983SP Vac Pump	Aircraft Spruce	\$ 740.02
Naper Aero	Fuel	Naper Aero	\$ 3,025.54
	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
BFC Cookout Expenses	2 months reimb.	Bradley Swanson	\$ 91.88
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
TOTAL PAYMENTS			\$ 14,001.55

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 160.65
PRINCIPAL PAID	\$ 949.56
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 31,180.00

FLYING HOURS

July

884BC	
FLYING	14.0
TACH	3971.8
TBO	2000
TMOH	189
[†] CLUB	0.6
*GAL/HR.	10.2

983SP	
FLYING	17.3
TACH	6550.0
TBO	2000
TMOH	1
[†] CLUB	1.4
*GAL/HR.	10.2

1489L	
FLYING	28.8
TACH	2120.3
TBO	2000
TMOH	1841
[†] CLUB	0.8
*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) 20 hours to oil change as of meeting
- 2) Both vacuum pumps and DG have been replaced recently
- 3) No new squawks, past squawks all currently addressed.

N884BC

- 1) Upcoming MX: Fuel Injector 18 hours, Oil 22 hours, Ignition Switch in 27.
- 2) Autopilot servo replaced; autopilot working now. Circuit board inside delaminated; damage was deemed suspicious and we were denied core credit for it
- 3) Nose strut inflation is a bit low
- 4) Backup battery was left engaged and was found fully discharged. Make sure things are turned off! It is now recharged.

N1489L

- 1) Annual is completed – lots of issues addressed, but inexpensive. Base charge of \$2300, our total was \$3900 with fixes/remediations.
 - a. STBY battery discharge recalibrated, fixed
 - b. ELT battery replaced
 - c. Fan on G1000 unit replaced
 - d. Engine scat hoses replaced
 - e. Copilot air vent replaced
 - f. Brake pads replaced
 - g. External power relay replaced
- 2) Seat belt inflators – disabled and marked INOP, parts are on deep backorder with Cessna
- 3) Tach time had gone backwards during a trip ~119 hours. Garmin says “that cannot happen” – no root cause. Things seem okay now, but be mindful of measurements.
- 4) Engine System Page no longer showing fuel reset softkeys; gallons remaining stuck at 0, gallons used keeps building. We will get this fixed when able.
- 5) Copilot hydrolock also on backorder to fix seat recline

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Fuel price reduced by 29c a gallon (rates are updated on our website as of 8/2)
- Hangar and Pump lights being replaced as they go out
- Look out for Washington Hawthorn sticklers on the taxiways, some flat tires have happened.
- Let John know about any fuel pump issues, should be fixed up
- Mowing is no longer on weekends, it’s now during the week.
- Still 2 Sandhill Cranes and a Deer hanging out near the field. Be on the lookout
- FAA LOA process for the instrument approach has been changed, still in limbo

OLD BUSINESS

No old business was discussed

NEW BUSINESS

Annual Insurance Renewal Questions

Thanks for responding the survey, the renewal has been submitted. We bumped hull values slightly (~25g total between the 3 planes). Awaiting for new rates.

SAFETY

Be aware – there will be increased TFRs in the election season. Vice President has a 5nm TFR, and 30nm for the President, as well as a 7nm TFR around candidate Trump. Be sure to always check before every leg of your flight for updates from the normal places. Also, right now around the time of the meeting is the Democratic National Convention here in Chicago, so even more TFRs in the area.

Filed VFR or active IFR flight plan required for traversal of TFRs at a minimum – read the TFR restrictions for details.

Bolingbrook is a mess right now with construction – be aware of non-standard traffic or confused other pilots.

Be aware of flying at Morris at night – giant warehouse next door has blue lights all in a line, easy to mistake.

Also, stop overtightening the oil dipsticks – this can cause the seals to break and start oil leaks. Finger-tight snug is enough.

MEMBERSHIP AND GUESTS

We had several returning guests and some new guests at the August meeting. There also continues to be a strong entrance list with several applicants regularly attending meetings. Priority is given to applicants in received order that are at the meetings with entrance fee ready.

For new guests, we had Mike, a former pilot looking to get back in, and Reed and William both aspiring pilots.

Dave G. has decided to leave the club now that he's finished his RV-14. Cliff ?? was voted in to take his place.

ACCOMPLISHMENTS

No accomplishments were reported.

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.

This month, Walt shares a story from his student pilot days.

Two Airplanes, One Runway

Mike Pastore

Yesterday, I flew up to DuPage airport to attend the monthly "Coffee with Controllers" session. I departed Naper in my Cessna 140, flew around a bit to enjoy the view of overdeveloped Naperville and Aurora, then headed north. About 12nm south, I called tower, and they directed me for a straight in on 2L.

When I was about 6nm south, I became aware of a 172 on a left downwind which had also been instructed to proceed for landing on runway 2L. I could see the aircraft on ADSB-In, but I did not have visual contact. When I was about 4nm south, tower cleared the 172 to land. When he turned left base, I still did not have visual contact. When he turned final, I picked him up visually and I could see on my ADSB that he was an "uncomfortable" one mile in front of me.

At that point, tower cleared me to land number 2 on 2L. I responded that I was going to do a right 360 for spacing *but was told to continue straight in*. I'm not in a "happy place" with that, and know that I can reject it, but I braced myself for the inevitable go-around and kept going.

The 172 landed and was instructed to boogie on down the runway to the next intersection about ½ way down. I was on short final and just about ready to go-around as there was no way this airplane was going to get off the runway before I landed. Tower must have sensed my apprehension, because he called me and told me to proceed with the landing. My response was something to the effect, "Okay, there's a plane on the runway, but okay." I don't think that phraseology is in the AIM, but that's what I felt like saying and I said it.

I landed and taxied off the runway about the same time as the 172. Again, he was maybe ½ way up 2L which is a 7500' runway. I didn't have a big problem with this as I can generally put an airplane down where I want to...and after more than a dozen flights to EAA Airventure, plus what formation flying I've done, get the whole shared runway thing. But still, I was very surprised by this. Anyway, done and done.

HERE is where it gets interesting and more the point of the story.

During the “Coffee with Controllers” session that followed, I asked the lead tower controller who was handling the presentation about this (how often do you get a chance to have a face to face with controllers right after a “thing”, right!). He is a good guy by the way...I worked with him a few times when coordinating the “Coffee” sessions last fall/winter.

In brief, he explained that DuPage flight operations have skyrocketed...I think the 2024 rate is something like 30% or 40% higher than 2023 and virtually all of that resulting from flight training. What they have done to manage this explosion in operations is to start landing multiple aircraft on the same runway at the same time. There are a number of “go/no-go” gauges that have to be satisfied before they can do this – specifically, landing aircraft have to have similar flight characteristics and there are minimum runway separation requirements of 3,000’ or more depending on the aircraft types involved.

I didn’t ask about the legality of it, but he mentioned several times that it is in fact quite legal and cited chapter and verse on the procedures. I’m guessing they’ve been through the wringer on the legal aspect of this.

Take note that they will follow this procedure for experienced pilots and student pilots. In fact, I questioned the wisdom of this with soloed students and he told me they do it all the time....all day long.

So, be aware. If you fly to DuPage this may happen to you! You can reject these instructions, but they really don’t want you to and will press you to continue. Talk to your CFI if you are unsure about how to handle this.

Mike Pastore, CFIA

FAASafety Team

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 before each flight. If tires are low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. Required PSI for each airplane are listed in the POH and posted in the hangar.

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
Sam Darnell 630-577-7953 ²

¹ Available for club checkouts and Flight Reviews
² No C182 training

Chief Maintenance Officer:
Ray Kvietkus 630-712-0059

Plane Captains:
N884BC Don Patterson 815-436-5771
N983SP Jack Lindquist 630-939-1023
N1489L Norm Ballack 847-910-8837