

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

\$4.93/gal as of Nov. 7, 2024

Aircraft Rates

C172S	4BC	\$128.80
C172SP	3SP	\$122.80
C182T	89L	\$159.96

CY Cumulative Hours Flown

March 2025

884BC	10.1 hrs.
983SP	10.0 hrs.
1489L	2.2 hrs.
TOTAL	22.3 hrs.

2025 Totals

884BC	24.5 hrs.
983SP	30.0 hrs.
1489L	10.4 hrs.
TOTAL	64.9 hrs.

Join us for our next meeting:

Tuesday, May 6th, 2025

Worknight Starts @ 5:30pm

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 1st, 2025 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 2025 was 22.3 hours with 0.3 hours club time. We made \$3,672.36 in payments and had \$9,630.37 in billings. The loan balance is \$23,410.00 and cash in the bank is \$98,115.29. 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 8:11 PM.

Attendees

Members

Kevin Kanarski
 Alex Siegman
 Kris Knigga
 Cliff Kotchka
 Don Patterson
 Nick Davis
 John Wrycza
 Jacob Black
 Walt Slazyk
 Jack Lindquist
 Ray Kvietkus

Guests

Pashupati Pandey
 Martin Shultz

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	4,038.4	6,668.8	2,078.6
END TACH	4,048.5	6,678.8	2,080.8
TOTAL HOURS	10.10	10.00	2.20
TBO	2,000	2,000	2,000
TMOH	112	(127)	1,880

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	10.10	10.00	2.20	22.3
LESS: CLUB TIME	(0.20)	-	(0.10)	(0.3)
BILLABLE HOURS	9.90	10.00	2.10	22.0
BILLING RATE	\$ 128.80	\$ 122.80	\$ 159.96	
FLYING CHARGES (billed)	\$ 1,275.12	\$ 1,228.00	\$ 335.92	\$ 2,839.04
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (93.67)
TOTAL BILLINGS	\$ 1,275.12	\$ 1,228.00	\$ 335.92	\$ 9,630.37

III. MEMBER CREDIT BREAKDOWN

Cliff Kotcha	Fuel Away	19.00	(4.93)	(93.67)
TOTAL CREDITS				\$ (93.67)

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 54,501.59	\$ 35,782.14	\$ 90,283.73
Cash In	\$ 15,753.62	\$ 0.30	\$ 15,753.92
Cash Out	\$ (7,922.36)		\$ (7,922.36)
ENDING BALANCE	\$ 62,332.85	\$ 35,782.44	\$ 98,115.29

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3300/ mo)	\$ 16,500.00	\$ 3,300.00	\$ 19,800.00
ANNUALS (\$1500/ mo)	\$ 20,160.06	\$ 1,500.00	\$ 21,660.06
LL10 DUES (\$485/ mo)	\$ 2,425.00	\$ 485.00	\$ 2,910.00
INACTIVE MEMBER	\$ 11,976.72	\$ -	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 26,583.66	\$ 1,500.00	\$ 28,083.66
CREDIT BALANCE MEMBERS	\$ 16,616.01	\$ 957.20	\$ 17,573.21
EQUIPMENT UPGRADE	\$ (3,977.72)	\$ 89.36	\$ (3,888.36)
TOTAL	\$ 90,283.73	\$ 7,831.56	\$ 98,115.29

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Reimburse Ray K.	Oil Filters	McFarlane	\$ 552.99
Reimburse Ray K.	Garmin Upgrades	Garmin	\$ 1,318.00
Naper Aero	Fuel	Naper Aero	\$ 950.37
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00
* Return of equity to Dieschbourg \$4,250, offset by receipt from new member Mintchell			
TOTAL PAYMENTS			\$ 3,672.36

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 121.99
PRINCIPAL PAID	\$ 988.21
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 23,410.00

FLYING HOURS

March

884BC	
FLYING	10.1
TACH	4048.5
TBO	2000
TMOH	112
†CLUB	0.2
*GAL/HR.	10.2

983SP	
FLYING	10.0
TACH	6678.8
TBO	2000
TMOH	(127)
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	2.2
TACH	2080.8
TBO	2000
TMOH	1880
†CLUB	0.1
*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

**** PLEASE BE SURE TO LOG WHEN YOU ADD THE OIL ****

We know this isn't happening due to normal oil consumption, and it makes it hard to track the health of the engines.

N983SP

- 1) Oil changed 4 hours ago
- 2) Annual inspection coming up in May
- 3) Pilot-side push-to-talk has become intermittent. Pushing it a bit forward tends to help. Decision made to replace, waiting on parts
- 4) DME on the NAV/COM is working again after a cleaning; direct input still takes warm up time, but remote input from nav receiver works.

N884BC

- 1) Oil changed 4 hours ago
- 2) No new squawks

N1489L

- 1) No new squawks reported

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates via proxy:

- Approximately 1 month away from buying gas
- Pump #2 had it's leak fixed, but it's still flakey – sometimes shuts off between tanks. Just use pump #1 if you don't want to deal with it. John has found some consistent recreation steps that he can work with the repair company. Ongoing.
- Planning to improve door with a timer before relocking
- Maintenance happening in April on buildings / hangars.
- Three new board members for Airport, will have first meeting in April.

OLD BUSINESS

Better Use of Cash Reserves

T-Bill account still held up with a signature guarantee. Chase is refusing to provide due to "risk management." Still looking at options and trying to find a signature guarantor.

Work Nights start next month

While we cancelled April's work night, it is officially worknight season.

NEW BUSINESS

No new business was brought

SAFETY

When landing at 36, go all the way to the end so you can have space to turn around, otherwise you are maneuvering very close to the new hangar on the field. It also provides better visibility other taxiing traffic.

In discussing the commercial airline accident up in Toronto, we talked about the effects of windshear. Windshear is often recoverable. Rounding out near the runway to reduce distance can help in this, get to the runway at no more than 1.3 V_{so}, then bleed speed off within “falling distance” of the runway.

Be aware of wildlife, especially around dusk and dawn. Coyotes have been spotted on the field.

MEMBERSHIP AND GUESTS

We had a repeat guest and a new guest Martin at the meeting. There also continues to be a strong entrance list with several applicants regularly attending meetings and 10 applications. Priority is given to applicants in received order that are at the meetings with entrance fee ready.

Martin S. moved to the airport about a year ago. Looking to get into flying, father is a pilot and owns a Piper arrow. Works in defense aviation software for Boeing. Came to check out the club.

ACCOMPLISHMENTS

JJ Star is now fully released for solo flight!

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 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 630-712-0059 ¹

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