

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

October 2021

884BC	36.3 hrs.
983SP	43.7 hrs.
1489L	35.1 hrs.
TOTAL	115.1 hrs.

2021 Totals

884BC	393.6 hrs.
983SP	267.7 hrs.
1489L	233.2 hrs.
TOTAL	894.5 hrs.

IN THIS ISSUE...

November Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 2nd, 2021 at Naper Aero. The President called the meeting to order at 7:33 PM. The list of Attendees is provided in the sidebar on page 2.

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. Total flying time for October was 115.1 hours with 1.9 hours club time. We made \$51,862.16 in payments and had \$20,432.97 in receipts. The loan balance is \$85,847 and cash in the bank is \$78,765.52. 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. See the complete financial details later in this newsletter.

The aircraft reports were presented by the plane captains. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:25 PM.

Join us for our next meeting:

Tuesday, December 7, 2021
Business meeting at 7:30pm

See you there!

Attendees**Members**

Jack Lindquist
 Kevin Kanarski
 Kris Knigga
 Nick Davis
 John Wrycza
 James Robertson Jr.
 Ray Kvietkus
 Don Patterson
 Al Loek
 Jim Williams
 Rich Andrews
 Doug Smith
 Chris Rorvick

Guests

Dan Mannisto
 John Sheskier

Social

TREASURER'S REPORT

CASH

Chase Checking	13,520.94
Chase Savings	65,244.58
Total	\$78,765.52

PAYMENTS

Naper Aero	Fuel and Fees	4,994.76
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Center for Aviation	3SP Mag service, Cowl mounts	940.82
Naper Aero	Annual Dues	5,062.50
Center for Aviation	4BC Pilot door hinge service	119.72
Center for Aviation	89L Push talk switch, nose strut	339.51
Volartek	Loan payoff	39,248.64
Sec of State	Illinois Annual Report	10.00

Total **\$51,862.16**

RESERVES

INSURANCE (\$2300/ mo)	-6,900
ANNUALS (\$1000/ mo)	-10,000
LL10 DUES (\$425/ mo)	-425
INACTIVE MEMBER	-7,727
ENG OVRHL (\$1500/mo)	-29,862
CREDIT BALANCE MEMBER	-7,300
EQUIPMENT UPGRADE	-16,552

Reserves net 0

Reserve Increase/(Decrease) **-31,429**

LOAN

INTEREST PAID @ 6.0%	433
PRINCIPAL PAID	677
AIRCRAFT LOAN Balance	85,847

RECEIPTS

Dues & Flying	20,432.30
Equity	0.00
Bank Interest	0.67

Total **\$20,432.97**

CREDITS TO MEMBERS

Fuel Away	1,392.60
Loan Pymt	1110.21
Step Ladder	84.37
Oil 6 cases	358.44
Padlock-supp cabinet	5.90

Total **\$2,951.52**

FLYING HOURS

October

884BC	
FLYING	36.3
TACH	3141.4
TBO	2000
TMOH	1019.3
†CLUB	0.9
*GAL/HR.	10.2

983SP	
FLYING	43.7
TACH	5747.7
TBO	2000
TMOH	803.7
†CLUB	0.4
*GAL/HR.	10.2

1489L	
FLYING	35.1
TACH	1780.4
TBO	2000
TMOH	219.6
†CLUB	0.6
*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

N884BC

- 1) Door hinge pin broke and was fixed
- 2) Annual inspection
 - a. Oil changed
 - b. Oil leak at oil pressure relief valve – parts ordered
 - c. Seatbelt airbags need service due to age – Waiting on pricing
 - d. Pilot door spring repaired
 - e. Nav light lens replaced
 - f. Dipstick housing fixed again
 - g. Overall, pretty clean and cheap
- 3) AI backlight dodgy

N983SP

- 1) Intercom jack on the left – cap is a little bent
- 2) Ignition switch loose
- 3) Radios are declining

N1489L

- 1) Push to talk switch fixed
- 2) Nose strut filled with N2
- 3) Report of unable to listen on Com 1 after switching to transmit on Com 2. Holding radio select button for 10+ seconds seems to fix it.
- 4) A spot on top of the glare shield looks like something melted to it. Will get it looked at during the annual in February.

AIRPORT AFFAIRS

Updates for Naper Aero are:

- Fuel tanks are currently half full. Should last the rest of the year
- If you see a light out, let John know. Some are failing
- Repaving is complete
- Bushes on the south end are trimmed
- Watch for coyotes on the field

OLD BUSINESS

No old business to discuss

NEW BUSINESS

Christmas Party

Will be held on December 5th. Invites sent out via email.

Winter Ops

Are now in effect. Use blankets and engine heaters. Make sure engine is warm before takeoff.

SAFETY

Frost on wings is bad. Make sure to completely defrost before taking off.

Icing weather is back. Watch out for freezing levels in the clouds.

If you're not night current, consider easing into night flying by starting at sunset.

MEMBERSHIP – GUESTS

John Sheskier was voted into the club as a member by those present. He replaces Chuck Jaudes.

Dan Mannisto also visited with us again.

We currently have 11 applicants on the waiting list.

ACCOMPLISHMENTS

None mentioned 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's in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

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, man up and report it to the plane captain, maintenance office or a board member right away. 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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ABOUT OUR ORGANIZATION

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The Club has 45 equity members sharing three 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