

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

\$6.33/gal as of August 26, 2022

Aircraft Rates

C172S	4BC	\$142.80
C172SP	3SP	\$136.80
C182T	89L	\$177.18

CY Cumulative Hours Flown

September 2022

884BC	16.0 hrs.
983SP	26.7 hrs.
1489L	20.8 hrs.
TOTAL	63.5 hrs.

2022 Totals

884BC	424.3 hrs.
983SP	253.1 hrs.
1489L	140.8 hrs.
TOTAL	818.2 hrs.

Join us for our next meeting:

Tuesday, November 1st, 2022

Business meeting @ 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

October Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, October 4th, 2022 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 September 2022 was 63.5 hours with 3.7 hours club time. We made \$8,576.39 in payments and had \$14,444.46 in billings. The loan balance is \$78,165.66 and cash in the bank is \$150,943.71. 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.

Attendees

Members

- Kevin Kanarski
- Zack Willig
- Ray Kvietkus
- Donald Patterson
- Alex Siegman
- Dan Mannisto
- Jake Black
- Jack Lindquist
- Val Vlazny
- Bob Downey
- Al Loek
- Steve Snapp
- Nick Davis
- Jim Williams
- Walt Slazyk
- Chris Rorvick
- JJ Starr
- Jim Krzyzewski

Guests

- Norm Ballack
- Chris Nye
- Sam Tueting

Social

- Bradley Swanson
- Joe Willig

TREASURER'S REPORT

I. AIRCRAFT DATA				
	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	
BEGIN TACH	3,644.1	6,012.7	1,936.5	
END TACH	3,660.1	6,039.4	1,957.3	
TOTAL HOURS	16.00	26.70	20.8	63.50
TBO	2,000	2,000	2,000	
TMOH	501	512	43	

Billings for all aircraft thru September 29, 2022

II. MONTHLY BILLING SUMMARY				
	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	16.00	26.70	20.80	63.5
LESS: CLUB TIME	(0.50)	(0.80)	(2.40)	(3.70)
BILLABLE HOURS	15.50	25.90	18.40	59.8
BILLING RATE	\$ 142.80	\$ 136.80	\$ 177.18	
FLYING CHARGES	\$ 2,213.40	\$ 3,543.12	\$ 3,260.11	\$ 9,016.63
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (1,232.17)
TOTAL BILLINGS	\$ 2,213.40	\$ 3,543.12	\$ 3,260.11	\$ 14,444.46

III. MEMBER CREDIT BREAKDOWN			
9/9/22	Ray Kvietkus	Engine Oil	\$ (472.96)
9/17/22	Don Patterson	Fuel	\$ (251.17)
9/19/22	John Wryzca	Oil Filters	\$ (508.04)
TOTAL CREDITS			\$ (1,232.17)

IV. BANK BALANCES			
	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 93,259.55	\$ 50,248.78	\$ 143,508.33
Cash In	\$ 25,164.46	\$ 0.45	\$ 25,164.91
Transfer to Savings	\$ (75,000.00)	\$ 75,000.00	\$ -
Cash Out	\$ (13,273.33)		\$ (13,273.33)
ENDING BALANCE	\$ 30,150.68	\$ 125,249.23	\$ 155,399.91

V. RESERVES			
	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 2,299.50	\$ 2,300.00	\$ 4,599.50
ANNUALS (\$1000/ mo)	\$ 6,884.41	\$ 1,000.00	\$ 7,884.41
LL10 DUES (\$425/ mo)	\$ 4,250.00	\$ 425.00	\$ 4,675.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/ mo)	\$ 53,262.00	\$ 2,600.00	\$ 55,862.00
CREDIT BALANCE MEMBERS	\$ 10,750.89	\$ 852.77	\$ 11,603.66
EQUIPMENT UPGRADE	\$ 58,334.81	\$ 257.61	\$ 58,592.42
TOTAL	\$ 143,508.33	\$ 7,435.38	\$ 150,943.71

VI. PAYMENT DETAIL (7/29 thru 8/31)			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Fuel		Naper Aero	\$ 3,972.31
Hangar Fees		Naper Aero	\$ 480.00
Planning Room		Naper Aero	\$ 180.00
1489L Maintenance		JAA	\$ 1,165.21
884BC Maintenance		JAA	\$ 285.32
983SP Maintenance		JAA	\$ 2,397.55
1489L Registration		FAA	\$ 5.00
Website		Aircraft Clubs	\$ 36.00
Bank Fees		Chase	\$ 25.00
Quickbooks		Quickbooks	\$ 30.00
TOTAL PAYMENTS			\$ 8,576.39

VII. LOAN STATUS	
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INTEREST PAID @ 6.0%	\$ 394.41
PRINCIPAL PAID	\$ 715.80
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 78,165.66

FLYING HOURS

September

884BC	
FLYING	16.0
TACH	3660.1
TBO	2000
TMOH	501
†CLUB	0.5
*GAL/HR.	10.2

983SP	
FLYING	26.7
TACH	6039.4
TBO	2000
TMOH	512
†CLUB	0.8
*GAL/HR.	10.2

1489L	
FLYING	20.8
TACH	1957.3
TBO	2000
TMOH	43
†CLUB	2.4
*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) No active squawks
- 2) Notice of very slight need for right rudder in level flight and smooth air.

N884BC

- 1) Airplane at Aurora for maintenance
 - a. Metal chips found when magnetos removed for inspection; not sure of source, investigation is ongoing
 - b. Previous oil filter inspected absolutely clean
 - c. Inspected current oil filter also clean
 - d. Nothing in oil pan
 - e. Oil analysis also being done
 - f. Worn brake linings and rotors; being replaced
 - g. Cracked brake line fitting; being replaced along with brake line
 - h. Master cylinder was leaking; being fixed
- 2) Annual scheduled for November 9th
- 3) Oil filling notes
 - a. The engines like to run at 6 quarts. The engines will be fine down to 5 quarts. 5 quarts is the minimum for the 172s; please add oil back to 6qts
 - b. Even though full is 8 quarts, most of that will get blown out the breather tubes onto the belly of the plane, wasting \$10/qt oil and making a mess
 - c. Don't be afraid to throw in a partial quart to get back to 6, just be sure to tighten the oil bottle well and put in the plastic container in the back
 - d. Do not overtighten the oil dipstick/filler tube, finger tight only

N1489L

- 1) #6 cylinder failed, separated from block; engine will be going out for overhaul
 - a. Overhaul will be \$43,000 plus any incidentals
 - b. Going to Corona Aircraft Engines, we have used them in the past and been happy with the results
 - c. At least a 3-month outage; New cylinders by end of month, 6 to 8 week turnaround from engine shop, then reinstallation here
- 2) Standby battery discharge to be addressed at annual; it shows a discharge, but is not actually discharging

AIRPORT AFFAIRS

There were no updates for Naper Aero airport this month; no airport representative was able to attend the meeting.

OLD BUSINESS

Board of Directors Elections

The proposed board slate was unanimously approved in accordance with our club bylaws. The new board members are as follows:

President - Kevin Kanarski
Vice President - Kristoffer Knigga
Treasurer - Charles Blazeovich
Secretary - Alex Siegman
Operations (Maintenance) Officer - Ray Kvietkus
Safety Officer - Nick Davis
Plane Captain N1489L - Jim Robertson Jr.
Plane Captain N884BC - Don Patterson
Plane Captain N983SP - Jack Lindquist

The four Directors authorized to conduct financial transactions are as follows:

President – Kevin Kanarski
Vice President – Kristoffer Knigga
Treasurer – Charles Blazeovich
Secretary – Alex Siegman

NEW BUSINESS

Insurance

We will change our insurance on 89L to non-moving coverage for the duration of the engine repair to help save cost. Waiting on the new insurance policy to review. Once the insurance policy is reviewed and accepted by the board, they will be available on Aircraft Clubs for all members to review.

BFC Christmas Party

Our annual Christmas party is tentatively scheduled at McBrides on Eola road for the first Sunday in December. New to the menu will be prime rib and a limited hard liquor selection. The price should remain at \$49/person. Details will come via email when the plans are solidified.

SAFETY

Steve relayed his thoughts on the 89L engine emergency for others to learn from.

Steve was flying a common flight he had done plenty of times: the Eisenhower transition out to the lake, with a circle around up north and west of Chicago to head back to Naper. On the way back home, between DuPage and Naper airports, the engine began running rough. There was the thought that there were just barely not maintaining altitude as well. The G1000 was showing no temperatures for the #6 cylinder.

The decision was made to proceed to Naper aero. Due to hesitancy to reduce power too early, the approach was too fast and a go around was needed. Luckily the airplane was still able to do the go around.

Once landed, the cowl was removed and it was found that the #6 cylinder was no longer attached to or flush with the engine block.

Steve relayed that the biggest take away for him was to evaluate his personal minimums and avoid doing the low level flying required in the Chicago area associated with the Eisenhower transition out to the lake.

Nick additionally emphasized that the decision to continue to Naper Aero was a reasonable and good decision. Turning around takes a significant amount of time and difference. Even though DuPage may have more services and larger runways, there was a real risk of not making it to the airport with the added time and distance.

There was also discussion around takeoff and full power operations. On most larger engines and airplanes, takeoff power or full power has a time limit, usually not more than 5 minutes. Despite not being in the C182 manual, we will make operating procedure adjustments to reduce takeoff power to a cruise/climb configuration once above pattern altitude and amend other takeoff procedures. We will create some guidance and make more announcements as the 182 nears readiness for general use.

Lastly, procedures should have an eye to minimize time exposure to risk. When considering options to your normal procedures, include this as part of your decision-making process. Things like lingering on the runway, or stationary full power runs while on the ground, all add risk. In these two cases, being unable to see conflicting traffic behind you coming in for landing, and debris and prop wash causing damage respectively. Always keep an eye to reduce or minimize risk with how you operate the aircraft.

MEMBERSHIP AND GUESTS

We had several guests at the October meeting. There also continues to be a strong entrance list.

Chris was checking out the club; he is a zero-time pilot looking to get started and achieve his private pilot license. Norman is a retired United captain also looking to join. Sam and his father also visited again; Sam is a zero time pilot looking to get started! Patrick also visited; he had evaluated the club about a year ago, and has now decided to look to join as well

Zack Willig has decided to leave the club as he is moving out of the area. He thanks the club for a great couple of years.

Norman was next in line based on application dates and meeting attendance. Norman was voted into the club unanimously by members present. Norman is a retired United captain with over 20,000 hours and more type ratings than certificates. He's looking to get back in to GA flying, something he hasn't enjoyed since 2006.

ACCOMPLISHMENTS

Jim earned his private pilot's license. Nick was his instructor. Congratulations!

Chuck got to fly a Cirrus for the first time. He commented that it was a very smooth flight, but he found the Cirrus less maneuverable. Lots of fun, lots of power, and a very nice flying airplane. No problems with adjusting to the side stick.

Ray got to fly the full motion Beech Baron simulator at JA. It was really fun, despite him crashing!

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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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
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Jack Lindquist	630-939-1023
N1489L	Jim Robertson	630-215-5003