

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

\$5.18/gal as of Jan. 1, 2023

Aircraft Rates

C172S	4BC	\$131.30
C172SP	3SP	\$125.30
C182T	89L	\$163.04

CY Cumulative Hours Flown

August 2023

884BC	25.5 hrs.
983SP	39.0 hrs.
1489L	12.4 hrs.
TOTAL	76.9 hrs.

2023 Totals

884BC	147.7 hrs.
983SP	193.9 hrs.
1489L	55.0 hrs.
TOTAL	396.6 hrs.

IN THIS ISSUE...

September Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, September 5th, 2023 at Naper Aero. The President called the meeting to order at 7:30 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 2023 was 76.9 hours with 1.9 hours club time. We made \$11,036.30 in payments and had \$15,936.80 in billings. The loan balance is \$70,051.63 and cash in the bank is \$114,041.83. 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 8:20 PM.

Join us for our next meeting:

Tuesday, October 3rd, 2023

Work day @ 5:30pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

Attendees

Members

- Alex Siegman
- Jim Robertson
- Chris Rorvick
- John Wrycza
- David Vaught
- Sam Tueting
- Kris Knigga
- Jack Lindquist
- Val Vlazny
- Jacob Black
- Rich Andrews
- John Sheskier
- Doug Smith
- Donald Patterson
- Walt Slazyk
- Kevin Kanarski
- Ray Kvietkus
- Al Loek
- Norm Ballack
- Jeff Hilsenbeck

Guests

- Pat Campbell
- Patrick
- Joe Battoe

Social

- Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	3,795.5	6,247.1	1,999.9	
END TACH	3,821.0	6,286.1	2,012.3	
TOTAL HOURS	25.50	39.00	12.4	
TBO	2,000	2,000	2,000	
TMOH	340	265	1,949	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	25.50	39.00	12.40	76.9
LESS: CLUB TIME	(1.90)			(1.9)
BILLABLE HOURS	23.60	39.00	12.40	75.0
BILLING RATE	\$ 131.30	\$ 125.30	\$ 163.04	
FLYING CHARGES	\$ 3,098.68	\$ 4,886.70	\$ 2,021.70	\$ 10,007.08
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (730.28)
TOTAL BILLINGS	\$ 3,098.68	\$ 4,886.70	\$ 2,021.70	\$ 15,936.80

III. MEMBER CREDIT BREAKDOWN				
Rorvick	Fuel Away Credit	14.60	\$ (5.18)	\$ (75.63)
Rorvick	Fuel Away Credit	27.00	\$ (5.18)	\$ (139.86)
Black	Fuel Away Credit	13.07	\$ (5.18)	\$ (67.70)
Sheskier	Fuel Away Credit	18.20	\$ (5.18)	\$ (94.28)
Wrycza	Fuel Away Credit	13.50	\$ (5.18)	\$ (69.93)
Mannisto	Fuel Away Credit	24.50	\$ (5.18)	\$ (126.91)
Mannisto	Fuel Away Credit	11.31	\$ (5.18)	\$ (58.59)
Wrycza	Fuel Away Credit	18.80	\$ (5.18)	\$ (97.38)
TOTAL CREDITS				\$ (730.28)

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 37,849.06	\$ 75,255.94	\$ 113,105.00
Cash In	\$ 11,972.50	\$ 0.63	\$ 11,973.13
Transfer to Savings			\$ -
Cash Out	\$ (11,036.30)		\$ (11,036.30)
ENDING BALANCE	\$ 38,785.26	\$ 75,256.57	\$ 114,041.83

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ 10,241.00	\$ 2,300.00	\$ 12,541.00
ANNUALS (\$1000/ mo)	\$ 11,884.41	\$ 1,000.00	\$ 12,884.41
LL10 DUES (\$425/ mo)	\$ 3,862.50	\$ 425.00	\$ 4,287.50
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 11,217.00	\$ 2,600.00	\$ 13,817.00
CREDIT BALANCE MEMBERS	\$ 15,859.09	\$ 749.20	\$ 16,608.29
EQUIPMENT UPGRADE	\$ 52,314.28	\$ (6,137.37)	\$ 46,176.91
TOTAL	\$ 113,105.00		\$ 114,041.83

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
N983SP			
Engine Oil	Reimb Ray K		\$ 76.92
New Radio Downpayment	Reimb Ray K	Gulf Coast Avionics	\$ 400.00
Fuel injector AD Comp		Mtech	\$ 90.00
Strut Rebuild Kit	Reimb John W	Aircraft Spruce	\$ 21.44
N1489L			
Engine Oil	Reimb Ray K		\$ 76.92
Drain Valve Repair		Mtech	\$ 609.84
Drive from KDPA to LL10		Mtech	\$ 270.00
Breakin oil beacon lamp	Reimb John W	Aircraft Spruce	\$ 119.61
Fuel Drain Valve	Reimb John W	Aircraft Spruce	\$ 53.46
Fuel Drain Valve	Reimb John W	Aircraft Spruce	\$ 299.16
N884BC			
Engine Oil	Reimb Ray k		\$ 76.92
Avionics Master Switch		Mtech	\$ 90.00
AV master sw 182 step	Reimb John W	Aircraft Spruce	\$ 96.12
Desser tire 4x retread	Reimb John W	Aircraft Spruce	\$ 402.20
Naper Aero: (2 mos)			
Fuel	Fuel	Naper Aero	\$ 6,967.71
Hangar	Hangar fees	Naper Aero	\$ 960.00
Meeting Room	Meeting Room	Naper Aero	\$ 360.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00

TOTAL PAYMENTS			\$ 11,036.30
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VII. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 354.04
PRINCIPAL PAID	
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 70,051.63

FLYING HOURS

August

884BC	
FLYING	25.5
TACH	3821.0
TBO	2000
TMOH	340
[†] CLUB	1.9
*GAL/HR.	10.2

983SP	
FLYING	39.0
TACH	6286.1
TBO	2000
TMOH	265
[†] CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	12.4
TACH	2012.3
TBO	2000
TMOH	1949
[†] CLUB	0.0
*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) New Squawk – there are stop drills on some of the plastic caps/fairings at the ends of the wing – we are starting to see cracks past this point. May need to be stop drilled again.
- 2) New radio replacements have a deposit put in on them. They are expected to start shipping in December. They are slide in replacements for the existing radios that have failing screens. Total cost is 4500ea + installation + weight and balance. We'll vote next month on approving the final purchase.
- 3) One report of the oil temp gauge not working after oil change, but came back to life and kept working after that. No reports since.

N884BC

- 1) Leaking fuel drain replaced
- 2) Avionics master switch replaced
- 3) Fuel drip near nose tire diagnosed as fuel divider – will replace when convenient.
- 4) One cowl fastener was replaced, still one more missing
- 5) Winch is difficult to use, assume it is unavailable. Will be looked at.
- 6) Right strobe light reported out
- 7) Several reports of very uneven fuel burn, thinking it's a symptom of the left turning tendency
- 8) Scheduled to go to Oshkosh this month to address left turning tendency
- 9) Annual will be in December with MTech at DuPage. May use Jeff's hangar for the annual.

N1489L

- 1) Nose gear was damaged due to hard landing. Collar that attaches gear is fractured and bent. Initial worst-case estimate was \$44k. Claim was filed last Wednesday (6 days before meeting). Likely October before flying again.
- 2) Rubber steps on struts were replaced
- 3) Fuel leak in sump drain was fixed, then the next day another was leaking. All 5 drains were then replaced at \$50/drain. Corrosion was found on the one taken out. Also, all the o-rings might have dried out from not being used for 5+ months during the engine out. Will replace all 10, all 5 on one wing are done. Be sure to operate the drain straight and not at an angle. If you see leaks, don't let it leak in the hangar. Try to find a bucket to catch it and let people know immediately so we don't have 30+ gallons of fuel on the ground.
- 4) Report of a cooling fan making noise as well. Will troubleshoot as able.
- 5) Both seat recliners are also broken. Bring a pillow for now. Will see about options for rebuilding since we have some downtime, but more likely a repair at annual.

AIRPORT AFFAIRS

John Wrycza, airport manager, provided airport updates:

- Gas was purchased today, expect pricing to go up around a dollar per gallon.
- Pump 2 hose is being repaired, along with both reels and the hose for pump 1 as well as they are cracking.

- CC System will need conversion. It will get rid of the plastic keys, more information to come.
- New Hangar is still obstructing vision, be careful, slow down, take your time
- Some tree trimming is due, airport is working on finding trees within 25' of the centerline of the taxiways
- Don't backwash the hangars at all, especially with the 182 as a lot of people tend to do turning around to line up. You will damage other peoples' planes. Also keep the ladders laying down. Keep the hangar doors closed if using power to turn around, or learn to pick up speed, kill the engine, and turn without power.

OLD BUSINESS

Insurance Questionnaire

This went out via email from Kevin. If you haven't responded, please do.

NEW BUSINESS

Board Nominations

Board nominations will be voted on next month. The current board slate has not changed, however if you have interest, contact Kevin with your interest in serving on the board. We always welcome new blood.

Past Member Bert Toppel

Unfortunately, past member Bert Toppel passed away recently. Our best wishes for his family.

Insurance Rates

A question was brought up with regards to potential rate hikes due to hard landing claim. Ray has looked at alternate insurance providers recently, and we have two negatives going for us: student pilots and members over 70. This makes finding different or cheaper insurers hard. For our insurance, our claims generally only last a year, and then we go back to being considered claim free. There's also some merit to insurance carrier loyalty. Our only increases in cost in the last few years have been due to increased plane values and generally increased insurance costs.

We reviewed rates earlier in 2023 with the new premiums and found no need to increase dues. We will do another review when the new rates come in this year.

SAFETY

No safety concerns were brought up for this month.

MEMBERSHIP AND GUESTS

We had several returning and new guests at the August meeting: Sam, Greg, Joe, Patrick, and another Patrick were all in attendance. There also continues to be a strong entrance list with half a dozen very interested applicants regularly attending meetings and 13 total applications. No changes in membership for August.

We had one opening tonight, Sam was voted in as a new student pilot member, and another application came in tonight.

ACCOMPLISHMENTS

Patrick had his first flight with Nick as a student pilot!



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 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: Jim Krzyzewski
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 Jack Lindquist 630-939-1023
N1489L Jim Robertson 630-215-5003