

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

October 2023

884BC	22.5 hrs.
983SP	39.9 hrs.
1489L	0.0 hrs.
TOTAL	62.4 hrs.

2023 Totals

884BC	186.3 hrs.
983SP	256.0 hrs.
1489L	55.0 hrs.
TOTAL	497.3 hrs.

IN THIS ISSUE...

November Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 7th, 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 October 2023 was 62.4 hours with 0.0 hours club time. We made \$20,478.88 in payments and had \$14,262.30 in billings. The loan balance is \$68,527.93 and cash in the bank is \$115,939.18. 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 8:25 PM.

Join us for our next meeting:

Tuesday, December 5th, 2023

Business meeting @ 7:30pm
Details to follow via email.

See you there!

Attendees

Members

- Kevin Kanarski
- Jacob Black
- Cliff Williams
- John Sheskier
- Doug Smith
- Mel Finzer
- Jim Robertson
- John Wrycza
- Val Vlazny
- Nick Davis
- Al Loek
- Chris Rorvick
- Ray Kvietkus
- Kris Knigga
- Chuck Blazeovich
- Donald Patterson
- Norm Ballack
- Rich Andrews
- Sam Tueting

Guests

- Brandon Schabell
- Pat Campbell
- Cliff Kotchka
- Brian Gaffney

Social

- Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	3,837.1	6,308.3	2,012.3	
END TACH	3,859.6	6,348.2	2,012.3	
TOTAL HOURS	22.50	39.90	-	
TBO	2,000	2,000	2,000	
TMOH	301	203	1,949	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	22.50	39.90	-	62.4
LESS: CLUB TIME	-			-
BILLABLE HOURS	22.50	39.90	-	62.4
BILLING RATE	\$ 135.30	\$ 129.30	\$ 167.96	
FLYING CHARGES	\$ 3,044.25	\$ 5,159.07	\$ -	\$ 8,203.32
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (601.02)
TOTAL BILLINGS	\$ 3,044.25	\$ 5,159.07	\$ -	\$ 14,262.30

III. MEMBER CREDIT BREAKDOWN				
Rorvick	Fuel Away Credit	19.00	\$ (5.67)	\$ (107.73)
Vaught	Fuel Away Credit	28.60	\$ (5.67)	\$ (162.16)
Vaught	Fuel Away Credit	13.50	\$ (5.67)	\$ (76.55)
Black	Fuel Away Credit	20.00	\$ (5.67)	\$ (113.40)
Slazyk	Fuel Away Credit	24.90	\$ (5.67)	\$ (141.18)
TOTAL CREDITS				\$ (601.02)

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 54,999.79	\$ 75,257.16	\$ 130,256.95
Cash In	\$ 14,160.46	\$ 0.65	\$ 14,161.11
Transfer to Savings			\$ -
Cash Out	\$ (28,478.88)		\$ (28,478.88)
ENDING BALANCE	\$ 40,681.37	\$ 75,257.81	\$ 115,939.18

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ 14,841.00	\$ (11,071.25)	\$ 3,769.75
ANNUALS (\$1000/ mo)	\$ 13,884.41	\$ 1,000.00	\$ 14,884.41
LL10 DUES (\$425/ mo)	\$ 4,712.50	\$ (1,262.50)	\$ 3,450.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 16,417.00	\$ 2,600.00	\$ 19,017.00
CREDIT BALANCE MEMBERS	\$ 17,570.50	\$ (7,037.79)	\$ 10,532.71
EQUIPMENT UPGRADE	\$ 55,104.82	\$ 1,453.77	\$ 56,558.59
TOTAL	\$ 130,256.95		\$ 115,939.18

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
Insurance	Insurance	Avemco	\$ 13,371.25
<u>Aircraft Maintenance</u>			
N983SP:			
Aileron skins + Misc	Aileron skins + Misc	Myers Aviation	\$ 3,689.42
Reimb Norm Ballack	983SP Maint	Norm Ballak	\$ 321.50
Reimb John Sheskier	Beacon light	Sheskier/AC Spruce	\$ 311.53
Reimb John Wrycza	983SP Shimmy Damp	Wrycza/AC Spruce	\$ 811.83
Reimb John Wrycza	Aircraft Oil Purchase	From Naper Aero Res	\$ 110.00
Naper Aero	Annual Fee	Naper Aero	\$ 1,687.50
BFC Cookout Expenses			\$ 98.85
IL Secy of State	Corp Entity Report	IL Secy of State	\$ 11.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
TOTAL PAYMENTS			\$ 20,478.88

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 346.46
PRINCIPAL PAID	\$ 763.75
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 68,527.93

FLYING HOURS

October

884BC	
FLYING	22.5
TACH	3859.6
TBO	2000
TMOH	301
[†] CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	39.9
TACH	6348.2
TBO	2000
TMOH	203
[†] CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	0.0
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) Oil temp probe replaced
- 2) Cowl fasteners replaced with correct models
- 3) Nose wheel serviced
- 4) Aileron reskinned
- 5) Fresh air vent replaced
- 6) Oil dipstick bent, waiting for replacement to come in stock

N884BC

- 1) Cowl fasteners replaced with correct models
- 2) Fuel line inspection done
- 3) Pitot heater fixed
- 4) Nose strut filled with N2
- 5) Right hand wingtip cracked
- 6) Wingtip strobe fixed
- 7) Annual scheduled Dec 4-12
 - a. Fuel flow divider will be fixed
 - b. Fuel shut off valve will be lubed

N1489L

- 1) Nose strut found to be repairable
- 2) Possibly less damage found than expected

AIRPORT AFFAIRS

John Wrycza, airport manager, provided airport updates:

- Two new fuel hose reels
- Planning on changing the fuel pump control box
- Snow season is coming
- If you see any lights out, let John Wrycza know

OLD BUSINESS

No old business

NEW BUSINESS

Christmas Party

It will be at McBrides again this year on December 3rd. Invitations were sent out via email.

SAFETY

Icing season is nearing. Watch out for ice in the air, and also taxiways and runways

Use 9/27 if required due to winds. If not comfortable doing so it's a great opportunity for training.

MEMBERSHIP AND GUESTS

We had several returning and new guests at the August meeting: Robert, Patrick, Cliff, Mike. There also continues to be a strong entrance list with half a dozen very interested applicants regularly attending meetings and 13 total applications.

Brandon was voted in as a new member, taking Dean Likus' spot.

ACCOMPLISHMENTS

John S. finished his instrument rating!

Eric Swanson passed recurrent training for the E175.

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, however Kevin has forwarded on pictures from the October plane wash.





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
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

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