

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

\$5.67/gal as of Oct. 1, 2023

Aircraft Rates

C172S	4BC	\$135.30
C172SP	3SP	\$129.30
C182T	89L	\$167.96

CY Cumulative Hours Flown

November 2023

884BC	19.6 hrs.
983SP	19.3 hrs.
1489L	0.0 hrs.
TOTAL	38.9 hrs.

2023 Totals

884BC	205.9 hrs.
983SP	275.3 hrs.
1489L	55.0 hrs.
TOTAL	536.2 hrs.

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December Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, December 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 November 2023 was 38.9 hours with 1.9 hours club time. We made \$9,064.12 in payments and had \$11,425.62 in billings. The loan balance is \$67,760.36 and cash in the bank is \$121,387.18. 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 7:59 PM.

Join us for our next meeting:

Tuesday, January 2nd, 2023

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

See you there!

Attendees

Members

Alex Siegman
Kevin Kanarski
Chuck Blazeovich
Rich Andrews
Brandon Schabell
Donald Patterson
Dan Mannisto
Sam Tueting
Ray Kvietkus
Jack Lindquist
Jake Black
Walt Slazyk
Nick avis
Al Loek
Kris Knigga

Guests

Greg Van Den Ham
Brian Gaffney
Kris Queen
Patrick Campbell
Clifford Kotchka

Social

Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	3,859.6	6,348.2	2,012.3	
END TACH	3,879.2	6,367.5	2,012.3	
TOTAL HOURS	19.60	19.30	-	
TBO	2,000	2,000	2,000	
TMOH	282	184	1,949	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	19.60	19.30	-	38.9
LESS: CLUB TIME	-	(1.90)		(1.9)
BILLABLE HOURS	19.60	17.40	-	37.0
BILLING RATE	\$ 135.30	\$ 129.30	\$ 167.96	
FLYING CHARGES	\$ 2,651.88	\$ 2,249.82	\$ -	\$ 4,901.70
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (136.08)
TOTAL BILLINGS	\$ 2,651.88	\$ 2,249.82	\$ -	\$ 11,425.62

III. MEMBER CREDIT BREAKDOWN				
Rorvick	Fuel Away Credit	24.00	\$ (5.67)	\$ (136.08)
TOTAL CREDITS				\$ (136.08)

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 40,681.37	\$ 75,257.81	\$ 115,939.18
Cash In	\$ 16,663.76	\$ 0.61	\$ 16,664.37
Transfer to Savings			\$ -
Cash Out	\$ (11,216.37)		\$ (11,216.37)
ENDING BALANCE	\$ 46,128.76	\$ 75,258.42	\$ 121,387.18

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ 3,769.75	\$ 2,300.00	\$ 6,069.75
ANNUALS (\$1000/ mo)	\$ 14,884.41	\$ 1,000.00	\$ 15,884.41
LL10 DUES (\$425/ mo)	\$ 3,450.00	\$ (3,375.00)	\$ 75.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 19,017.00	\$ 2,600.00	\$ 21,617.00
CREDIT BALANCE MEMBERS	\$ 10,532.71	\$ 962.21	\$ 11,494.92
EQUIPMENT UPGRADE	\$ 56,558.59	\$ 1,960.79	\$ 58,519.38
TOTAL	\$ 115,939.18		\$ 121,387.18

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
<u>Aircraft Maintenance</u>			
Engine Oil	Reimb. Ray K.	Aviation Oil Outlet	\$ 461.52
N884BC:			
Replace faulty ACU	Reimb. Chris Rorvick	Byerly Aviation	\$ 1,140.84
N983SP:			
Onsite repair 4BC/3SP	Onsite repairs	Mtech Aviation	\$ 818.71
Norm Ballack expenses	To get 3SP fixed	Norm Ballack	\$ 213.84
Naper Aero	Fuel	Naper Aero	\$ 2,328.21
	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
	Annual Fee (2 aircraft)	Naper Aero	\$ 3,375.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
TOTAL PAYMENTS			\$ 9,064.12

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 342.64
PRINCIPAL PAID	\$ 767.57
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 67,760.36

FLYING HOURS

November

884BC	
FLYING	19.6
TACH	3879.2
TBO	2000
TMOH	282
[†] CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	19.3
TACH	6367.5
TBO	2000
TMOH	184
[†] CLUB	1.9
*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) 15 hours from oil change and fuel line inspections
- 2) Annual next May
- 3) Radio's will not be until "middle of next year" – we need the 200A, not the 200 that is supposed to be available by end of year
- 4) Reports of nose wheel shimmy
- 5) Heater cord is difficult to get to; will address next oil change

N884BC

- 1) Alternator control unit replaced, the circuit breaker should quit tripping
- 2) Flat spot on left main tire
- 3) At KARR for Annual with MTech Aviation
- 4) Fuel flow divider to be replaced to fix slow leak
- 5) Fuel shutoff valve to be serviced
- 6) White wingtip cracked – sourcing parts to replace

N1489L

- 1) Nose wheel is repaired and is back on the plane
- 2) Currently at Jeff Hilsenbeck's hangar for further maintenance
 - a. Replace right hand wing fuel drains
 - b. Summer -> Winter oil
- 3) Should be done soon™
- 4) Double check your currency, most folks are going to be out of currency
 - a. 3 hours per 6 months is required
 - b. If not, you need a flight with instructor, then 45 days from then to get back to 3 hours.

AIRPORT AFFAIRS

No airport manager updates were provided, however the following was noted:

- Lights in clubhouse have been replaced. It is now rather bright!

OLD BUSINESS

Christmas Party

It was at McBride's again this year on December 3rd. It was reported to be a good time!

NEW BUSINESS

No new business was brought up at the meeting.

SAFETY

Nick sent out several emails with all the information for WxBrief and Foreflight of how to file ICAO flight plans for each of our planes. If we can, we'll put them up on the website or in Aircraft Clubs as well.

Icing time. Our planes do not handle ice well, maybe 1 or 2mm. They are not certified for known ice, DO NOT go into icing conditions. Remember, moisture + freezing temperatures means icing.

ASR approaches are not incredibly common in our area, but Rockford has one. Good practice for instrument pilots.

Our weight and balance sheets include the plane with wheel pants on. We generally keep the wheel pants off, which saves a few pounds of weight. This has never been a problem, because our plane is lighter than the planned figures. It makes a small extra buffer.

MEMBERSHIP AND GUESTS

We had several returning and new guests at the August meeting. There also continues to be a strong entrance list with half a dozen very interested applicants regularly attending meetings and 12 total applications.

Greg Van Den Ham was voted in as a returning member, taking Val Vlazney's inactive spot.

ACCOMPLISHMENTS

Grant McElroy passed his IFR written!

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
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