

January 2024

Volume 62 / Issue 1

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

\$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

December 2023

884BC	1.7 hrs.
983SP	19.9 hrs.
1489L	0.8 hrs.
TOTAL	22.4 hrs.

2023 Totals

884BC	207.6 hrs.
983SP	295.2 hrs.
1489L	55.8 hrs.
TOTAL	558.6 hrs.

Join us for our next meeting:

Tuesday, February 6th, 2024

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

See you there!

IN THIS ISSUE...

January Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 2nd, 2024 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 December 2023 was 22.4 hours with 2.1 hours club time. We made \$18,787.27 in payments and had \$9,145.21 in billings. The loan balance is \$66,988.95 and cash in the bank is \$117,893.11. 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 8:00 PM.

Attendees

Members

- Kevin Kanarski
- Eric Swanson
- Jim Robertson
- Mel Finzer
- Jake Black
- Chuck Blazeovich
- Kris Knigga
- Dan Mannisto
- Brandon Schabell
- Donald Patterson
- Al Loek
- Greg Van Dem Ham
- Jack Lindquist
- Jim Krzyzewski
- Ray Kvietkus
- Tom Dieschbourg
- Nick Davis
- Patrick Pyszka
- John Wrycza
- Rich Andrews

Guests

- Robert Schroeder
- Kris Queen
- Clifford Kotchka

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,879.2	6,367.5	2,012.3
END TACH	3,880.9	6,387.4	2,013.1
TOTAL HOURS	1.70	19.90	0.8
TBO	2,000	2,000	2,000
TMOH	280	164	1,948

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	1.70	19.90	0.80	22.4
LESS: CLUB TIME	(0.80)	(0.50)	(0.80)	(2.1)
BILLABLE HOURS	0.90	19.40	(0.00)	20.3
BILLING RATE	\$ 135.30	\$ 129.30	\$ 167.96	
FLYING CHARGES	\$ 121.77	\$ 2,508.42	\$ (0.00)	\$ 2,630.19
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (144.98)
TOTAL BILLINGS	\$ 121.77	\$ 2,508.42	\$ (0.00)	\$ 9,145.21

III. MEMBER CREDIT BREAKDOWN

Slazyk	Fuel Away Credit	25.57	\$ (5.67)	\$ (144.98)
TOTAL CREDITS				\$ (144.98)

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 46,128.76	\$ 75,258.42	\$ 121,387.18
Cash In	\$ 15,553.90	\$ 0.59	\$ 15,554.49
Transfer to Savings			\$ -
Cash Out	\$ (19,048.56)		\$ (19,048.56)
ENDING BALANCE	\$ 42,634.10	\$ 75,259.01	\$ 117,893.11

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 6,069.75	\$ 2,300.00	\$ 8,369.75
ANNUALS (\$1000/ mo)	\$ 15,884.41	\$ (5,780.55)	\$ 10,103.86
LL10 DUES (\$425/ mo)	\$ 75.00	\$ 425.00	\$ 500.00
INACTIVE MEMBER	\$ 7,726.72	\$ 12,750.00	\$ 20,476.72
ENG OVRHL (\$2600/mo)	\$ 21,617.00	\$ 2,600.00	\$ 24,217.00
CREDIT BALANCE MEMBERS	\$ 11,494.92	\$ 686.09	\$ 12,181.01
EQUIPMENT UPGRADE	\$ 58,519.38	\$ (16,474.61)	\$ 42,044.77
TOTAL	\$ 121,387.18	\$ (3,494.07)	\$ 117,893.11

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
<i>Aircraft Maintenance</i>			
N884BC: Annual	Annual Insp. + Repairs	Mtech Aviation	\$ 6,780.55
N1489L: Strut Repairs	Strut Repair	Mtech Aviation	\$ 818.71
Strut Repairs	Strut Repair	JA Air	\$ 5,908.11
Strobes & Sumps	Strobes & Sump	Mtech Aviation	\$ 2,299.68
<i>Expecting Insurance check for 1489L - January 2023</i>			
N983SP: Dipstick Replacement			\$ 343.45
Naper Aero	Fuel	Naper Aero	\$ 1,593.29
	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
	Tax	Naper	\$ 123.48
Post Office Box Fee	Annual PO Box Fee	USPS	\$ 194.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
TOTAL PAYMENTS			\$ 18,787.27

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 338.80
PRINCIPAL PAID	\$ 771.41
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 66,988.95

FLYING HOURS

November

884BC	
FLYING	1.7
TACH	3880.9
TBO	2000
TMOH	280
†CLUB	0.8
*GAL/HR.	10.2

983SP	
FLYING	19.9
TACH	6387.4
TBO	2000
TMOH	164
†CLUB	0.5
*GAL/HR.	10.2

1489L	
FLYING	0.8
TACH	2013.1
TBO	2000
TMOH	1948
†CLUB	0.8
*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 Change and Fuel Injection inspection completed
- 2) New dipstick purchased due to old one being bent
- 3) There's been reports of nose wheel shimmy
- 4) Backlights behind a couple of engine instruments are out
- 5) Annual next May

N884BC

- 1) Annual Complete
 - a. Fuel drip addressed by replacing fuel spider valve
 - b. Fuel selector valve was replaced
 - c. Control surface cables tensioned
 - d. Nose tire tube replaced
 - e. Muffler shroud repaired
- 2) Flat spot on left main tire
- 3) Right wingtip cracking
- 4) Fuel shutoff valve binding, was not checked at annual
- 5) Oil change due in 21 hours

N1489L

- 1) Back in service! Repairs are complete.
- 2) Strobe lights replaced with LEDs
- 3) Underwing fuel drains replaced in right wing
- 4) Oil changed
- 5) Rear avionics cooling fan is noisy, but seems to be working
- 6) G1000 still shows slight standby battery discharge
- 7) Seat hydrolocks still need work
- 8) One tire has a flat spot.

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Use the pump nearest to the bushes due to fuel tank imbalance
- Animals are digging holes in the ground, so watch your step when walking in the grass
- Be aware of airplanes using runway 27 or taxiing west on the north side of the field. The view is blocked by the new hangar near approach end of 18
- Next fuel purchased expected around March
- Snow plowing is triggered by 2" of snow

OLD BUSINESS

No old business was brought up at the meeting.

NEW BUSINESS

No new business was brought up at the meeting.

SAFETY

With the election year coming up, be aware of Presidential TFRs. An active IFR or VFR flight plan is required to fly in one.

Watch out for ice, both on the ground and in the clouds. Below freezing and visible moisture means ice.

Nick will be sending out a minor update to the flight plan equipment codes he sent out in December.

MEMBERSHIP AND GUESTS

We had several returning and new guests at the August meeting, including Cliff and Chris. There also continues to be a strong entrance list with several applicants regularly attending meetings. Currently there are 4 highly active applications, and several more.

ACCOMPLISHMENTS

John Wrycza was able to renew his drone license!

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