

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

October 2022

884BC	3.2 hrs.
983SP	30.6 hrs.
1489L	0.0 hrs.
TOTAL	33.8 hrs.

2022 Totals

884BC	427.5 hrs.
983SP	283.7 hrs.
1489L	140.8 hrs.
TOTAL	852.0 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...

November Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 1st, 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 October 2022 was 33.8 hours with 1.8 hours club time. We made \$33,831.06 in payments and had \$9,533.96 in billings. The loan balance is \$77,446.28 and cash in the bank is \$133,877.23. Further details follow in the newsletter. The Treasurer's report was approved as presented.

We received a credit of \$739 for Q4 from Avemco for lowering insurance on 89L while it's out of service. Expenses were higher than normal this month. Down payment for engine repair was \$21,000 and 4BC had an \$8,000 repair bill. Also some expenses for 3SP for an off-field repair.

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 8:42 PM.

Attendees**Members**

Kevin Kanarski
 Kris Knigga
 Ray Kvietkus
 Donald Patterson
 Alex Siegman
 Dan Mannisto
 John Wrycza
 Chris Rorvick
 Doug Smith
 Walt Slazyk
 Mel Finzer
 Jack Lindquist
 Rich Andrews
 Dan Mannisto
 Norm Ballack
 Nick Davis

Guests

Patrick
 Sam Tueting
 Brandon Schabell

Social**TREASURER'S REPORT****I. AIRCRAFT DATA**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,660.1	6,039.4	1,957.3
END TACH	3,663.3	6,070.0	1,957.3
TOTAL HOURS	3.20	30.60	-
TBO	2,000	2,000	2,000
TMOH	497	481	-

Billings for all aircraft thru October 29, 2022

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	3.20	30.60	-	33.8
LESS: CLUB TIME	(1.20)	(0.60)	-	(1.8)
BILLABLE HOURS	2.00	30.00	-	32.0
BILLING RATE	\$ 142.80	\$ 136.80	\$ 177.18	
FLYING CHARGES	\$ 285.60	\$ 4,104.00	\$ -	\$ 4,389.60
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (1,515.64)
TOTAL BILLINGS	\$ 285.60	\$ 4,104.00	\$ -	\$ 9,533.96

III. MEMBER CREDIT BREAKDOWN

8/14/2022	Zack Willig	Fuel Away	\$ (63.30)
9/8/2022	Jim Robertson	Fuel Away	\$ (155.11)
10/2/2022	Jacob Black	Fuel Away	\$ (151.92)
10/21/2022	John Wrycza	Fuel Away	\$ (189.90)
10/28/2022	John Sheskier	Fuel Away	\$ (88.62)
10/15/2022	Chris Rorvick	replaced crank shaft seal 983SP	\$ (367.07)
10/15/2022	Chris Rorvick	hangar @ KAEL	\$ (140.00)
10/16/2022	Chris Rorvick	Fuel Away	\$ (161.42)
10/17/2022	Chris Rorvick	Fuel Away	\$ (144.32)
10/17/2022	Chris Rorvick	1 qt 15w/50 @ KAEL	\$ (13.98)
10/19/2022	Chris Rorvick	hangar @ KAEL	\$ (40.00)
TOTAL CREDITS			\$ (1,515.64)

IV. BANK BALANCES (as of 10/31/2022)

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 30,150.68	\$ 125,249.23	\$ 155,399.91
Cash In	\$ 22,357.63	\$ 1.05	\$ 22,358.68
Transfer to Savings			\$ -
Cash Out	\$ (43,881.36)		\$ (43,881.36)
ENDING BALANCE	\$ 8,626.95	\$ 125,250.28	\$ 133,877.23

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ 4,599.50	\$ 2,300.00	\$ 6,899.50
ANNUALS (\$1000/ mo)	\$ 7,884.41	\$ 1,000.00	\$ 8,884.41
LL10 DUES (\$425/ mo)	\$ 4,675.00	\$ 425.00	\$ 5,100.00
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 55,862.00	\$ (22,225.00)	\$ 33,637.00
CREDIT BALANCE MEMBERS	\$ 11,603.66	\$ (4,174.59)	\$ 7,429.07
EQUIPMENT UPGRADE	\$ 58,592.42	\$ 5,608.11	\$ 64,200.53
TOTAL	\$ 150,943.71	\$ (17,066.48)	\$ 133,877.23

VI. PAYMENT DETAIL (10/1 thru 10/31)			
Expense	Description	Vendor	Amount
Fuel	Fuel	Naper Aero	\$ 3,432.42
Hangar Fees	Hangar Fees	Naper Aero	\$ 480.00
Conference Room	Conf Room	Naper Aero	\$ 180.00
Cookout Expenses	Cookout night	Bradley Swanson	\$ 155.53
Website	Website	Aircraft Clubs	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
Bank Fees	Bank Fees	Chase	\$ 25.00
Insurance	Credit 1489L	Avemco	\$ (737.00)
1489L Expenses	Engine Overhaul DP	Corona Engines+	\$ 21,000.00
	Engine Removal	KP Aviation	\$ 1,200.00
	Wire fee	Chase Bank	\$ 25.00
884BC Expenses			
Alternator Repair	Alternator Repair	JA Air Center	\$ 1,195.65
Mags, Fuel Pmp, Brakes	+ misc	JA Air Center	\$ 6,961.18
Credit	Credit	JA Air Center	\$ (152.72)
TOTAL PAYMENTS			\$ 33,831.06

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 390.83
PRINCIPAL PAID	\$ 719.38
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 77,446.28

FLYING HOURS

October

884BC	
FLYING	3.2
TACH	3663.3
TBO	2000
TMOH	497
†CLUB	1.2
*GAL/HR.	10.2

983SP	
FLYING	30.6
TACH	6070.0
TBO	2000
TMOH	481
†CLUB	0.6
*GAL/HR.	10.2

1489L	
FLYING	0.0
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) Nose wheel shimmy slowly getting worse
- 2) Small nick in prop
- 3) COM2 display sometimes too dim at night. Shine a light on it and the photocell will activate to brighten it.

N884BC

- 1) Airplane was at Aurora for approximately 5 weeks for maintenance
 - a. Replaced fuel pump
 - b. Replaced mags
 - c. Fuel line inspection
 - d. Replaced vacuum pump
 - e. Support bracket for EGT
 - f. Oil dipstick loose
 - g. Oil temp probe damaged
 - h. Brake pads
 - i. 5 cowl mounts
 - j. Oil change w/ oil analysis
 - k. r/h brake caliper leaking
 - l. r/h brake line nut cracked
 - m. replaced 8 spark plugs
 - n. serviced nosed strut
- 2) Came back for 3 days and the alternator failed; now replaced
- 3) Annual scheduling delayed until November 21st – Dec 9th
- 4) One report of standby battery problem; will be evaluated during annual

N1489L

- 1) Engine is out, crated, and shipped. ETA “by January” depending on parts availability
- 2) Break-in procedures will apply once back in service

AIRPORT AFFAIRS

John Wrycza provided airport updates

- Naperville Police had some excitement on Halloween and asked to launch a drone around the airport. We cannot do a TFR for these with a private airport, but luckily it was too foggy for flight, so no notification was needed.
- 121.5 beach was going off at the airport – had to call CAP and Air Force and they deployed a team to come find the beacon. Turns out someone changed their ELT battery and accidentally set it off. ELT battery lasted about 30 hours.
- Painting of hangars is happening
- More signs going up for trespassing
- New tie downs
- More than half tanks of gas, next purchase in about 2000 gallons used
- Fire alarm inspection and fuel pump inspection in November

OLD BUSINESS

BFC Christmas Party

Our annual Christmas party is 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 should have already come via email. Talk to Kris Knigga if you missed out on emailed details.

NEW BUSINESS

3SP Secondary Radio

There was discussion at the meeting regarding the secondary radio in 3SP. There are a few options. Ray will investigate.

Insurance

New estimate is around \$30k/annual; \$23k without 89L flying. This is an increase of around 4k. This is due to increased valuation of our airplanes

Rate Adjustment

Given the increase in insurance and maintenance costs, there was discussion about the need to increase our rates. Chuck will investigate.

SAFETY

Be sure to lock the airplanes, even if they are in for maintenance. There's been recent break-ins at area airports with stolen avionics.

3SP was not properly stored; bugs not cleaned, cowl plugs not in, and fuel cap was found not fastened. Some of the items were Nick's fault. Even as many-of-thousands hour pilot, it's a stark reminder that when you're tired or in a rush, you forget things. You must decide to slow down, take your time, and use checklists to help. Be mindful of this.

Be sure to lean the fuel mixture! Even on short flights and especially while taxiing.

No lagging on the runway. Prepare before entering the runway as much as possible to minimize time on runway.

Tap the brakes after takeoff

See and avoid circular was updated

AWOS at Lewis currenty 126.675, not yet published.

MEMBERSHIP AND GUESTS

We had several guests at the October meeting. There also continues to be a strong entrance list. There were no changes in membership at the November meeting.

Visitors included Patrick, a return visitor; Brandon, an interested private pilot; Sam, who is looking to get his license; and Lou who loaned us his engine lift for work on 89L.

ACCOMPLISHMENTS

Former member Scott Hall passed his CFI.

Chuck shortly after the meeting passed his instrument checkride!

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: 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
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Plane Captains:

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