

# August 2023

Volume 61 / Issue 8

# 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

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

### Aircraft Rates

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

### CY Cumulative Hours Flown

#### July 2023

884BC	26.4 hrs.
983SP	29.0 hrs.
1489L	31.2 hrs.
TOTAL	86.6 hrs.

#### 2023 Totals

884BC	122.2 hrs.
983SP	154.9 hrs.
1489L	42.6 hrs.
TOTAL	319.7 hrs.

Join us for our next meeting:

**Tuesday, September 5th, 2023**

Work day @ 5:30pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### August Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, August 1<sup>st</sup>, 2023 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 July 2023 was 86.6 hours with 12.1 hours club time. We made \$6,775.51 in payments and had \$16,341.05 in billings. The loan balance is \$70,807.80 and cash in the bank is \$113,105.00. 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 8:15 PM.

Attendees

**Members**

Alex Siegman  
 Nick Davis  
 Kevin Kanarski  
 Ray Kvietkus  
 Al Loek  
 John Sheskier  
 Rich Andrews  
 Hubert Elsen  
 Kris Knigga  
 John Wrycza  
 Chuck Blazeovich  
 Mel Finzer  
 Jacob Black  
 Walt Slazyk  
 Chris Rorvick  
 Dan Mannisto  
 Norm Ballack  
 Jeff Hilsenbeck  
 Jim Williams  
 Jack Lindquist  
 Jim Robertson  
 Donald Patterson

**Guests**

Robert Schroeder  
 Cliff Williams  
 Himanshu Sethia  
 Pat Campbell  
 Cliff Kotchak  
 Sam Tueting

**Social**

Bradley Swanson

**TREASURER'S REPORT**

**I. AIRCRAFT DATA**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,769.1	6,218.1	1,968.7
END TACH	3,795.5	6,247.1	1,999.9
TOTAL HOURS	26.40	29.00	31.2
TBO	2,000	2,000	2,000
TMOH	365	304	1,961

**II. MONTHLY BILLING SUMMARY**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	26.40	29.00	31.20	86.6
LESS: CLUB TIME	-	(1.60)	(10.50)	(12.1)
<b>BILLABLE HOURS</b>	<b>26.40</b>	<b>27.40</b>	<b>20.70</b>	<b>74.5</b>
BILLING RATE	\$ 131.30	\$ 125.30	\$ 163.04	
FLYING CHARGES	\$ 3,466.32	\$ 3,433.22	\$ 3,374.93	\$ 10,274.47
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (593.42)
<b>TOTAL BILLINGS</b>	<b>\$ 3,466.32</b>	<b>\$ 3,433.22</b>	<b>\$ 3,374.93</b>	<b>\$ 16,341.05</b>

**III. MEMBER CREDIT BREAKDOWN**

Don Patterson	Fuel Away Credit	18.45	\$ (5.18)	\$ (95.57)
Don Patterson	Fuel Away Credit	20.79	\$ (5.18)	\$ (107.69)
Don Patterson	Fuel Away Credit	32.29	\$ (5.18)	\$ (167.26)
Nick Davis	Fuel Away Credit	full credit - break-in		\$ (222.89)
<b>TOTAL CREDITS</b>				<b>\$ (593.42)</b>

**IV. BANK BALANCES**

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
<b>BEGIN BALANCE</b>	<b>\$ 25,230.89</b>	<b>\$ 75,255.31</b>	<b>\$ 100,486.20</b>
Cash In	\$ 19,393.68	\$ 0.63	\$ 19,394.31
Transfer to Savings	\$ -	\$ -	\$ -
Cash Out	\$ (6,775.51)	\$ -	\$ (6,775.51)
<b>ENDING BALANCE</b>	<b>\$ 37,849.06</b>	<b>\$ 75,255.94</b>	<b>\$ 113,105.00</b>

**V. RESERVES**

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 7,941.00	\$ 2,300.00	\$ 10,241.00
ANNUALS ( \$1000/ mo)	\$ 10,884.41	\$ 1,000.00	\$ 11,884.41
LL10 DUES (\$425/ mo)	\$ 3,437.50	\$ 425.00	\$ 3,862.50
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 8,617.00	\$ 2,600.00	\$ 11,217.00
CREDIT BALANCE MEMBERS	\$ 13,987.44	\$ 1,871.65	\$ 15,859.09
EQUIPMENT UPGRADE	\$ 47,892.13	\$ 4,422.15	\$ 52,314.28
<b>TOTAL</b>	<b>\$ 100,486.20</b>		<b>\$ 113,105.00</b>

<b>VI. PAYMENT DETAIL</b>			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
N983SP	Servo Repair	Avionics Place/Lindqu	\$ 3,689.44
Naper Aero:			
Fuel	Fuel	Naper Aero	\$ 2,216.70
Hangar	Hangar fees	Naper Aero	\$ 480.00
Meeting Room	Meeting Room	Naper Aero	\$ 180.00
Cookout Expense	Food for cookout	Bradley Swanson	\$ 143.37
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
<b>TOTAL PAYMENTS</b>			<b>\$ 6,775.51</b>

<b>VII. LOAN STATUS</b>	
INTEREST PAID @ 6.0%	\$ 357.80
PRINCIPAL PAID	\$ 752.41
TOTAL LOAN PAYMENT	\$ 1,110.21
<b>AIRCRAFT LOAN BALANCE</b>	<b>\$ 70,807.80</b>

## FLYING HOURS

July

884BC	
FLYING	26.4
TACH	3795.5
TBO	2000
TMOH	365
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	29.0
TACH	6247.1
TBO	2000
TMOH	304
†CLUB	1.6
*GAL/HR.	10.2

1489L	
FLYING	31.2
TACH	1999.9
TBO	2000
TMOH	1961
†CLUB	10.5
*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) Autopilot servo replaced.
- 2) Master avionics switch replaced.
- 3) 33 hours to fuel injection line inspection.
- 4) Copilot left brake pedal seems to not be even with right pedal.
- 5) Right aileron bent slightly, still currently deemed airworthy.
- 6) 1 Cowling screw missing

### N884BC

- 1) Winch is misbehaving, cable may not retract.
- 2) At least 1 missing and 1 loose cowling screw, will get this addressed when an A&P is inspecting 3SP in the next month or so.
- 3) Fuel shutoff valve binding; do not use it for diagnostics or when parking, emergencies only.
- 4) Small amount of fuel dripping by nose tire after shutdown, likely from fuel servo, will be addressed.
- 5) Still has left turning tendency, we have an appointment with a specialty shop to fix this in September.
- 6) Oil being changed Friday after meeting.
- 7) Next scheduled item is avionics master in approximately 38 hours, likely September.

### N1489L

- 1) No problems reported with new engine since break-in.
- 2) Break-in seems to have been successful.
- 3) Released to general service.
- 4) Reminder: The plane was down for more than six months. ALL MEMBERS must take a currency flight WITH a club instructor before resuming flight.
- 5) The seat hydro-locks are both broken, so the seats recline rather easily.
- 6) Bald spot on left main.
- 7) Needing cooling fan for MFD, current one is noisy.
- 8) Backup battery indicator still showing bad battery – need to find the right shop still.

## AIRPORT AFFAIRS

John Wrycza, airport manager, provided airport updates:

- 4 airplane incidents in the last month
- Biplane had oil splitter separate in flight
- 4/5 scale SE5 Marchetti replica plane, lost engine on takeoff, was able to put it down on the prairie, somehow got it back on the airfield.
- 7 seater plane took a tour of the airport, managed to take out some runway lights
- Runway excursion after landing into grass
- Hangar on the taxiway intersection is a huge visual block and is now built. You NEED to slow/stop at the runup line, and don't wander from centerline of taxiways.
- Grounding clamp on pump 2 replaced.

- Hoses/Reels on order for replacement on the pumps.
- A visitor at the airport was found driving a resident's golf cart down the runway, unknowledgeable
- Xtra 300s smoked the runway twice now, FAA has been called, other airports have also had problems with him. Please report him if you see him flying dangerously
- ~7000 usable fuel still in the tanks, likely a couple more months at current fuel prices.
- VASI lights are burning out every 6 months on average. Let John know if one is out so it can be replaced.

## OLD BUSINESS

### **Short-term Investments**

Chuck got some information from the bank; will forward to board for further discussion. It was determined this could be done by board decision. This is stalled at Chuck's evaluation and presentation to the board.

## NEW BUSINESS

### **Board Nominations**

Board nominations will start next month. If you have interest, contact Kevin with your interest in serving on the board.

### **Insurance Questionnaire**

Expect our annual insurance questionnaire via email soon.

## SAFETY

DuPage VOR is finally back in service. Is receivable below the O'Hare bravo. Joliet is still out of service.

Be aware that Lewis is not a radar-equipped control tower. Make sure you're talking to them if you need to be.

ICAO flight plans sometimes need a K or doesn't need a K. Not sure why, however worldwide, airport identifiers are 4 characters.

Be sure you know the local airspace. It's worth committing to memory, and make sure you keep up to speed

The most likely time to damage the plane is on the ground. Add a verbal callout and physical check of both hangar doors, check wings and tail clearance, BEFORE moving the aircraft in and out of the hangar. This is an avoidable error and avoidable airplane damage, just by adding these callouts. You can do the same thing with the towbar to avoid damaging the prop because it was left on. Lay the ladders down as well, to avoid them falling.

Don't hesitate to land elsewhere and get help if Naper Aero throws you for a loop. There's no shame in it.

A note was brought up about not hearing some pilots on final at LL10, and being visually blocked by the bushes while pulling out from the fuel pumps. It's a good reminder that you should always check your radio and headset before moving the aircraft. Use the squelch to check the system if in doubt. Also, be aware there are planes at LL10 without a radio.

## MEMBERSHIP AND GUESTS

We had several returning guests at the August meeting: Sam, Robert, Patrick, Cliff and Clifford. There also continues to be a strong entrance list with half a dozen very interested applicants regularly attending meetings and over a dozen total applications. No changes in membership for August.

Steve announced his attention to leave at the end of August, so a spot will be open at the September meeting.

## ACCOMPLISHMENTS

No accomplishments reported this month

## 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](http://www.aircraftclubs.com)

**BFC Website:** [www.flybfc.org](http://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 <sup>1</sup>
- Eric Swanson 708-653-6564

<sup>1</sup> 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