

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

November 2022

884BC	6.5 hrs.
983SP	16.9 hrs.
1489L	0.0 hrs.
TOTAL	23.4 hrs.

2022 Totals

884BC	434.0 hrs.
983SP	300.6 hrs.
1489L	140.8 hrs.
TOTAL	875.4 hrs.

Join us for our next meeting:

Tuesday, January 3rd, 2023
Business meeting @ 7:30pm
Details to follow via email.

See you there!

IN THIS ISSUE...

December Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, December 6th, 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 November 2022 was 23.4 hours with 0.0 hours club time. We made \$16,952.27 in payments and had \$9,097.44 in billings. The loan balance is \$76,723.30 and cash in the bank is \$123,725.78. Further details follow in the newsletter. The Treasurer's report was approved as presented.

Of note, we were overbilled by Naper Aero; this will be corrected. We've filed our Form 990 Year End NFP Financial Reporting, and our corporate registration has been renewed.

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 8:03 PM.

Attendees**Members**

Kevin Kanarski
 Jack Lindquist
 John Sheskier
 Donald Patterson
 Dan Mannisto
 Jeff Hilsenbeck
 Eric Swanson
 Borys Pawlowski
 Alex Siegman
 Ray Kvietkus
 Chuck Blazeovich
 Rich Andrews

Guests

Patrick
 Sam Tueting
 Brandon Schabell

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	
BEGIN TACH	3,663.3	6,070.0	1,957.3	
END TACH	3,669.8	6,086.9	1,957.3	
TOTAL HOURS	6.50	16.90	-	23.40
TBO	2,000	2,000	2,000	
TMOH	491	465	-	

Billings for all aircraft thru November 30, 2022

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	6.50	16.90	-	23.4
LESS: CLUB TIME	-	-	-	-
BILLABLE HOURS	6.50	16.90	-	23.4
BILLING RATE	\$ 142.80	\$ 136.80	\$ 177.18	
FLYING CHARGES	\$ 928.20	\$ 2,311.92	\$ -	\$ 3,240.12
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (802.68)
TOTAL BILLINGS	\$ 928.20	\$ 2,311.92	\$ -	\$ 9,097.44

III. MEMBER CREDIT BREAKDOWN

10/4/2022	Ray Kvietkus	Oil Filters	\$ (208.98)
11/30/2022	Ray Kvietkus	1hr free 4BC	\$ (142.80)
11/30/2022	John Wryzca	1hr free 4BC	\$ (142.80)
8/27/2022	Dan Mannisto	Fuel Away	\$ (125.97)
11/1/2022	Kevin Kanarski	B. Swanson gift	\$ (100.00)
9/18/2022	Kevin Kanarski	Website	\$ (38.89)
10/19/2022	Kevin Kanarski	Website	\$ (28.36)
10/4/2022	Nick Davis	Keys	\$ (14.88)
TOTAL CREDITS			\$ (802.68)

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

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 8,626.95	\$ 125,250.28	\$ 133,877.23
Cash In	\$ 6,800.10	\$ 0.72	\$ 6,800.82
Transfer to Savings	\$ 50,000.00	\$ (50,000.00)	\$ -
Cash Out	\$ (16,952.27)		\$ (16,952.27)
ENDING BALANCE	\$ 48,474.78	\$ 75,251.00	\$ 123,725.78

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$2300/ mo)	\$ 6,899.50	\$ (3,499.50)	\$ 3,400.00
ANNUALS (\$1000/ mo)	\$ 8,884.41	\$ 1,000.00	\$ 9,884.41
LL10 DUES (\$425/ mo)	\$ 5,100.00	\$ (4,637.50)	\$ 462.50
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL (\$2600/mo)	\$ 33,637.00	\$ 2,600.00	\$ 36,237.00
CREDIT BALANCE MEMBERS	\$ 7,429.07	\$ 977.09	\$ 8,406.16
EQUIPMENT UPGRADE	\$ 64,200.53	\$ (6,591.54)	\$ 57,608.99
TOTAL	\$ 133,877.23	\$ (10,151.45)	\$ 123,725.78

VI. PAYMENT DETAIL (11/1 thru 11/30)			
Expense	Description	Vendor	Amount
Insurance	All aircraft	Avemco	\$ 5,799.50
Naper Aero Annual Fee	Annual Fee	Naper Aero	\$ 5,062.50
Fuel	Fuel	Naper Aero	\$ 4,624.47
Hangar Fees	Hangar Fees	Naper Aero	\$ 960.00
Conference Room	Conf Room	Naper Aero	\$ 359.80
Form 990 Year End Fee	Form 990	Paypal 990 OL	\$ 41.00
Website	Website Fee	Aircraft Clubs	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00
Bank Fees	Bank Fees	Chase	\$ 25.00
Corp Reg Fee	Corp Reg Fee	ILSOS	\$ 14.00
TOTAL PAYMENTS			\$ 16,952.27

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 387.23
PRINCIPAL PAID	\$ 722.98
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 76,723.30

FLYING HOURS

November

884BC	
FLYING	6.5
TACH	3669.8
TBO	2000
TMOH	491
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	16.9
TACH	6086.9
TBO	2000
TMOH	465
†CLUB	0.0
*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) Fuel Injector Line Inspection in 16 hrs, likely in December some time
- 2) COM2 Backlight still temperamental
- 3) Following to be addressed next month, ASAP in January. Ray will make the MX reservation:
 - a. Replace mount as required
 - b. Mild nosewheel shimmy
 - c. Report of left break softer than right

N884BC

- 1) At JA for annual. Tentative return Friday 12/9. No issues found so far, was recently in for major service.

N1489L

- 1) Engine is in overhaul. Original ETA was end of December, more likely sometime in January
- 2) Break-in procedures will apply once back in service
- 3) Propeller also being overhauled; looked through records and it is due. It was previously resealed, not overhauled. Prop already at overhaul shop
- 4) Lycoming is involved in the engine investigation. The cylinder only had 800 hours. Corona is filing a defect report with the appropriate authorities.

AIRPORT AFFAIRS

No airport representative was available for LL10 updates. However, be aware:

- KLOT to come online at next chart date, 29th of December.

OLD BUSINESS

No old business needed to be covered

NEW BUSINESS

Club Recognition

The club recognized three people for their contributions throughout the year. We provided Bradley with \$100 gift card for doing the cooking for our worknights. We provided John and Ray with 1 hour of flight time in 4BC for their hard work with the airplane maintenance this year

SAFETY

Watch for new KLOT Lewis airspace on 29th December when charts are updated.

Be careful of oil temperatures as the weather gets colder; make sure you're in the green arc before high power is used.

FAA Safety Team is having a webinar about increased accidents in Wisconsin.

Look for a safety seminar from the 99s in the New Year, they usually put on a good event that is poorly marketed.

MEMBERSHIP AND GUESTS

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

ACCOMPLISHMENTS

Chuck received his Instrument Rating Airplane. He flew with Gale. The evaluation flight was very difficult due to a massive amount of ATC Rerouting and lots of denied approaches.

Larry Both, former member and DPE, current CFI, just received the FAA master pilot award for 50+ years of piloting experience in good standing with the FAA.

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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ABOUT OUR ORGANIZATION

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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