

# 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

#### September 2023

884BC	16.1 hrs.
983SP	22.0 hrs.
1489L	0.0 hrs.
TOTAL	38.3 hrs.

#### 2023 Totals

884BC	163.8 hrs.
983SP	216.1 hrs.
1489L	55.0 hrs.
TOTAL	434.9 hrs.

Join us for our next meeting:

**Tuesday, November 7th, 2023**

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

See you there!

## IN THIS ISSUE...

### October Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, October 3rd, 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 September 2023 was 38.3 hours with 4.3 hours club time. We made \$3,747.50 in payments and had \$10,931.53 in billings. The loan balance is \$69,291.68 and cash in the bank is \$130,256.95. 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 8:18 PM.

Attendees

**Members**

- Alex Siegman
- Jacob Black
- Norm Ballack
- JP Balakrishnan
- Dan Mannisto
- Borys Pawlowski
- Nick Davis
- Cliff Williams
- Donald Patterson
- Al Loek
- Kris Knigga
- Ray Kvietkus
- Chris Rorvick
- Eric Swanson

**Guests**

- Pat Campbell
- Patrick Pyszka
- Robert Schroeder
- Michael Bova
- Cliff Kotchka

**Social**

- Bradley Swanson

## TREASURER'S REPORT

I. AIRCRAFT DATA				
	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	
BEGIN TACH	3,821.0	6,286.1	2,012.3	
END TACH	3,837.1	6,308.3	2,012.3	
TOTAL HOURS	16.10	22.20	-	
TBO	2,000	2,000	2,000	
TMOH	324	243	1,949	

  

II. MONTHLY BILLING SUMMARY				
	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	16.10	22.20	-	38.3
LESS: CLUB TIME	(4.30)			(4.3)
<b>BILLABLE HOURS</b>	<b>11.80</b>	<b>22.20</b>	<b>-</b>	<b>34.0</b>
BILLING RATE	\$ 131.30	\$ 125.30	\$ 163.04	
FLYING CHARGES	\$ 1,549.34	\$ 2,781.66	\$ -	\$ 4,331.00
MONTHLY DUES				\$ 6,660.00
MEMBER CREDITS				\$ (59.47)
<b>TOTAL BILLINGS</b>	<b>\$ 1,549.34</b>	<b>\$ 2,781.66</b>	<b>\$ -</b>	<b>\$ 10,931.53</b>

  

III. MEMBER CREDIT BREAKDOWN				
Mannisto	Fuel Away Credit	11.48	\$ (5.18)	\$ (59.47)
<b>TOTAL CREDITS</b>				<b>\$ (59.47)</b>

  

IV. BANK BALANCES			
	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
<b>BEGIN BALANCE</b>	<b>\$ 38,785.26</b>	<b>\$ 75,256.57</b>	<b>\$ 114,041.83</b>
Cash In	\$ 19,962.03	\$ 0.59	\$ 19,962.62
Transfer to Savings			\$ -
Cash Out	\$ (3,747.50)		\$ (3,747.50)
<b>ENDING BALANCE</b>	<b>\$ 54,999.79</b>	<b>\$ 75,257.16</b>	<b>\$ 130,256.95</b>

  

V. RESERVES			
	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$2300/ mo)	\$ 12,541.00	\$ 2,300.00	\$ 14,841.00
ANNUALS ( \$1000/ mo)	\$ 12,884.41	\$ 1,000.00	\$ 13,884.41
LL10 DUES (\$425/ mo)	\$ 4,287.50	\$ 425.00	\$ 4,712.50
INACTIVE MEMBER	\$ 7,726.72	\$ -	\$ 7,726.72
ENG OVRHL ( \$2600/mo)	\$ 13,817.00	\$ 2,600.00	\$ 16,417.00
CREDIT BALANCE MEMBERS	\$ 16,608.29	\$ 962.21	\$ 17,570.50
EQUIPMENT UPGRADE	\$ 46,176.91	\$ 8,927.91	\$ 55,104.82
<b>TOTAL</b>	<b>\$ 114,041.83</b>		<b>\$ 130,256.95</b>

**VI. PAYMENT DETAIL**

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
BFC Cookout Expenses			\$ 199.16
Naper Aero:			
Fuel	Fuel	Naper Aero	\$ 2,822.34
Hangar	Hangar fees	Naper Aero	\$ 480.00
Meeting Room	Meeting Room	Naper Aero	\$ 180.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 30.00

<b>TOTAL PAYMENTS</b>			<b>\$ 3,747.50</b>
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**VII. LOAN STATUS**

INTEREST PAID @ 6.0%	\$ 350.26
PRINCIPAL PAID	\$ 759.95
TOTAL LOAN PAYMENT	\$ 1,110.21
<b>AIRCRAFT LOAN BALANCE</b>	<b>\$ 69,291.68</b>

## FLYING HOURS

September

884BC	
FLYING	16.1
TACH	3837.1
TBO	2000
TMOH	324
†CLUB	4.3
*GAL/HR.	10.2

983SP	
FLYING	22.2
TACH	6308.3
TBO	2000
TMOH	243
†CLUB	0.0
*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) COM2 Display still an issue. Still hoping for replacement in December.
- 2) Lower Left air vent in-op – will correct at annual
- 3) Right-hand aileron is bent, will hopefully get it reskinned, painted at Myers Aviation
- 4) Fairing cracks – stop drill at annual
- 5) Left fuel gauge intermittent – If you overfill the tanks, it will flicker to empty. Once you burn it off, it begins reporting correctly. This also happens on 4BC.
- 6) Right turning tendency – likely due to bend aileron
- 7) One report of oil temp peg at 285 on a long climb. In 4.5 hours, burned less than ¾ of a quart, which is pretty ordinary. No other signs of issues, just a high oil temp. Please keep an eye on this and report any anomalies. One other report of oil temp gauge not reporting for quite a long time. Likely the oil temp probe, will get it looked at.

### N884BC

- 1) Myers Aviation fixed the left turning tendency!
  - a. Adjusted right aileron to match opposite side
  - b. Adjusted left wing angle of incidence to match opposite side
  - c. Adjusted left flap to match opposite side
  - d. Moved rudder trim tab to neutral
  - e. Replaced several cowl fasteners
  - f. All this for \$321!!
- 2) Fuel draw imbalance seems to be fixed as well with the turning tendency fixed.
- 3) New squawk on pitot heat being inop
- 4) Right strobe out
- 5) Winch is still difficult to use due to faulty release lever
- 6) Fuel shutoff valve stiff and binding, will repair at annual. Do not use except for emergencies.
- 7) Very slow fuel leak noticed off the nose. Will get the fuel divider valve replaced to address this.
- 8) Fuel Line AD soon in 32 hours
- 9) Annual will begin December 4<sup>th</sup> locally with Annual. Likely a week or so out of service.

### N1489L

- 1) Insurance not playing ball with the nose gear repair, negotiations between Avemco, ourselves, and mechanics persist on parts cost.
  - a. The fork is \$12,000 alone, we will get our existing one over to a certified Cessna repair center for recertification for ~\$800.
- 2) No progress can be made until insurance approval.
- 3) Mechanic claims this is a 1 week job for 2 guys full time (80 hours) so once we get parts in, it should be a “speedy” repair.

## AIRPORT AFFAIRS

John Wrycza, airport manager, provided airport updates relayed via Kevin:

- Price has gone up 40 cents to \$5.58
- Double check your ELT, the Civil Air Patrol has had to visit 3 times searching for ELTs recently.

## OLD BUSINESS

### No old business

## NEW BUSINESS

### Board of Directors Elections

The proposed board slate was unanimously approved in accordance with our club bylaws. The new board members are as follows:

President - Kevin Kanarski  
Vice President - Kristoffer Knigga  
Treasurer - Charles Blazeovich  
Secretary - Alex Siegman  
Operations (Maintenance) Officer - Ray Kvietkus  
Safety Officer - Nick Davis  
Plane Captain N1489L - Jim Robertson Jr.  
Plane Captain N884BC - Don Patterson  
Plane Captain N983SP - Jack Lindquist

The four Directors authorized to conduct financial transactions are as follows:

President – Kevin Kanarski  
Vice President – Kristoffer Knigga  
Treasurer – Charles Blazeovich  
Secretary – Alex Siegman

### 3SP Replacement Raids

\$4,480 each, modern NAV/COM radios, slide in replacement to existing tray. Approximately \$10,000 post install. A motion was raised to approve the installation of the new radios. Vote passed, no opposing votes were presented.

### Christmas Party

It will be at McBrides again this year on December 3rd. More details to come. The cost is expected to be \$54/person with open bar.

### Last Work Night of the Year – Thanks Bradley!

Thanks to Bradley for cooking this summer again for our Work Nights.

## SAFETY

Club communications seem to be limited to those who regularly attend meetings. Be sure to keep up with club members and make sure they are at least reading

LL10 really requires proper training due to limited size and highly variable winds with the trees. Good short field operations are a must. Windy days especially require extra attention. Must be on speed with little excess energy. Steep approach, power off, in a glide gives you the most options if you've planned and practiced it. Go arounds are not shameful, but smart. If your approach feels bad, go around from it, learn, and adjust. Go to a longer runway with more room for error and practice power off approaches. If you've never done them, get with an instructor for some additional training.

The biggest benefit to doing power-off approaches at LL10 as a normal course is it limits your time in the most dangerous times in flight, and gives you more options for recovery.

If you feel you have limited runway authority, add a small amount of speed and reduce a notch of flaps.

If you can't get a good landing to Naper Aero, go nearby and call for help. Nick lives close to DuPage for example, and can help.

Another tool in the bag is a forward slip. If you've not practiced these, or haven't been taught them, get up with an instructor.

If you treat the airplane like the engine isn't there once you pull power, it's also great practice for an emergency.

If you don't fly often, a good options is to build practice into your flights. Pick your passengers up at a different airport, and leave early to go practice a few landings there.

## MEMBERSHIP AND GUESTS

We had several returning and new guests at the August meeting: Robert, Patrick, Cliff, Mike. There also continues to be a strong entrance list with half a dozen very interested applicants regularly attending meetings and 13 total applications.

We had one opening tonight as well, Hubert has chosen to go on the inactive list. Patrick Pyszka was voted in to take the active spot.

We also had a guest CFI visit, if you're looking for more options for instructors on Flight Reviews and training.

Mike Bova  
630-352-6831  
mikebova3388@gmail.com

## ACCOMPLISHMENTS

No accomplishments were reported

## 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  
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[inquiry@flybfc.org](mailto: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