

# September 2024

Volume 62 / Issue 9

# 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

\$5.44/gal as of Aug. 2, 2024

### Aircraft Rates

C172S	4BC	\$133.90
C172SP	3SP	\$127.90
C182T	89L	\$166.24

### CY Cumulative Hours Flown

#### August 2024

884BC	8.1 hrs.
983SP	16.9 hrs.
1489L	14.9 hrs.
TOTAL	39.9 hrs.

#### 2024 Totals

884BC	99.0 hrs.
983SP	179.5 hrs.
1489L	122.1 hrs.
TOTAL	400.6 hrs.

Join us for our next meeting:

**Tuesday, October 1<sup>st</sup>, 2024**

Work Night @ 5:00pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### September Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, September 3rd, 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 August 2024 was 39.9 hours with 0.0 hours club time. We made \$8,241.44 in payments and had \$10,712.04 in billings. The loan balance is at \$30,225.00 and cash in the bank is \$98,287.60. 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 8:30 PM.

Attendees

**Members**

- Alex Siegman
- Chuck Blazeovich
- Ray Kvietkus
- Kris Knigga
- John Sheskier
- Donald Patterson
- John Wrycza
- Patrick Pyszka
- Walt Slazyk
- Nick Davis
- Chris Rorvick
- Jacob Black
- Dan Mannisto
- Cliff Kotchka

**Guests**

- Cliff Williams
- Pashupati Pandey
- Reid Sullivan

**Social**

- Bradley Swanson

## TREASURER'S REPORT

### I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,971.8	6,550.0	2,120.3
END TACH	3,979.9	6,566.9	2,135.2
TOTAL HOURS	8.10	16.90	14.90
TBO	2,000	2,000	2,000
TMOH	181	(16)	1,826

\*\* Note: As of 8/28, ending tach for 1489L, per the timesheet, was 2016.5.  
 Per flight records, the tach should read 2135.2 (2120.3 + 14.9 hours flown August 2024).

### II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	8.10	16.90	14.90	39.9
LESS: CLUB TIME	-	-	-	-
<b>BILLABLE HOURS</b>	<b>8.10</b>	<b>16.90</b>	<b>14.90</b>	<b>39.9</b>
BILLING RATE	\$ 133.90	\$ 127.90	\$ 166.24	
FLYING CHARGES (billed)	\$ 1,084.59	\$ 2,161.51	\$ 2,476.98	\$ 5,723.08
MONTHLY DUES (billed)				\$ 6,660.00
MEMBER CREDITS				\$ (1,671.04)
<b>TOTAL BILLINGS</b>	<b>\$ 1,084.59</b>	<b>\$ 2,161.51</b>	<b>\$ 2,476.98</b>	<b>\$ 10,712.04</b>

### III. MEMBER CREDIT BREAKDOWN

Vaught	Fuel Credit	5.73	\$ (22.30)	\$ (127.78)
Vaught	Fuel Credit	5.73	\$ (22.50)	\$ (128.93)
Vaught	Fuel Credit	5.73	\$ (25.60)	\$ (146.69)
Vaught	Fuel Credit	5.73	\$ (40.00)	\$ (229.20)
Vaught	Fuel Credit	5.73	\$ (38.50)	\$ (220.61)
Vaught	Fuel Credit	5.73	\$ (22.90)	\$ (131.22)
Vaught	Fuel Credit	5.73	\$ (22.50)	\$ (128.93)
Vaught	Fuel Credit	5.73	\$ (38.80)	\$ (222.32)
Slazyk	Fuel Credit	5.44	\$ (19.86)	\$ (108.04)
Swanson	Fuel Credit	5.44	\$ (14.10)	\$ (76.70)
McElroy	Fuel Credit	5.44	\$ (27.69)	\$ (150.63)
<b>TOTAL CREDITS</b>				<b>\$ (1,671.04)</b>

### IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 12,846.30	\$ 75,263.38	\$ 88,109.68
Cash In	\$ 22,683.75	\$ 0.61	\$ 22,684.36
Cash Out	\$ (12,506.44)		\$ (12,506.44)
<b>ENDING BALANCE</b>	<b>\$ 23,023.61</b>	<b>\$ 75,263.99</b>	<b>\$ 98,287.60</b>

### V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3200/ mo)	\$ 6,400.00	\$ 3,200.00	\$ 9,600.00
ANNUALS (\$1500/ mo)	\$ 13,485.00	\$ 1,500.00	\$ 14,985.00
LL10 DUES (\$420/ mo)	\$ 5,560.00	\$ 420.00	\$ 5,980.00
INACTIVE MEMBER	\$ 11,976.72	\$ -	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 40,641.39	\$ 4,095.71	\$ 44,737.10
CREDIT BALANCE MEMBERS	\$ 10,046.57	\$ 962.21	\$ 11,008.78
EQUIPMENT UPGRADE	\$ -		\$ -
<b>TOTAL</b>	<b>\$ 88,109.68</b>	<b>\$ 10,177.92</b>	<b>\$ 98,287.60</b>

**VI. PAYMENT DETAIL**

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
N983SP Vacuum pump replacement	Vac pump	Mtech	\$ 300.00
N884BC Repairs	Servo Core Charge	Mtech	\$ 1,000.00
Reimburse John W	Directional Gyro	Midcontinent Instrum.	\$ 1,165.62
Naper Aero	Fuel	Naper Aero	\$ 2,205.46
	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
Naper Aero	Fuel Invoice - Feb 2024	Naper Aero	\$ 2,839.36
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00

<b>TOTAL PAYMENTS</b>			<b>\$ 8,241.44</b>
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**VII. LOAN STATUS**

INTEREST PAID @ 6.0%	\$ 155.90
PRINCIPAL PAID	\$ 954.31
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
<b>AIRCRAFT LOAN BALANCE</b>	<b>\$ 30,225.00</b>

## FLYING HOURS

### August

884BC	
FLYING	8.1
TACH	3979.9
TBO	2000
TMOH	181
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	17.3
TACH	6566.9
TBO	2000
TMOH	(16)
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	28.8
TACH	2135.2
TBO	2000
TMOH	1826
†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) Dipstick still being found overtightened. PLEASE STOP DOING THIS – forcing it back open causes the housing to move and creates a leak. This costs money and is a safety issue.
- 2) Oil changed before meeting
- 3) COM2 night lighting has been made usable
- 4) Starting to see scratching on the inside of the windscreen. DO NOT place items on the glare shield, the “glass” is easily scratched.

### N884BC

- 1) Nose strut inflation low
- 2) Dipstick still being found overtightened. PLEASE STOP DOING THIS – forcing it back open causes the housing to move and creates a leak. This costs money and is a safety issue.
- 3) Upcoming MX: Fuel Injection inspection in ~5 hours, ignition switch in ~19, oil change in ~10 from meeting
- 4) Core charge was denied as unrebuildable on autopilot servo, costing us an additional \$1000
- 5) Winch handle has been found.

### N1489L

- 1) Still seeing software issues – soft keys on engine system page are missing for resetting gallons of fuel in tanks for the fuel totalizer. Soft keys under HSI are missing. You can still switch between GPS, NAV1, NAV2, but won't bring up the extra tabs.
- 2) One report of COM1 being INOP but unable to reproduce. Please report if you see this.
- 3) Oil change ~3.9 hrs from meeting

## AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- FAA LOA process for the instrument approach has been changed. New update is that it is now privately managed by the airport, but still waiting clarification from FAA. Mike Pastore is leading this effort. Reminder that the approach into this airport is not available for training or check rides.
- Having some problems with the fuel pumps reading keys. If you get stuck, they need to be power cycled. Breakers 7 and 9 will cycle these, note on the board.
- One light over pumps is out, will be replaced soon.
- Number of planes and hangars on field is increasing.
- Now have permissions to get rid of the bushes that produce the seeds the ruin tires.

## OLD BUSINESS

### Annual Insurance Costs

Rates on all three planes are going up. 3SP increased by \$533, 4BC by \$821, and 89L \$3310 for a total of 4684 annually. 89L was “miscoded” in their systems and has been fixed. Looking to potentially increase dues \$5/month to \$153 starting in November.

The change in insurance on 89L also comes with new insurance-required minimums. Insurance now requires 250 total time with 5 hours of flight time in a 182 with 25hrs or more in an airplane with 210 or greater, or 10 hours in a 182 with less than 25 hrs. Takes affect October 4<sup>th</sup>. The board will review the requirements with club requirements and send a follow up email with the details.

A note was brought up that potentially the insurance is putting the “T” on the wrong side of the model number causing the “miscoding” – we don’t have a Turbo, we should make sure they didn’t misclassify.

It was also requested that we push back on the 250 total time requirement, as this will prevent some current members who fly the 182 from being covered.

We can look at switching, but we have both old and student pilots which makes finding new coverage difficult. Also, bouncing around is considered bad in the aviation insurance industry. We can also look at switching just the 182 to a new carrier.

There was also a suggestion to land more of the difference at the hourly rate, but the insurance bill comes due whether the plane flies or not, so fixed cost out of dues is the right place for the increase.

A motion was raised to increase the monthly dues to \$153 starting with the November dues billed in October. It was seconded and unanimously approved by members at the meeting.

## NEW BUSINESS

### Board Elections

Board Elections will happen in October. If you are interested in any board position, please contact the board and let us know.

### Oil Missing

At least 2 cases of oil are unaccounted for. We are not sure who or where the oil is going, but please be diligent. You should make sure that airplanes are stocked IN the plane, 3qts with. We will remove oil from the locked cabinets, and Ray will be checking oil to keep track of consumption. If the disappearing oil continues, we will know that someone with access to the planes. Please record oil usage in the logs, and email Ray if you use oil so he can be sure to restock the plane while we sort out the best way to deal with this.

## SAFETY

Stop overtightening the oil dipsticks – this causes the seals to break and starts oil leaks. Finger-tight snug is enough.

DNC is over with, there are significantly less TFRs from it. Football season starts soon, which will bring its own TFRs. Be sure to look them up and avoid them.

Using the standard pattern entries is safest. “Teardrop” entries are not discussed anywhere in the PFH or AIM. You overfly above traffic pattern, go well out, and turn around to make a 45 downwind entry. Most people do not fly far enough out to make this not be a tear drop.

## MEMBERSHIP AND GUESTS

We had several returning guests at the August meeting. There also continues to be a strong entrance list with several applicants regularly attending meetings. Priority is given to applicants in received order that are at the meetings with entrance fee ready.

## ACCOMPLISHMENTS

John got to fly a 206; reports that it flies like a 182, just @30GPH. No other 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 before each flight. If tires are low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. Required PSI for each airplane are listed in the POH and posted in the hangar.

**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
Sam Darnell	630-577-7953 <sup>2</sup>

<sup>1</sup> Available for club checkouts and Flight Reviews

<sup>2</sup> No C182 training

**Chief Maintenance Officer:**

Ray Kvietkus 630-712-0059

**Plane Captains:**

N884BC	Don Patterson	815-436-5771
N983SP	Jack Lindquist	630-939-1023
N1489L	Norm Ballack	847-910-8837