

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

September 2024

884BC	10.0 hrs.
983SP	23.8 hrs.
1489L	20.7 hrs.
TOTAL	54.5 hrs.

2024 Totals

884BC	109.0 hrs.
983SP	203.3 hrs.
1489L	142.8 hrs.
TOTAL	455.1 hrs.

Join us for our next meeting:

Tuesday, November 5th, 2024

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 1st, 2024 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 September 2024 was 54.5 hours with 0.7 hours club time. We made \$3,884.43 in payments and had \$14,517.48 in billings. The loan balance is \$26,266.00 and cash in the bank is \$107,236.05. 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 8:24 PM.

Attendees

Members

- Kevin Kanarski
- Chuck Blazeovich
- Ray Kvietkus
- Kris Knigga
- Norm Ballack
- Chris Rorvick
- Donald Patterson
- John Wrycza
- Cliff Kotchka
- Mel Finzer
- Nick Davis
- Sam Tueting
- Eric Swanson
- Walt Slazyk
- Dan Mannisto
- Jacob Black

Guests

- Pashupati Pandey
- Reid Sullivan

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,979.9	6,566.9	2,016.5
END TACH	3,989.9	6,590.7	2,037.2
TOTAL HOURS	10.00	23.80	20.70
TBO	2,000	2,000	2,000
TMOH	171	(39)	1,924

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	10.00	23.80	20.70	54.5
LESS: CLUB TIME	(0.70)	-	-	(0.7)
BILLABLE HOURS	9.30	23.80	20.70	53.8
BILLING RATE	\$ 133.90	\$ 127.90	\$ 166.24	
FLYING CHARGES (billed)	\$ 1,245.27	\$ 3,044.02	\$ 3,441.17	\$ 7,730.46
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (97.98)
TOTAL BILLINGS	\$ 1,245.27	\$ 3,044.02	\$ 3,441.17	\$ 14,517.48

III. MEMBER CREDIT BREAKDOWN

Black	Fuel Credit	5.73	\$ (17.10)	\$ (97.98)
TOTAL CREDITS				\$ (97.98)

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 23,023.61	\$ 75,263.99	\$ 98,287.60
Cash In	\$ 13,023.49	\$ 0.63	\$ 13,024.12
Cash Out	\$ (4,075.67)		\$ (4,075.67)
ENDING BALANCE	\$ 31,971.43	\$ 75,264.62	\$ 107,236.05

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3200/ mo)	\$ 9,600.00	\$ 3,200.00	\$ 12,800.00
ANNUALS (\$1500/ mo)	\$ 14,985.00	\$ 1,500.00	\$ 16,485.00
LL10 DUES (\$420/ mo)	\$ 5,980.00	\$ 420.00	\$ 6,400.00
INACTIVE MEMBER	\$ 11,976.72	\$ -	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 44,737.10	\$ 2,871.24	\$ 47,608.34
CREDIT BALANCE MEMBERS	\$ 11,008.78	\$ 957.21	\$ 11,965.99
EQUIPMENT UPGRADE	\$ -		\$ -
TOTAL	\$ 98,287.60	\$ 8,948.45	\$ 107,236.05

VI. PAYMENT DETAIL

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
N884BC	ADs & nose strut	Mtech	\$ 637.77
Engine Oil	Reimburse Ray K.	Airplaneoil.com	\$ 374.30
Naper Aero	Fuel	Naper Aero	\$ 2,141.36
	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00

TOTAL PAYMENTS			\$ 3,884.43
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VII. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 151.13
PRINCIPAL PAID	\$ 959.08
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 26,266.00

FLYING HOURS

September

884BC	
FLYING	10.0
TACH	3989.9
TBO	2000
TMOH	171
†CLUB	0.7
*GAL/HR.	10.2

983SP	
FLYING	23.8
TACH	6590.7
TBO	2000
TMOH	(39)
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	20.7
TACH	2016.5
TBO	2000
TMOH	1924
†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 dipstick tube is now loose, will be fixed
- 3) Flying well otherwise

N884BC

- 1) Completed lots of minor maintenance
 - a. Nost strut inflation
 - b. Fuel injector line AD
 - c. Ignition switch rebuilt per AD
 - d. Oil dipstick tube tightened
- 2) Annual, ELT, Static, and Transponder due in December
- 3) Winch handle adjusted... real rebuild, repair, or replacement in planning

N1489L

- 1) G1000 software issues to be address this month
 - a. HIS Softkeys
 - b. Fuel remaining display
- 2) One report of COM1 being INOP but unable to reproduce. Please report if you see this.
- 3) Scratch on inside of windshield on pilot’s side. DO NOT PUT THINGS ON THE GLARE SHIELD – the windows are easy to scratch.
- 4) Fuel injector line inspection due in December.

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- FAA LOA process for the instrument approach has been changed. It is now managed by the airport. If you had an LOA, you should have been contacted by Mike Pastore. If not, reach out to him to ensure you are authorized.
- Gas tank replacement plans are in the works, as well as pump improvements
- If you see lights out, let John Wrycza know.

OLD BUSINESS

Annual Insurance Costs and Pilot Requirements

As discussed last meeting, rates on all three planes are going up. Additionally, due to increased value of the airplanes, Avemco increased requirements for pilots of the C182.

The board shopped around and receive a quote from Old Republic. In short:

- They are willing to keep existing pilot requirements
- \$3500/yr cheaper than Avemco’s new policy
- Adds CFI negligent instruction liability coverage

The decision was made to switch carriers for the cheaper cost and maintaining current C182 Pilot Requirements.

Oil Missing

The missing oil from last month has reappeared.

NEW BUSINESS

Board 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 - Norm Ballack
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

Boy Scout Leadership Breakfast

There is a boy scout leadership breakfast happening November 7th. If you are interested, please contact Chris Rorvick for more information.

SAFETY

The Joliet VOR (JOT) is working once again.

When landing on 36, at the end of the runway, consider taking second right turn off the runway at the very very end to avoid a problem with the hangar very close to the taxiway.

There's a number of minor things that can help us save maintenance on our airplanes as recurring problems:

- Do not put things on glareshields – the windows scratch very easily.
- Stop overtightening the oil dipsticks – this causes the seals to break and starts oil leaks. Finger-tight snug is enough.
- Teach passengers how to close the doors properly to prevent slamming and latch problems
- Teach passengers not to use the front seats as leverage when getting into the back – use the door frame instead so we don't break our multi-thousand dollar hydrolocks.

Consider fueling the pilot's side last to make it easier to confirm the ladder is put away before starting up again.

MEMBERSHIP AND GUESTS

We had several returning guests at the September 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.

Kris Queen has been voted in as a new member!

ACCOMPLISHMENTS

Cliff was finally able to get up in the air!

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.

When to Punch Out...and when not to.

I read an interesting post in an aviation group on Facebook not too long ago. The pilot was on VFR flight following on a long cross country flight. He was squawking a discrete transponder code and in contact with center. The weather was turning, and he decided to get a pop up IFR clearance for the remainder of his flight. So, he switched over to the nearest approach control facility, obtained his IFR clearance, and went happily on his way.

When he landed, he was surprised to find out that the FAA had implemented search and rescue operations for him. The FAA was not happy...and we all know what happens when the FAA gets their panties in a knot.

So, what went wrong?

The pilot didn't tell center that he was changing frequencies and simply...disappeared. You may be thinking that they would have seen him on radar so why the worry, but depending on location and altitude, that is not always the case. There are plenty of gaps in radar coverage and if they aren't talking to you and can't see you, the obvious conclusion is, well...obvious.

At the "Coffee with Controllers" session last Saturday at the DuPage Flight Center, a similar topic came up. Specifically, there are a truly surprising number of pilots that will land and switch to ground without being instructed to do so. Making the situation worse, many will do this without having fully cleared the runway (as a reminder, clearing the runway means every inch of your aircraft is past the hold short line).

Clear of the runway or not, tower might be trying to get you but you're not on frequency. Maybe the positions are combined and they are working tower frequency to/from parking and no one in the cab is even on the receiving end of ground. Or, maybe they think you went NORDO.

The takeaway is this. When you are talking to any controlling agency, do NOT change frequencies unless you request it or are instructed to do so. There are only two exceptions to this:

1. When departing and clear of Delta airspace (and Delta only, not Bravo or Charlie) do not call to tell them you are clear or to request a frequency change. They do not want you to do this.
2. When you are on ground frequency and fully ready for departure at the assigned runway and intersection, then switch to tower frequency to let them know. No need to say anything more to ground at that point.

As a corollary to this, when you are in the air and have a discrete transponder code assigned to you (something other than 1200) NEVER change frequency without requesting it or being directed to do so....ie, when on VFR flight following or when flying in or around Bravo or Charlie airspace and are talking to approach or departure control.

Questions/comments? Let me know.

Mike Pastore, CFIA

mikepastore@outlook.com

Cell: 630-606-3692

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
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

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
Sam Darnell	630-577-7953 ²

¹ Available for club checkouts and Flight Reviews

² 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