

# November 2024

Volume 62 / Issue 11

# 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

#### October 2024

884BC	11.6 hrs.
983SP	29.5 hrs.
1489L	16.8 hrs.
<b>TOTAL</b>	<b>57.9 hrs.</b>

#### 2024 Totals

884BC	120.6 hrs.
983SP	232.8 hrs.
1489L	159.6 hrs.
<b>TOTAL</b>	<b>513.0 hrs.</b>

Join us for our next meeting:

**Tuesday, December 3<sup>rd</sup>, 2024**

Business meeting @ 7:30pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### November Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 5th, 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 October 2024 was 57.9 hours with 1.3 hours club time. We made \$49,312.93 in payments and had \$14,568.39 in billings. The loan balance is \$28,302.00 and cash in the bank is \$67,253.57. 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 8:34 PM.

Attendees

**Members**

- Kevin Kanarski
- Chuck Blazeovich
- Alex Siegman
- Kris Knigga
- John Wrycza
- Nick Davis
- Cliff Kotchka
- Jacob Black
- Ray Kvietkus
- Jack Lindquist
- Don Patterson
- Walt Slazyk
- Kris Queen
- Dan Mannisto
- Jeff Hilsenbeck
- Mel Finzer
- JP Balakrishnan

**Guests**

- Derek Mintchell
- Wyatt Mintchell
- Pashupati Pandey

**Social**

**TREASURER'S REPORT**

**I. AIRCRAFT DATA**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	3,989.9	6,590.7	2,037.2
END TACH	4,001.5	6,620.2	2,054.0
TOTAL HOURS	11.60	29.50	16.80
TBO	2,000	2,000	2,000
TMOH	159	(69)	1,907

**II. MONTHLY BILLING SUMMARY**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	11.60	29.50	16.80	57.9
LESS: CLUB TIME	(1.30)	-	-	(1.3)
<b>BILLABLE HOURS</b>	<b>10.30</b>	<b>29.50</b>	<b>16.80</b>	<b>56.6</b>
BILLING RATE	\$ 133.90	\$ 127.90	\$ 166.24	
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FLYING CHARGES (billed)	\$ 1,379.17	\$ 3,773.05	\$ 2,792.83	\$ 7,945.05
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (261.66)
<b>TOTAL BILLINGS</b>	<b>\$ 1,379.17</b>	<b>\$ 3,773.05</b>	<b>\$ 2,792.83</b>	<b>\$ 14,568.39</b>

**III. MEMBER CREDIT BREAKDOWN**

Williams	Fuel Credit	5.44	\$ (48.10)	\$ (261.66)
<b>TOTAL CREDITS</b>				<b>\$ (261.66)</b>

**IV. BANK BALANCES**

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
<b>BEGIN BALANCE</b>	<b>\$ 31,971.43</b>	<b>\$ 75,264.62</b>	<b>\$ 107,236.05</b>
Account Transfer (to cover insurance pmt)	\$ 39,484.00	\$ (39,484.00)	\$ -
Cash In	\$ 13,580.09	\$ 0.36	\$ 13,580.45
Cash Out	\$ (53,562.93)		\$ (53,562.93)
<b>ENDING BALANCE</b>	<b>\$ 31,472.59</b>	<b>\$ 35,780.98</b>	<b>\$ 67,253.57</b>

**V. RESERVES**

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3300/ mo)	\$ 12,800.00	\$ (9,500.00)	\$ 3,300.00
ANNUALS (\$1500/ mo)	\$ 16,485.00	\$ 1,500.00	\$ 17,985.00
LL10 DUES (\$485/ mo)	\$ 6,400.00	\$ (5,915.00)	\$ 485.00
INACTIVE MEMBER	\$ 11,976.72	\$ -	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 47,608.34	\$ (27,024.68)	\$ 20,583.66
CREDIT BALANCE MEMBERS	\$ 11,965.99	\$ 957.20	\$ 12,923.19
EQUIPMENT UPGRADE	\$ -		
<b>TOTAL</b>	<b>\$ 107,236.05</b>	<b>\$ (39,982.48)</b>	<b>\$ 67,253.57</b>

**VI. PAYMENT DETAIL**

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
N1489L		Mtech	\$ 1,064.35
Aircraft Insurance	Year paid in full	Bullock Agency	\$ 39,484.00
Naper Aero	Fuel	Naper Aero	\$ 2,119.03
	Hangar Fees	Naper Aero	\$ 480.00
	Planning Room Fee	Naper Aero	\$ 180.00
Naper Aero	Annual Fee	Naper Aero	\$ 5,820.00
BFC Cookout Expenses	Cookout cost	Bradley Swanson	\$ 94.55
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00

<b>TOTAL PAYMENTS</b>			<b>\$ 49,312.93</b>
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**VII. LOAN STATUS**

INTEREST PAID @ 6.0%	\$ 146.33
PRINCIPAL PAID	\$ 963.87
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
<b>AIRCRAFT LOAN BALANCE</b>	<b>\$ 28,302.00</b>

\*\*\* Note: Loan balance incorrectly stated in September 2024, should have been \$29,266.

## FLYING HOURS

### September

884BC	
FLYING	11.6
TACH	4001.5
TBO	2000
TMOH	159
†CLUB	1.3
*GAL/HR.	10.2

983SP	
FLYING	29.5
TACH	6620.2
TBO	2000
TMOH	(69)
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	16.8
TACH	2054.0
TBO	2000
TMOH	1907
†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) Oil change soon, 2 hours from meeting
- 2) Fuel Line Inspection due in 27 from meeting, late November
- 3) Oil dipstick housing lose, will need new gasket. STOP OVERTIGHTENING THE DIPTSTICK
- 4) Wheel strut fairings have new dents, will replace, likely in December when plane is less active

### N884BC

- 1) Oil change in October, no other maintenance
- 2) Copilot upper air vent is not closing, John will clean and see if it's just clogged with dust like others were
- 3) Annual, Pitot-Static, and Transponder check in December

### N1489L

- 1) G1000 issues have all been resolved. Traffic, Fuel, Nav buttons, all working
- 2) New scratches on leading edge of wing – looks like a belt buckle or similar
- 3) Reminder that seatbelt airbags are currently inop, waiting on parts. Belts are fine

## AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Gas Purchase in November
- Hangar painting in November
- Fire Alarm System works
- Gas tanks not leaking
- Likely no more lawn mowing
- No ice on the field, but we've had some frost though
- 2 new airplanes on the field
- Pump 2 getting a new handle.

## OLD BUSINESS

### No old business was discussed

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.

## NEW BUSINESS

### Holiday Dinner 2024

Emails went out October 18th concerning the Holiday dinner this year. Look for an email from Kris Knigga. 3 hour open bar and multi-course meal. If you didn't receive it, reach out to Kris

### Overhaul Time

Walt brought up the request for having a club boroscope to keep an eye on the engine in an attempt. Several members spoke up that they already own boroscopes. The discussion revolved around what time do we TBO our engines. Points were brought up

that oil consumption and analysis were also very important. Point was also brought up that the article being referenced included comprehensive monitoring as well.

### **Proposed Addition to Section 5 of our Bylaws**

Nick proposed a change to section 5 of our bylaws. Wanted to add the ability for folks to “transfer” membership to a chosen person. We’ve done this during times when we’ve had an exit list where a member could find their own replacement. We’ve not really done this before when we’ve had an entrance waitlist. The point was brought up that this would be incompatible with a waitlist, devaluing having a position on the waitlist and creating a negative reputation. Nick will send his proposed changes to the board, considering input at meeting, for further discussion. It was also pointed out that there are more details in the rules and regulations that spell out our processes that aren’t spelled out in the bylaws.

## SAFETY

Political TFRs should be reducing in November as the election wraps up, but always check before each flight.

CFI signoffs will not have their expiration dates included soon.

Reminder that calls at non-towered airports should stick to VFR terminology. Where are you, what are you doing at the airport.

It’s getting dark early, make sure you’re proficient at night landings. Naper Aero is especially difficult. You can use other airports for practice as well. Be careful of deer at Joliet, but it is only 300 ft longer than our runway. Morris would be a good option but is a much longer runway – plan to use less of it as good practice. Be okay with failing and going around. Practicing at sunset when there is still a small amount of residual light is a good start if it’s been a while.

Also remember you cannot carry passengers while you’re not night current. Remember that an instructor is not a passenger.

## 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.

There was no opening this month.

## ACCOMPLISHMENTS

Kris is now current to fly. Cliff K also completed his club checkout!

## 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  
Naperville, IL 60567

[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	630-712-0059 <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