

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

\$4.93/gal as of Nov. 7, 2024

Aircraft Rates

C172S	4BC	\$128.80
C172SP	3SP	\$122.80
C182T	89L	\$159.96

CY Cumulative Hours Flown

November 2024

884BC	9.7 hrs.
983SP	10.6 hrs.
1489L	4.6 hrs.
TOTAL	24.9 hrs.

2024 Totals

884BC	130.3 hrs.
983SP	243.4 hrs.
1489L	164.2 hrs.
TOTAL	537.9 hrs.

Join us for our next meeting:

Tuesday, January 7th, 2025

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 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 November 2024 was 24.9 hours with 1.3 hours club time. We made \$9,965.27 in payments and had \$9,976.49 in billings. The loan balance is \$27,334.00 and cash in the bank is \$72,806.93. Further details follow in the newsletter. The Treasurer's report was approved as presented.

Rates for the aircraft were adjusted downward to account for cheaper fuel costs.

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 8:14 PM.

Attendees

Members

Kevin Kanarski
 Chuck Blazeovich
 Alex Siegman
 Kris Knigga
 Nick Davis
 Jack Lindquist
 Ray Kvietkus
 Jacob Black
 Cliff Kotchka
 Don Patterson
 Dan Mannisto
 Chris Rorvick
 Patrick Pyszka
 Sam Tueting
 Doug Smith
 Josh Krecek

Guests

Marc Pozool
 Pashupati Pandey
 Wyatt Mintchell
 Derek Mintchell
 Matt Forsberg
 Cooper Forsberg

Social

TREASURER'S REPORT

I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	4,001.5	6,620.2	2,054.0
END TACH	4,011.2	6,630.8	2,058.6
TOTAL HOURS	9.70	10.60	4.60
TBO	2,000	2,000	2,000
TMOH	150	(79)	1,902

II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	9.70	10.60	4.60	24.9
LESS: CLUB TIME	(0.50)	-	(0.80)	(1.3)
BILLABLE HOURS	9.20	10.60	3.80	23.6
BILLING RATE	\$ 128.80	\$ 122.80	\$ 159.96	
FLYING CHARGES (billed)	\$ 1,184.96	\$ 1,301.68	\$ 607.85	\$ 3,094.49
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ -
TOTAL BILLINGS	\$ 1,184.96	\$ 1,301.68	\$ 607.85	\$ 9,979.49

III. MEMBER CREDIT BREAKDOWN

None				
TOTAL CREDITS				\$ -

IV. BANK BALANCES

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
BEGIN BALANCE	\$ 31,472.59	\$ 35,780.98	\$ 67,253.57
Account Transfer (to cover insurance pmt)			\$ -
Cash In	\$ 15,518.35	\$ 0.28	\$ 15,518.63
Cash Out	\$ (9,965.27)		\$ (9,965.27)
ENDING BALANCE	\$ 37,025.67	\$ 35,781.26	\$ 72,806.93

V. RESERVES

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3300/ mo)	\$ 3,300.00	\$ 3,300.00	\$ 6,600.00
ANNUALS (\$1500/ mo)	\$ 17,985.00	\$ (2,324.94)	\$ 15,660.06
LL10 DUES (\$485/ mo)	\$ 485.00	\$ 485.00	\$ 970.00
INACTIVE MEMBER	\$ 11,976.72	\$ -	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 20,583.66	\$ 1,500.00	\$ 22,083.66
CREDIT BALANCE MEMBERS	\$ 12,923.19	\$ 957.20	\$ 13,880.39
EQUIPMENT UPGRADE	\$ -	\$ 1,636.10	\$ 1,636.10
TOTAL	\$ 67,253.57	\$ 5,553.36	\$ 72,806.93

VI. PAYMENT DETAIL

<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
N884BC	Annual	Mtech	\$ 3,824.94
N1489L	New alternator	Mtech	\$ 2,648.59
Naper Aero	Fuel	Naper Aero	\$ 2,760.74
	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			\$ 9,965.27
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VII. LOAN STATUS

INTEREST PAID @ 6.0%	\$ 141.51
PRINCIPAL PAID	\$ 968.69
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 27,334.00

FLYING HOURS

November

884BC	
FLYING	9.7
TACH	4011.2
TBO	2000
TMOH	150
†CLUB	0.5
*GAL/HR.	10.2

983SP	
FLYING	10.6
TACH	6630.8
TBO	2000
TMOH	(79)
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	4.6
TACH	2058.6
TBO	2000
TMOH	1902
†CLUB	0.8
*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) Currently up at Oshkosh for maintenance.
- 2) Of note, oil housing gasket being replaced yet again. STOP OVERTIGHTENING THE DIPTSTICK. It costs \$150 in labor and parts every time a leak starts

N884BC

- 1) Annual was completed in November at request of mechanic
 - a. Pitot-static, transponder, fuel line inspections all done
 - b. Co-pilot upper air vent replaced
 - c. Handheld mic jack resecured
 - d. Fuel shut off valve lubricated
 - e. Main wheel bearing serviced
 - f. Compression checks were good
 - g. Nose wheel balanced
 - h. Replaced 3 broken cowl mounts
 - i. Paint touch up on pilot side
- 2) No new squawks, right wing tip fairing is still cracked.
- 3) Next oil change in 30 hours from meeting.

N1489L

- 1) Replaced alternator with new, not rebuilt. Last rebuilt only lasted 9 months, but warranty was only 6 months. Will try to get some credit anyways.
- 2) Fuel injection AD completed, all inspections good and up to date

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates via proxy:

- Gas was purchased last month, price decreased.
- Pump #2 supposed to get a new handle day of meeting, didn't happen
- Hangar painting in November is now delayed to spring
- Plowing is being handled by Naper residents, should improve response times for plowing

OLD BUSINESS

Holiday Dinner 2024

Enjoy the dinner coming on Sunday. The old prop from 4BC when it had a prop strike is on the wall if you'd like to see it! Not too late to sign up, talk with Kris!

Proposed Addition to Section 5 of our Rules and Regs

Nick updated his proposal for adjusting section 5 to be a bit more specific around membership transfers within a family. Discussion included not allowing siblings, making sure this didn't affect inactive member status.

Motion to update as proposed was raised and approved. The board will update the rules and regulations and republish to the website.

NEW BUSINESS

Proposed change of ground rules

Alternator should be in ALT mode on ground, not Standby, as per newer FAA guidance.

SAFETY

If it's below freezing, not in precipitation, 1M+ vis, there will be no icing.

If you venture into a cloud below freezing, you're almost certainly going to get some icing accumulation. It may be very slow, but it can also be quick. 1/8" accumulation in 90 seconds can take over 2 hours to sublimate in the sun but below freezing.

Our planes, especially the 172s, cannot handle ANY ice, not even frost on the wings. The top of the wing, especially the first ½, needs to be clear of frost and ice. Do not clear ice with anything that isn't smooth. Car scrapers and brushes will scratch windows, and anything metal or not smooth will ruin paint. Do not use ethylene glycol, it is super poisonous. Propylene glycol is okay.

Watch for temporary TFRs for stadiums now that we are in football season. Remember these do not show in the NOTAMs.

Be aware of ice on runway, even plowed there can be ice patches. You may have no braking, be sure to fly the airplane all the way to a stop. Use all your controls. If you have a crosswind, you must have tire traction on the runway.

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.

Had two new guests!

Mark – is a professional pilot for a living, went to Lewis University. Wants to get back into the enjoyable side of flying.

Cooper – looking to get his license when he hits 17 and start to pursue a career in flying.

There was an opening with some current members going inactive, Wyatt was at the meeting and was next up on the list; he was unanimously voted into the club.

ACCOMPLISHMENTS

No accomplishments reported for this month.

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

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	630-712-0059 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
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Plane Captains:

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