

# January 2025

Volume 63 / Issue 1

# 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

#### December 2024

|       |           |
|-------|-----------|
| 884BC | 12.8 hrs. |
| 983SP | 8.0 hrs.  |
| 1489L | 11.8 hrs. |
| TOTAL | 32.6 hrs. |

#### 2024 Totals

|       |            |
|-------|------------|
| 884BC | 143.1 hrs. |
| 983SP | 251.4 hrs. |
| 1489L | 176.0 hrs. |
| TOTAL | 570.5 hrs. |

Join us for our next meeting:

**Tuesday, February 4<sup>th</sup>, 2025**  
Business meeting @ 7:30pm  
Details to follow via email.

See you there!

## IN THIS ISSUE...

### January Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 7th, 2025 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 December 2025 was 32.6 hours with 1.3 hours club time. We made \$5,078.85 in payments and had \$10,030.03 in billings. The loan balance is \$26,360.00 and cash in the bank is \$87,671.78. 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 8:09 PM.

Attendees

**Members**

Kevin Kanarski  
 Alex Siegman  
 Kris Knigga  
 Dan Mannisto  
 Patrick Pyszka  
 Chris Rorvick  
 Wyatt Mintchell  
 Mel Finzer  
 Sam Tueting  
 Cliff Kotchka  
 Nick Davis  
 Don Patterson  
 Jack Lindquist

**Guests**

Jon Z.  
 Marc Pozool  
 Pashupati Pandey  
 Derek Mintchell

**Social**

**TREASURER'S REPORT**

**I. AIRCRAFT DATA**

|             | <u>884BC</u> | <u>983SP</u> | <u>1489L</u> |
|-------------|--------------|--------------|--------------|
| BEGIN TACH  | 4,011.2      | 6,630.8      | 2,058.6      |
| END TACH    | 4,024.0      | 6,638.8      | 2,070.4      |
| TOTAL HOURS | 12.81        | 8.00         | 11.80        |
| TBO         | 2,000        | 2,000        | 2,000        |
| TMOH        | 137          | (87)         | 1,891        |

**II. MONTHLY BILLING SUMMARY**

|                         | <u>884BC</u>     | <u>983SP</u>     | <u>1489L</u>       | <u>TOTAL</u>        |
|-------------------------|------------------|------------------|--------------------|---------------------|
| TOTAL HOURS             | 12.81            | 8.00             | 11.80              | 32.6                |
| LESS: CLUB TIME         | (5.70)           | (2.70)           | -                  | (8.4)               |
| <b>BILLABLE HOURS</b>   | <b>7.11</b>      | <b>5.30</b>      | <b>11.80</b>       | <b>24.2</b>         |
| BILLING RATE            | \$ 128.80        | \$ 122.80        | \$ 159.96          |                     |
| FLYING CHARGES (billed) | \$ 915.77        | \$ 650.84        | \$ 1,887.53        | \$ 3,454.14         |
| MONTHLY DUES (billed)   |                  |                  |                    | \$ 6,885.00         |
| MEMBER CREDITS          |                  |                  |                    | \$ (309.11)         |
| <b>TOTAL BILLINGS</b>   | <b>\$ 915.77</b> | <b>\$ 650.84</b> | <b>\$ 1,887.53</b> | <b>\$ 10,030.03</b> |

**III. MEMBER CREDIT BREAKDOWN**

|                      |                     |       |           |                    |
|----------------------|---------------------|-------|-----------|--------------------|
| Chris Rorvick        | Rorvick - Fuel Away | 31.60 | \$ (4.93) | \$ (155.79)        |
|                      | Wrycza - Fuel Away  | 31.10 | \$ (4.93) | \$ (153.32)        |
| <b>TOTAL CREDITS</b> |                     |       |           | <b>\$ (309.11)</b> |

**IV. BANK BALANCES**

|                       | <u>CHECKING</u>     | <u>SAVINGS</u>      | <u>TOTAL</u>        |
|-----------------------|---------------------|---------------------|---------------------|
| <b>BEGIN BALANCE</b>  | <b>\$ 37,025.57</b> | <b>\$ 35,781.26</b> | <b>\$ 72,806.93</b> |
| Cash In               | \$ 19,955.49        | \$ 0.31             | \$ 19,955.80        |
| Cash Out              | \$ (5,090.85)       |                     | \$ (5,090.85)       |
| <b>ENDING BALANCE</b> | <b>\$ 51,890.21</b> | <b>\$ 35,781.57</b> | <b>\$ 87,671.78</b> |

**V. RESERVES**

|                        | <u>BEGIN BAL</u>    | <u>INC / (DEC)</u>  | <u>END BAL</u>      |
|------------------------|---------------------|---------------------|---------------------|
| INSURANCE (\$3300/ mo) | \$ 6,600.00         | \$ 3,300.00         | \$ 9,900.00         |
| ANNUALS (\$1500/ mo)   | \$ 15,660.06        | \$ 1,500.00         | \$ 17,160.06        |
| LL10 DUES (\$485/ mo)  | \$ 970.00           | \$ 485.00           | \$ 1,455.00         |
| INACTIVE MEMBER        | \$ 11,976.72        | \$ 4,250.00         | \$ 16,226.72        |
| ENG OVRHL (\$1500/mo)  | \$ 22,083.66        | \$ 1,500.00         | \$ 23,583.66        |
| CREDIT BALANCE MEMBERS | \$ 13,880.39        | \$ 821.21           | \$ 14,701.60        |
| EQUIPMENT UPGRADE      | \$ 1,636.10         | \$ 3,008.64         | \$ 4,644.74         |
| <b>TOTAL</b>           | <b>\$ 72,806.93</b> | <b>\$ 14,864.85</b> | <b>\$ 87,671.78</b> |

| VI. PAYMENT DETAIL    |  |                   |                    |
|-----------------------|--|-------------------|--------------------|
| <u>Expense</u>        | <u>Description</u>   | <u>Vendor</u>     | <u>Amount</u>      |
| N884BC                | Reimburse John W   | Aircraft Spruce   | \$ 118.89          |
| N983SP                | Reimburse Ray K.   | Myers Aviation    | \$ 1,612.46        |
|                       | <i>(Note: Member reimbursed club \$1,106.50, billed Dec 2024.)</i> |                   |                    |
| Naper Aero            | Fuel   | Naper Aero        | \$ 596.50          |
|                       | Hangar Fees  | Naper Aero        | \$ 555.00          |
|                       | Planning Room Fee  | Naper Aero        | \$ 225.00          |
|                       | <i>Note: Fee increase Dec 2024.</i>                                |                   |                    |
| 2024 Christmas Party  | Reimburse Ray K.   |                   | \$ 1,700.00        |
|                       | Note: Paid in full, billed to members, less guests                 |                   |                    |
| Post Office Fee       |  |                   | \$ 200.00          |
| Website Fees          | Club Website   | Aircraftclubs.com | \$ 36.00           |
| Quickbooks            | Acct Software  | Intuit            | \$ 35.00           |
| <b>TOTAL PAYMENTS</b> |  |                   | <b>\$ 5,078.85</b> |

| VII. LOAN STATUS                             |                     |
|--|---------------------|
| INTEREST PAID @ 6.0%                         | \$ 136.67           |
| PRINCIPAL PAID                               | \$ 973.54           |
| ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN) | \$ -                |
| TOTAL LOAN PAYMENT                           | \$ 1,110.21         |
| <b>AIRCRAFT LOAN BALANCE</b>                 | <b>\$ 26,360.00</b> |

## FLYING HOURS

### December

| 884BC    |        |
|----------|--------|
| FLYING   | 12.8   |
| TACH     | 4024.0 |
| TBO      | 2000   |
| TMOH     | 137    |
| †CLUB    | 5.7    |
| *GAL/HR. | 10.2   |

| 983SP    |        |
|----------|--------|
| FLYING   | 8.0    |
| TACH     | 6638.8 |
| TBO      | 2000   |
| TMOH     | (87)   |
| †CLUB    | 2.7    |
| *GAL/HR. | 10.2   |

| 1489L    |        |
|----------|--------|
| FLYING   | 11.8   |
| TACH     | 2070.4 |
| TBO      | 2000   |
| TMOH     | 1891   |
| †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) Main strut replaced from damage

### N884BC

- 1) Pilot door lower hinge broke, replaced and we now have extras in storage
- 2) Standby battery not passing preflight test when cold, is fine when warm and after flight. This is not a required item for flight, but keep an eye on it. If it's still failing on a warmer day, we'll need to look at replacement.

### N1489L

- 1) A report that traffic occasionally flakes out, please report if problems continues

## AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates via proxy:

- Be careful behind airport on Book Rd, the undulations in the road make it very dangerous, especially in slipper conditions
- Pump #2 had another leak, is fixed now, but be careful and please report any problems you find to John
- Lots of lights out on the hangars, John will work to fix when he can arrange a bucket truck
- New windsock on the field
- Watch out for wildlife, coyotes have been seen around the field
- Plowing guy is new, but did need to plow once now, still learning
- Ice can freeze the doors shut if snow piles up, John's left a few icepicks around the hangars

## OLD BUSINESS

### Rules and Regs change

Section 5 and 7 of rules and regs were updated to reflect last months vote on the changes. Those updates now on the website.

## NEW BUSINESS

### Chicago Aviation Expo

See the email from Kevin in the email for this months meeting for the upcoming expo towards the end of January.

## SAFETY

Reminder to know your systems – cold can become a problem for batteries as we're seeing in 884BC

Please be sure engine heaters are being used.

We've had just enough snow to make clear ice when it melts when the sun hits it, be careful and use proper winter procedures.

FAA changed currency requirements from “carrying passengers” to “carrying persons.” This will have some effects on instructors being able to instruct on regaining currency flights. Be sure to discuss with your instructor if any concerns.

## MEMBERSHIP AND GUESTS

We had several guests at the meeting. There also continues to be a strong entrance list with several applicants regularly attending meetings and 12 applications. Priority is given to applicants in received order that are at the meetings with entrance fee ready.

Jon Z., a member of NFC, came to visit and celebrate with Dan on his achievement.

## ACCOMPLISHMENTS

Dan achieved his instrument rating! Keith McGill was his examiner.

## 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>

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