

# February 2025

Volume 63 / Issue 2

# 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

#### January 2025

884BC	6.4 hrs.
983SP	11.0 hrs.
1489L	8.2 hrs.
TOTAL	25.6 hrs.

#### 2025 Totals

884BC	6.4 hrs.
983SP	1.0 hrs.
1489L	8.2 hrs.
TOTAL	25.6 hrs.

Join us for our next meeting:

**Tuesday, March 4<sup>th</sup>, 2025**

Business meeting @ 7:30pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### February Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, February 4th, 2025 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 January 2025 was 25.6 hours with 0.0 hours club time. We made \$2,423.51 in payments and had \$10,316.27 in billings. The loan balance is \$26,360.00 and cash in the bank is \$89,040.78. 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 8:12 PM.

Attendees

**Members**

- Kevin Kanarski
- Alex Siegman
- Chuck Blazeovich
- Ray Kvietkus
- Don Patterson
- Walt Slazyk
- Jacob Black
- Dan Mannisto
- Cliff Kotchka
- John Wrycza
- Mel Finzer
- Chris Rorvick
- Jeff Hilsenbeck

**Guests**

- Pashupati Pandey
- Derek Mintchell

**Social**

**TREASURER'S REPORT**

**I. AIRCRAFT DATA**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	4,024.0	6,638.8	2,070.4
END TACH	4,030.4	6,649.8	2,078.6
TOTAL HOURS	6.39	11.00	8.20
TBO	2,000	2,000	2,000
TMOH	130	(98)	1,882

**II. MONTHLY BILLING SUMMARY**

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	6.39	11.00	8.20	25.6
LESS: CLUB TIME	-	-	-	-
<b>BILLABLE HOURS</b>	<b>6.39</b>	<b>11.00</b>	<b>8.20</b>	<b>25.6</b>
BILLING RATE	\$ 128.80	\$ 122.80	\$ 159.96	
FLYING CHARGES (billed)	\$ 823.03	\$ 1,350.80	\$ 1,311.67	\$ 3,485.50
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (54.23)
<b>TOTAL BILLINGS</b>	<b>\$ 823.03</b>	<b>\$ 1,350.80</b>	<b>\$ 1,311.67</b>	<b>\$ 10,316.27</b>

Billings include \$2k member reimbursement for aircraft damage.

**III. MEMBER CREDIT BREAKDOWN**

Cliff Kotcha	Fuel Away	11.00	\$ (4.93)	\$ (54.23)
<b>TOTAL CREDITS</b>				<b>\$ (54.23)</b>

**IV. BANK BALANCES**

	<u>CHECKING</u>	<u>SAVINGS</u>	<u>TOTAL</u>
<b>BEGIN BALANCE</b>	<b>\$ 51,890.21</b>	<b>\$ 35,781.57</b>	<b>\$ 87,671.78</b>
Cash In	\$ 8,042.21	\$ 0.30	\$ 8,042.51
Cash Out	\$ (6,673.51)		\$ (6,673.51)
<b>ENDING BALANCE</b>	<b>\$ 53,258.91</b>	<b>\$ 35,781.87</b>	<b>\$ 89,040.78</b>

**V. RESERVES**

	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3300/ mo)	\$ 9,900.00	\$ 3,300.00	\$ 13,200.00
ANNUALS (\$1500/ mo)	\$ 17,160.06	\$ 1,500.00	\$ 18,660.06
LL10 DUES (\$485/ mo)	\$ 1,455.00	\$ 485.00	\$ 1,940.00
INACTIVE MEMBER	\$ 16,226.72	\$ (4,250.00)	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 23,583.66	\$ 1,500.00	\$ 25,083.66
CREDIT BALANCE MEMBERS	\$ 14,701.60	\$ 867.20	\$ 15,568.80
EQUIPMENT UPGRADE	\$ 4,644.74	\$ (2,033.20)	\$ 2,611.54

<b>TOTAL</b>	<b>\$ 87,671.78</b>	<b>\$ 1,369.00</b>	<b>\$ 89,040.78</b>
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VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Engine Oil	Reimburse Ray K.	AirplaneOil.com	\$ 186.09
Naper Aero	Fuel	Naper Aero	\$ 1,372.42
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Secretary of State Reg Fee			\$ 14.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00
<b>TOTAL PAYMENTS</b>			<b>\$ 2,423.51</b>

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 131.80
PRINCIPAL PAID	\$ 978.40
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
<b>AIRCRAFT LOAN BALANCE</b>	<b>\$ 26,360.00</b>

## FLYING HOURS

### January

884BC	
FLYING	6.4
TACH	4030.4
TBO	2000
TMOH	130
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	11.0
TACH	6649.8
TBO	2000
TMOH	(98)
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	8.2
TACH	2078.6
TBO	2000
TMOH	1882
†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) Involved in an incident
  - a. got backed into the post in the hangar; elevator was substantially damaged, an elevator spar was bent
  - b. Currently at Oshkosh being repaired, elevator should be getting reassembled and put back on the plane the week
  - c. Bill estimated around approximately \$4000
- 2) While down
  - a. pitot-static and transponder checks were done
  - b. magneto overhaul was also done

### N884BC

- 1) Left turning tendency seems to have re-appeared, will leave with Oshkosh when we pick up 3SP until they are happy with the fix. Expect several days to a week or so out of service
- 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.
- 3) Right wingtip still cracked; no plans to fix unless it becomes a hazard - \$1800 for a new one
- 4) Oil change in 17 hours from meeting

### N1489L

- 1) Oil changed recently; no changes in squawks
- 2) Had a report that traffic occasionally flakes out, please report if problems continues

## AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates via proxy:

- Pump #2 had it's leak fixed, but it's still flakey – sometimes shuts off between tanks. Just use pump #1 if you don't want to deal with it.
- Found some magnesium stuff to spread by the pumps to prevent the hockey rink when icy; is FAA approved as well. It looks a bit like salt, but it is not – salt will ruin the airplanes.
- Still trying to fix lights, more working now, but constant battle with poor qualities
- There is an on-field pitot-static check as well
- Sometimes the door jams in the winter if they get melted on, let John know if it becomes a problem.

## OLD BUSINESS

### Better Use of Cash Reserves

Question was brought up about our decision earlier in 2024 to store our cash reserves. We went on the recommendation for Vanguard but have been unable to properly link a business checking account; support has been no help either. Options brought up were

different vendors, specifically Fidelity, T-bills, and Chase Investment vehicles. The general consensus was do what is simplest for the treasurer. Another point was an implication on income tax for our organization, will check on that as well. Another point was brought that business accounts often have worse rates, so we need to be careful of that.

## NEW BUSINESS

### LED Strobes

We changed the strobes on 89L, but eventually the amplifiers in the other 2 planes will likely go bad in the future. We have a spare working amplifier from the swap in 89L, but John wanted to remind us that this future expense

### Electronic Ignition for 3SP

John brought up that this email discussion about electronic ignition reminded him that our radios are on their deathbed, and that's a bit more important when we have magnetos that currently work and are freshly overhaul. The slide-in replacements that fell through last year were brought up, Ray will check.

## SAFETY

From the Aviation Expo, it was learned that there are two problem spots near our airspace. Near Brookeridge, especially to the west, it's easy to get tangled up with Midway approaches. North of DuPage, when landing to the east at O'Hare, they bring them to 4000 ft. That's the bottom of class B – do not skirt the top of the VFR space under the shelf, make sure you keep enough separation. You might both be legal, but not safe.

## MEMBERSHIP AND GUESTS

We had several guests at the meeting, but no new guests. 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.

## ACCOMPLISHMENTS

No 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  
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