

# 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

\$4.14/gal

## Aircraft Rates as of Nov. 1st

C172SP	\$108.90
C172S	\$103.90
C182S	\$128.25

## Cumulative Hours Flown

December 2016

884BC	218.9 hrs.
983SP	131.0 hrs.
415RC	223.1 hrs.
TOTAL	573.0 hrs.

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## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 10th, 2017 at Naper Aero. The President called the meeting to order at 7:32 PM. The list of Attendees is provided in the sidebar on page 2.

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. Total flying time was 7.6 hours with 0 hours club time. We made \$13,507.37 in payments and had \$21,517.57 in receipts. There was \$963.24 in fuel away credits. The loan balance is \$127,749 and cash in the bank is \$72,193.63. See the complete financial details later in this newsletter. The fuel price remains at \$4.14 per gallon. The treasurer's report was approved unanimously as presented.

The aircraft reports were heard followed by old business, new business, and safety. Please see details in the following sections.

The meeting adjourned at 8:09 PM.

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Join us for our next meeting:

**Tuesday, February 14, 2017**

Business meeting at 7:30pm

See you there!

Attendees**Members**

Jim Krzyzewski  
 Jack Lindquist  
 Al Loek  
 Gerry Miskowicz  
 Kevin Kanarski  
 Ray Kvietkus  
 Kris Knigga  
 Kris Queen  
 David Vaught  
 Walt Slazyk  
 John Wrycza  
 Don Patterson  
 Don Leonard  
 Dean Likas  
 J.P. Balakrishnan

**Guests**

Chuck Dobra  
 Rosemarie Surette

**Social**

## TREASURER'S REPORT

**CASH**

Chase Checking	22,058.26
Chase Savings	50,135.37
<b>Total</b>	<b>\$72,193.63</b>

**PAYMENTS**

Naper Aero	Fuel and Fees - Nov	2,210.76
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Desser Tire	3 Tires - Each aircraft	345.00
Pastore	Equity Return	3,500.00
Likas	Equity Transfer	750.00
M. Beck	Equity Return less open balance	3,296.00
Brady	Equity Transfer	750.00
Kastor	4BC Fuel drain service, 3SP Cowl fasteners / Rplc Tire , 5RC Tire	400.00
McBrides	Club Party	840.00
Midwest Avia	4BC Remove Pitch servo	140.40
Postmaster	Postage	47.00
Postmaster	Annual PO Box Fee	82.00
<b>Total</b>		<b>\$13,507.37</b>

**RESERVES**

INSURANCE (\$1500/ mo)	-3,000
ANNUALS ( \$1000/ mo)	-9,000
LL10 DUES (\$350/ mo)	-1,050
INACTIVE MEMBER	-11,977
ENG OVRHL 3SP/4BC(\$750/mo)	-40,250
CREDIT BALANCE MEMBER	-14,000
EQUITY INSTALLMENT MEMBER	-1,750
<b>Reserves net</b>	<b>-8,833.00</b>
<b>Reserve Increase/(Decrease)</b>	<b>\$8,010.00</b>

**LOAN**

INTEREST PAID @ 6.0%	\$644
PRINCIPAL PAID	\$1,021
AIRCRAFT LOAN Balance	\$127,749

**RECEIPTS**

Dues & Flying	13,015.52
Equity	8,500.00
Bank Interest	2.05
Late fee	0.00
<b>Total</b>	<b>\$21,517.57</b>

**CREDITS TO MEMBERS**

Fuel Away	963.24
Loan Pymt	555.10
Recognition Award	220.62
<b>Total</b>	<b>\$1,738.96</b>

## FLYING HOURS

December

884BC	
FLYING	1.8
TACH	1697.7
TBO	2000
TMOH	302.3
CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	3.2
TACH	4341.5
TBO	2000
TMOH	-221.7
CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	2.6
TACH	5090.0
TBO	2000
TMOH	955.6
CLUB	0.0
*GAL/HR.	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

\* Gallons per hour is  
\*estimated\*

## AIRCRAFT REPORTS

N884BC

No issues reported

N983SP

- 1) Missing cowl screws replaced
- 2) Interior floor heat isn't working well
- 3) Magneto check needed. Is being done in January.

No other issues reported

N415RC

- 1) Loose exhaust bracket seems fine now
- 2) Pilot seat has some fore-aft play due to left rail pin not engaging.
- 3) Seat recline isn't working. Hydrolok needs to be replaced.
- 4) VOR check is due. If anyone is available please perform check and log it.

No other issues reported

## OLD BUSINESS

Nothing to report on old business

## NEW BUSINESS

- Guest ATC speaker has been rescheduled for February. Note the new meeting date of February 14<sup>th</sup> which is the second Tuesday of the month.

## SAFETY

Nothing new for safety

## MEMBERSHIP

- Chuck Dobra visited the club. He is interested in obtaining his private pilot's license.
- Rosemarie Surette also visited the club. She currently has her private and is working on the instrument rating.
- New member Dean Likas was introduced at the meeting.

## MARKETING

- The Chicago Aviation EXPO is happening on January 28<sup>th</sup>. Take some BFC flyers to pass out if you are going. Details in the What's Up sidebar on the next page.
- Still planning on another brochure mailing in April.

What's Up...**Chicago Aviation EXPO****IFR/VFR Seminar**Saturday, January 28<sup>th</sup> 2017

Starting at 8 AM

Itasca Holiday Inn

860 W Irving Park Road

Itasca, IL

<http://tinyurl.com/hkugbpx>

## 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's in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

## PHOTO CORNER



Photo Credit: Kevin Kanarski

This picture was taken after landing at KIKK and rolling to the taxiway. The item in the red circle is a coyote on the runway. It had just been sitting there looking at me until it decided to get up and walk off the runway. We not only have to be aware of birds at the airport but also coyotes.

[ICAO Flight Plan Resources](#)

**ForeFlight filing ICAO**

<http://tinyurl.com/zcl5cf4>

**FAA ICAO Simplified**

<http://tinyurl.com/j9lth5j>

**iPad Pilot News – ICAO**

<http://tinyurl.com/zuukfsa>

**AOPA ICAO Form (Video)**

<http://tinyurl.com/jaojjee>

## FILING ICAO FOR BFC AIRCRAFT

*Submitted by Kevin Kanarski*

The FAA is moving to the ICAO format for all flight plans, domestic and international. All current indications point to that happening this month (January 2017). This article walks through how to enter our airport identifier and the codes that should be used for equipment and surveillance for our aircraft.

### Departure, Destination and Alternate Aerodrome

In the Departure (13) and Destination (16) fields it expects those codes to start with internationally recognized identifiers. For the US the identifier is 'K'. Since our airport doesn't start with K you need to enter **ZZZZ** in the departure or destination field if one of those airports will be LL10 or another airport identifier that doesn't start with K. Then in the **Other Information (18)** field you would enter **DEP/LL10** or **DEST/LL10** (or other airport identifier). If you use ForeFlight to file your ICAO flight plan, it will take care of this automatically for you.

There are 2 Alternate Aerodrome fields. In the US, only one is required.

### Equipment and Surveillance Codes

There are a lot more codes on the ICAO form for things like 8.33 kHz COM Spacing and various Mode S transponder capabilities. Fortunately the FAA allows simplified codes for domestic flight plans. You can simply enter the following for all 3 of our planes. The plan will be accepted and not effect ATC routing.

**10 Equipment = D G S / C**

If you want to provide more information for N884BC you can enter B D S G Y / S. These codes indicate LPV, VHF 8.33 kHz spacing and Mode S transponder equipped.

There is also a field for **Wake Turbulence Cat**. This will be **L** for all of our aircraft.

A note about Performance Based Navigation (PBN). You can indicate **R** as part of the equipment codes and then specify **PBN/B2C2D2** in the **18 Other Information** field. This would cover all 3 of our aircraft but really isn't necessary.

The major aviation iPad applications already support the ICAO flight plan so it's easy to start filing that form today if you use those. See the sidebar for links to additional resources on this topic.

## ACCOMPLISHMENTS

No new member accomplishments. It was a crummy flying month.

### Dessert / Beverage List

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. Bring in a dessert or beverage to share with your club members to celebrate your achievement. If it's during the summer months coordinate with the grill master.

## 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 visually before each flight. If tires look low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. 30 psi all around will do for the C-172's, 40 psi for the C-182.

**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, man up and report it to the plane captain, maintenance office or a board member right away. 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

[iquiry@flybfc.org](mailto:iquiry@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 three airplanes:

1. 1999 Cessna 172SP N983SP
2. 2007 Cessna 172S N884BC
3. 1998 Cessna 182S N415RC

**Aircraft Reservations:** [www.aircraftclubs.com](http://www.aircraftclubs.com)

**BFC Website:** [www.flybfc.org](http://www.flybfc.org)

**President:** Jim Krzyzewski

**QuarterMaster/VP:** Gevin Cross

**Secretary:** Kevin Kanarski

**Treasurer:** Jack Lindquist

**Safety Officer:** Joshua Jones

**WebMaster:** Greg VanDenHam

**GrillMaster:** Bradley Swanson

### BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 <sup>1</sup>
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

\* These instructors offer limited training

<sup>1</sup> Available for club checkouts and Flight Reviews

### Chief Maintenance Officer:

John Wrycza	630-697-3559
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### Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Queen	630-525-0232
N415RC	Don Leonard	630-803-6967