

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

\$4.13/gal

Aircraft Rates as of April 1st

C172SP	\$103.80
C172S	\$108.80
C182S	\$128.12

Cumulative Hours Flown

May 2017

884BC	77.7 hrs.
983SP	43.9 hrs.
415RC	95.1 hrs.
TOTAL	216.7 hrs.

2016 Totals

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

Join us for our next meeting:

Tuesday, July 11, 2017

Plane Wash begins at 5:00pm

Business meeting at 7:30pm

See you there!

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May Meeting Minutes

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MEETING MINUTES

The BFC held its monthly meeting on Tuesday, June 6th, 2017 at Naper Aero. The President called the meeting to order at 7:35 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 for May was 40.9 hours with 0.6 hours club time. We made \$8,635.94 in payments and had \$9,612.07 in receipts. The loan balance is \$122,564 and cash in the bank is \$84,224.81. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented.

The aircraft reports were heard. Please see details in the following sections.

The meeting adjourned at 8:25 PM.

Attendees**Members**

Gevin Cross
 Jim Krzyzewski
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 J.P. Balakrishnan
 Don Patterson
 Don Leonard
 Val Vlazny
 Gerry Miskowicz
 Walt Slazyk
 Alex Siegman
 Nick Davis
 Kris Queen
 Mel Finzer
 John Wrycza

Guests

Paul Glonek
 Eric Swanson

Social

Bradley Swanson

TREASURER'S REPORT

CASH	
Chase Checking	14,077.72
Chase Savings	70,147.09
Total	\$84,224.81
PAYMENTS	
Naper Aero	Fuel and Fees - Apr 1,578.10
Volartek	Loan Payment 1,110.21
Aircraft Clubs	Reservation System 36.00
Nu-Tek	3SP Attitude Indicator Gyro 555.95
JA Air Center	3SP Pitot Static Test 346.37
Sporty's	Oil and Oil Filters 233.40
AVEMCO	Aircraft Ins 4,343.00
Swanson	Work night food / supplies - Apr 58.35
Ericson	5RC Rplc AI / Relocate Tach 300.00
Swanson	Work night food / supplies - May 74.56
Total	\$8,635.94
RESERVES	
INSURANCE (\$1500/ mo)	-1,500
ANNUALS (\$1000/ mo)	-10,000
LL10 DUES (\$350/ mo)	-2,800
INACTIVE MEMBER	-7,727
ENG OVRHL 3SP/4BC(\$750/mo)	-44,000
CREDIT BALANCE MEMBER	-16,500
EQUITY INSTALLMENT MEMBER	-1,750
Reserves net	-52.00
Reserve Increase/(Decrease)	\$976.00
LOAN	
INTEREST PAID @ 6.0%	\$618
PRINCIPAL PAID	\$1,047
AIRCRAFT LOAN Balance	\$122,564
RECEIPTS	
Dues & Flying	9,609.13
Equity	0.00
Bank Interest	2.94
Total	\$9,612.07
CREDITS TO MEMBERS	
Fuel Away	313.47
Loan Pymt	555.10
Total	\$868.57

FLYING HOURS

May

884BC	
FLYING	12.9
TACH	1775.4
TBO	2000
TMOH	224.6
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	8.2
TACH	4385.4
TBO	2000
TMOH	-265.6
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	19.8
TACH	5185.0
TBO	2000
TMOH	860.6
†CLUB	0.6
*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

N884BC

- 1) Oil changed
- 2) Fuel line inspected
- 3) Tail nav light replaced
- 4) Annual inspection coming in July
- 5) EGT probe on cylinder 2 INOP
- 6) Standby battery test is inconsistent (Battery replaced after June meeting)
- 7) Low vacuum warning during low RPM taxi

N983SP

- 1) Annual completed
- 2) Sun visor cracked – looking into new visors

N415RC

- 1) Control lock is repaired
- 2) Oil changed
- 3) Will be adding a collar to the prop control
- 4) Vacuum needs to be adjusted down so we don't burn out the gyros

OLD BUSINESS

- ADS-B upgrade plan presented with anticipated costs of equipment. (See article below)

NEW BUSINESS

- July meeting will be moved to July 11th.

SAFETY

Nothing to report for safety

MEMBERSHIP

2 guests attended the meeting. Welcome Paul Glonick and Eric Swanson.

MARKETING

Jim and Ray attended the Cavalcade of Planes with 884BC and a table with brochures. They talked with a few people who stopped by.

What's Up...

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

Finally had some warm weather to wash the planes!



Photo Credit: Kevin Kanarski

ADS-B MANDATE – EQUIPPING BFC AIRCRAFT

Submitted by Kevin Kanarski

All aircraft operating in airspace that requires a transponder must be ADS-B Out equipped by January 1, 2020. This is the date and the FAA has said they are not moving it. So, this means we need to upgrade all our airplanes by that date. A few of us did the research on what it would take to equip our aircraft with ADS-B. We also thought it would be best to spread out the upgrades since we have 2.5 years to get it done and there are special incentives going on now.

Below are the costs for each airplane as presented at the June meeting. We looked at the mission for each aircraft to determine if we should also include ADS-B In with the upgrade. Below the table is more detail for each aircraft.

N983SP - Install in 2017

ADS-B Out Only

Garmin GTX 335 Transponder (w/GPS)	\$2,999
* The above is a sale price until end of 2017. Reg price \$3,795	
Installation (Avionics Place)	\$2,610
TOTAL	\$5,609

N884BC - Install in 2018

ADS-B Out and In

Garmin GTX 345R Transponder (w/GPS)	\$5,795
*Can't upgrade current GTX33 with ES. Cessna STC for upgrade would cost more than Garmin STC	
Installation (Avionics Place)	\$2,310
TOTAL	\$8,105

N415RC - Install in 2019

ADS-B Out & In

Garmin GTX 345 Transponder (w/GPS)	\$5,795
Installation (estimate)	\$2,610
TOTAL	\$8,405

N983SP – This is considered to be our training aircraft and doesn't currently have any avionics that will display ADS-B In. We want to keep the cost of this upgrade low and the hourly rate attractive. This is why we show upgrading the transponder with the ADS-B Out only unit and the Garmin GTX335 is currently on sale for \$800 off.

N884BC – We initially thought this would be the least expensive upgrade since it is newer. The current transponder does have the option for ADS-B Out but ours doesn't have it. The cost to upgrade the current transponder would exceed replacing it with a new model that has ADS-B. This is why we have the GTX 345R shown which is a ADS-B Out and In unit that will display on the G1000.

N415RC – Since this is used as our main traveling aircraft we thought it would be nice to have both ADS-B Out and In. Currently there isn't anything in the aircraft that can display ADS-B In information but an iPad with ForeFlight or Garmin Pilot could. There has been talk of upgrading the avionics in 415RC which would then take advantage of the ADS-B In. There was further discussion at the June meeting regarding the future of 415RC. We discussed the possibility of

selling 415RC down the road and acquiring a Cessna 182 G1000 model that would already have ADS-B Out and In. The thought is why put \$25,000+ into an older aircraft reaching the BFC airframe hour limit. This means we would only need an ADS-B Out transponder, the same as 983SP, to just meet the 2020 deadline. We have time to decide this path since we planned on doing 415RC last.

Prior to the July meeting an email will go out from the board with funding options for these upgrades. There will then be time for discussion during the July meeting. We are looking at a combination of hourly rate and monthly dues increases to cover these mandatory upgrades. We would like to keep the monthly dues increase as low as possible and utilize the hourly rate more.

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

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

BFC Website: 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 ¹
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

* These instructors offer limited training

¹ 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