

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

June 2017

884BC	102.0 hrs.
983SP	60.1 hrs.
415RC	115.1 hrs.
TOTAL	277.6 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, August 1, 2017

Plane Wash begins at 5:00pm

Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

June Meeting Minutes

Members Section

Photo Corner

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, July 11th, 2017 at Naper Aero. The Vice-President called the meeting to order at 7:34 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 June was 60.9 hours with 3.7 hours club time. We made \$9,434.38 in payments and had \$14,767.92 in receipts. The loan balance is \$121,512 and cash in the bank is \$89,558.35. 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 8:24 PM.

Attendees**Members**

Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 Don Patterson
 Don Leonard
 Val Vlazny
 Gerry Miskowicz
 Walt Slazyk
 Alex Siegman
 Kris Knigga
 Hubert Elsen
 Mel Finzer
 Matt Forsberg
 Eric Swanson
 John Wrycza

Guests

Grant McElroy
 Mike Rozow

Social

Bradley Swanson

TREASURER'S REPORT

CASH		
Chase Checking		19,408.40
Chase Savings		70,149.95
Total		\$89,558.35
PAYMENTS		
Naper Aero	Fuel and Fees - May	2,167.87
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
JA Air Center	4BC Standby Battery	953.37
US Postmaster	Postage	49.00
Aircraft Spruce	5RC Prop Control	348.00
D'Orazio	Refund account balance	3.33
D'Orazio	Return Equity	3,500.00
E. Swanson	Equity Transfer	750.00
Honeywell	5RC KLN 89B Subscription	452.00
Swanson	Work night food / supplies - May	64.60
Total		\$9,434.38
RESERVES		
INSURANCE (\$1500/ mo)		-3,000
ANNUALS (\$1000/ mo)		-11,000
LL10 DUES (\$350/ mo)		-3,150
INACTIVE MEMBER		-7,727
ENG OVRHL 3SP/4BC(\$750/mo)		-44,750
CREDIT BALANCE MEMBER		-16,400
EQUIPMENT UPGRADE		-3,532
Reserves net		0
Reserve Increase/(Decrease)		\$5,334.00
LOAN		
INTEREST PAID @ 6.0%		\$612
PRINCIPAL PAID		\$1,053
AIRCRAFT LOAN Balance		\$121,512
RECEIPTS		
Dues & Flying		10,515.06
Equity		4,250.00
Bank Interest		2.86
Total		\$14,767.92
CREDITS TO MEMBERS		
Fuel Away		1,035.64
Loan Pymt		555.10
Postage	Return AI 3SP	11.15
Total		\$1,601.89

FLYING HOURS

June

884BC	
FLYING	24.3
TACH	1799.7
TBO	2000
TMOH	200.3
†CLUB	1.6
*GAL/HR.	10.2

983SP	
FLYING	16.2
TACH	4401.6
TBO	2000
TMOH	-281.8
†CLUB	1.8
*GAL/HR.	10.2

415RC	
FLYING	20.4
TACH	5205.4
TBO	2000
TMOH	840.2
†CLUB	0.3
*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) Standby Battery, EGT Probe 2 and front tire replaced
- 2) Induction air filter due for replacement
- 3) Annual inspection scheduled
- 4) Right main brake pad cracked. Will be replaced at annual.
- 5) Nose wheel shimmy still present after tire replacement. To be checked at annual.

N983SP

- 1) Fuel sender replaced in the left wing. Keep an eye on the gauge to verify indication is accurate.

N415RC

- 1) Prop control replaced
- 2) Volt light temporarily illuminated at night with high load. Report to plane captain if this happens.
- 3) Passenger door doesn't lock. It closes but can be pulled open.
- 4) Right main tire needs to be replaced (cut and bald spot)

OLD BUSINESS

- The proposed ADS-B mandate payment plan was presented by the treasurer. The plan calls for increasing the monthly dues by \$3 and increasing the hourly rate of each plane \$7 per hour. This payment plan will be reviewed in 12 months to see what adjustments are needed to fund the remaining airplane upgrades. The proposed plan was opened for discussion. A vote was taken and the payment plan was approved by a majority vote of members in attendance. The new dues and rates will take effect August 1, 2017.

NEW BUSINESS

- ADS-B Install timeline: The transponder in N983SP will be replaced ASAP. N884BC transponder will be replaced in 2018. N415RC transponder will be replaced in 2019.
- Citibank "Person to Person" payments work now for making electronic payments to the club. If your bank uses Clear Exchange for payments, it will also work.

SAFETY

Nothing to report for safety

MEMBERSHIP

2 guests attended the meeting. Welcome Grant McElroy and Mike Rozow. Grant became a member of the club after the meeting.

MARKETING

Nothing new to report for marketing. If you are going to AirVenture take some club brochures along just in case you run into someone from the area.

What's Up...

Oshkosh AirVenture

July 24-30 2017

Lots of announcements and discounts typically happen at this event.

Scout ADS-B In Receiver

<http://flywithscout.com/>

This was announced prior to AirVenture. It is a cost effective device for displaying free weather and traffic on your ForeFlight app.

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

Here are some throwback pictures of N388ES which was the predecessor to N884BC. It was ferried over to France and we hope it is enjoying the skies on the other side of the pond.



This is my daughter, Rachel Kanarski, standing by N883ES at the Baraboo, WI airport. We took it to Wisconsin Dells for the weekend back in 2010.



Photo Credit: Kevin Kanarski

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
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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