

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

\$4.00/gal

Aircraft Rates as of August 1st

C172S	4BC	\$114.50
C172SP	3SP	\$109.50
C182S	5RC	\$133.53

Cumulative Hours Flown

July 2017

884BC	129.1 hrs.
983SP	88.7 hrs.
415RC	141.5 hrs.
TOTAL	359.3 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, September 5, 2017
Plane Wash begins at 5:00pm
Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

June Meeting Minutes

Members Section

Accomplishments

Photo Corner

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, August 1st, 2017 at Naper Aero. The Vice-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 July was 82.1 hours with 1.8 hours club time. We made \$15,490.47 in payments and had \$15,087.05 in receipts. The loan balance is \$120,453 and cash in the bank is \$89,154.93. 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 8:23 PM.

Attendees**Members**

Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 Don Patterson
 Don Leonard
 Val Vlazny
 Gerry Miskowicz
 Walt Slazyk
 Kris Knigga
 Al Loek
 Nick Davis
 Grant McElroy
 Mel Finzer
 Doug Beck
 J.P. Balakrishnan
 Eric Swanson

Guests

Dan Mannisto

Social

Bradley Swanson

TREASURER'S REPORT

CASH

Chase Checking	14,001.97
Chase Savings	75,152.96
Total	\$89,154.93

PAYMENTS

Naper Aero	Fuel and Fees - May	2,387.58
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
E. Dienst	3SP Annual Inspection	1,300.00
JA Air Center	3SP Fuel Sender/4BC EGT Probe	1,154.63
E. Ericson	Service to 3 aircraft	500.00
Freiburg Ins.	Dir & Officer Insurance	1,386.00
Avionics Place	3SP ADS-B down payment	2,995.00
S. Brodrick	Return Equity	3,500.00
McElroy	Equity Transfer	750.00
Dresser Tire	5RC Tires	283.28
JA Air Center	4BC Avionics master switch	18.94
Swanson	Work night food / supplies - Jul	68.83
Total		\$15,490.47

RESERVES

INSURANCE (\$1500/ mo)	-4,500
ANNUALS (\$1000/ mo)	-8,000
LL10 DUES (\$350/ mo)	-3,500
INACTIVE MEMBER	-7,727
ENG OVRHL 3SP/4BC(\$750/mo)	-45,500
CREDIT BALANCE MEMBER	-15,000
EQUIPMENT UPGRADE	-4,928
Reserves net	0
Reserve Increase/(Decrease)	(\$403.00)

LOAN

INTEREST PAID @ 6.0%	\$608
PRINCIPAL PAID	\$1,058
AIRCRAFT LOAN Balance	\$120,453

RECEIPTS

Dues & Flying	10,834.04
Equity	4,250.00
Bank Interest	3.01
Total	\$15,087.05

CREDITS TO MEMBERS

Fuel Away	935.71
Loan Pymt	555.10
Keys	11.85
Total	\$1,502.66

FLYING HOURS

July

884BC	
FLYING	27.1
TACH	1826.8
TBO	2000
TMOH	173.2
†CLUB	1.8
*GAL/HR.	10.2

983SP	
FLYING	28.6
TACH	4430.2
TBO	2000
TMOH	-310.4
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	26.4
TACH	5231.8
TBO	2000
TMOH	813.8
†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

N884BC

- 1) Replaced induction air filter
- 2) EGT probes are working now

N983SP

- 1) Everything works great!

N415RC

- 1) Ammeter showed a temporary discharge again for one pilot. Report to plane captain if you see this happen
- 2) Potential intercom jack issue with pilot side. Reports of having to unplug and re-plug headset due to co-pilot can't hear pilot
- 3) Report of pilot seat leaning back too far. Temporarily adding a rod until the hydrolock can be replaced.

OLD BUSINESS

- N983SP is scheduled for the ADS-B transponder install the week of September 18th. It will get the Garmin GTX-335 transponder which has some extra features the current transponder doesn't have. More to come.

NEW BUSINESS

- Nothing new at this time.

SAFETY

Nothing to report for safety

MEMBERSHIP

We had one guest, Dan Mannisto, visiting the club. He is a member of the glider club that Val and Hubert fly with. Welcome Dan!

MARKETING

Nothing new to report for marketing.

What's Up...

Full Solar Eclipse

August 21st

If you have a plane and are flying somewhere in the path of totality, you better have a reservation. Parking spots at airports either have filled up or are filling up.

AOPA Fly-in

Norman, OK (KOUN)

Sept. 8-9

MEMBERS SECTION

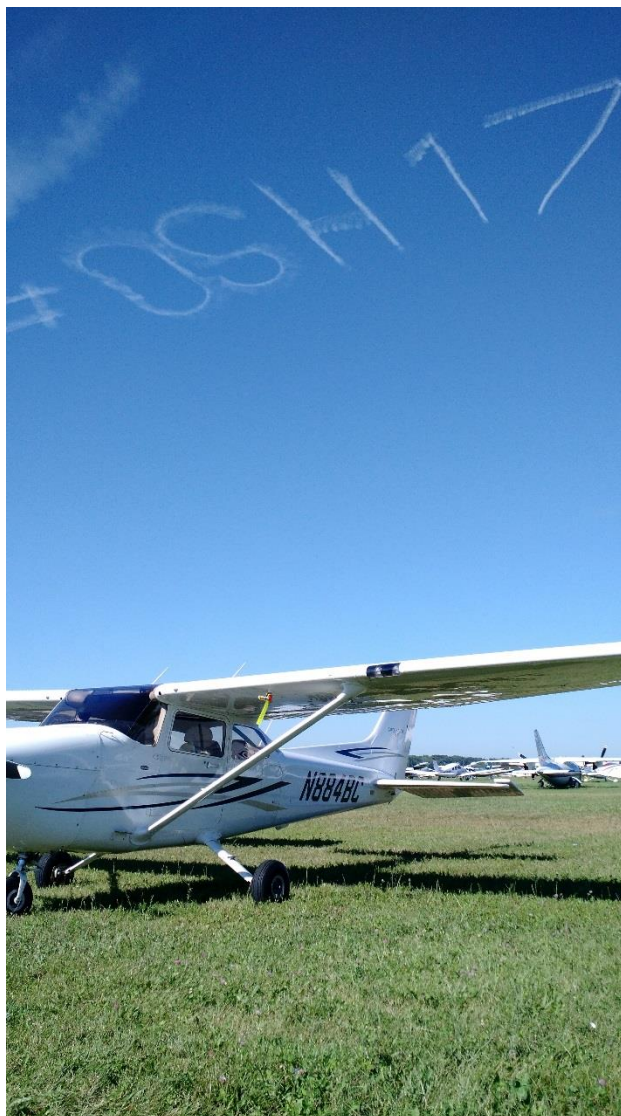
This section is for you, the members, to showcase your airplane adventures in the Photo Corner and let others know of your accomplishments. We are also looking for members to submit articles for the newsletter. With the years of flying experience we have in our club we are looking for members to submit 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.

ACCOMPLISHMENTS

After a long and I'm sure storied career with United Airlines, Nick Davis will be retiring in April next year. This is good news for the club as he will have more availability for instruction. Nick is a CFII and a longtime member of the BFC. Keep him in mind if you are looking to add an instrument rating or you know someone looking to get their PPL.

PHOTO CORNER

Kris Knigga flew N884BC up to Oshkosh this year and sent in the picture below.



Kris took his girlfriend up to Mackinac Island in N415RC. Kris joined the club in November last year and is putting the planes to good use.



Photo Credit: Kris Knigga

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