

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

\$4.45/gal

Aircraft Rates as of October 1st

C172S 4BC \$119.00

C172SP 3SP \$114.00

C182S 5RC \$139.06

CY Cumulative Hours Flown

November 2017

884BC 219.9 hrs.

983SP 207.5 hrs.

415RC 223.5 hrs.

TOTAL 650.9 hrs.

2016 Totals

884BC 218.9 hrs.

983SP 131.0 hrs.

415RC 223.1 hrs.

TOTAL 573.0 hrs.

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December Meeting Minutes

Members Section

Photo Corner – BFC Holiday Party 2017

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, December 5th, 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 for November was 35 hours with 0 hours club time. We made \$10,157.09 in payments and had \$14,123.93 in receipts. The loan balance is \$116,169 and cash in the bank is \$100,286.37. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented.

The aircraft reports were presented by the plane captains. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:07 PM.

Join us for our next meeting:

Tuesday, January 2, 2018

Business meeting at 7:30pm

See you there!

Attendees**Members**

Jim Krzyzewski
 Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Don Patterson
 Don Leonard
 Manish Awasthi
 Dean Likas
 Doug Smith
 Walt Slazyk
 Val Vlazny
 Steve Snapp
 Kris Knigga
 Gerry Miskowicz

Guests

Chuck Flood
 Paul Glonek
 Tom Harman

Social

TREASURER'S REPORT

CASH

Chase Checking	10,120.00
Chase Savings	90,166.37
Total	\$100,286.37

PAYMENTS

Naper Aero	Fuel and Fees - Oct	2,846.25
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
JA Air Center	3SP Fuel Pump	873.13
FAA	4BC FAA Registration Renewal	5.00
Avemco	Aircraft Ins.	4,286.50
Ericson	Maintenance to 3 planes	1000.00

Total **\$10,157.09**

RESERVES

INSURANCE (\$1500/ mo)	-1,500
ANNUALS (\$1000/ mo)	-8,000
LL10 DUES (\$350/ mo)	-700
INACTIVE MEMBER	-7,727
ENG OVRHL 3SP/4BC(\$750/mo)	-48,500
CREDIT BALANCE MEMBER	-14,700
ADS-B EQUIPMENT	-2,549
EQUIPMENT UPGRADE	-16,611

Reserves net 0

Reserve Increase/(Decrease) **\$3,967.00**

LOAN

INTEREST PAID @ 6.0%	\$586
PRINCIPAL PAID	\$1,079
AIRCRAFT LOAN Balance	\$116,169

RECEIPTS

Dues & Flying	14,120.51
Equity	0.00
Bank Interest	3.42

Total **\$14,123.93**

CREDITS TO MEMBERS

Fuel Away	385.33
Loan Pymt	555.10
Domain name reg.	21.54

Total **\$961.97**

FLYING HOURS

November

884BC	
FLYING	4.1
TACH	1917.6
TBO	2000
TMOH	82.4
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	20.1
TACH	4549.0
TBO	2000
TMOH	-429.2
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	10.8
TACH	5313.8
TBO	2000
TMOH	731.8
†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) No squawks

N983SP

- 1) Electric fuel pump replaced
- 2) Horizontal stabilizer cap damaged and replaced
- 3) Plane is currently down for engine overhaul and annual
- 4) Amp meter needs a new shunt. Investigating options as this is an expensive part.

N415RC

- 1) Left turn tendency at cruise speed. Aileron needs adjustment again.
- 2) Autopilot remains INOP. Possibly a servo issue.
- 3) Attitude indicator needs adjustment
- 4) Volt light still comes on. If volt meter shows 26v or more then the system is charging.

OLD BUSINESS

LL10 Updates

RNAV approach now scheduled for Feb 1st.

9/27 still a non-compliant runway with no practical way to make it compliant.

Looking at de-listing the runway but it will still be available for emergency use.

NEW BUSINESS

No new business.

SAFETY

Relating to the horizontal stabilizer cap damage on 983SP, make sure when pushing the plane back in it is lined up with the proper conduit on the back wall. That hangar has 2 conduits. Verify with the yellow lines. We are planning on getting lead in lines painted when the weather permits.

MEMBERSHIP – GUESTS

Chuck Flood and Paul Glonick visited the club again. Tom Harman visited the club.

Tom is a retired military and airline pilot. Welcome!

MARKETING

Due to good interest in the club lately, we will be holding off on sending another mail marketing campaign until the early spring of 2018.

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

BFC HOLIDAY DINNER 2017



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: Ray Kvietkus

WebMaster: Kevin Kanarski

GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Mike Pastore	630-606-3692
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 Knigga	765-357-4735
N415RC	Don Leonard	630-803-6967