

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

\$4.33/gal

Aircraft Rates as of April 1st

C172S 4BC \$117.80

C172SP 3SP \$112.80

C182S 5RC \$137.58

CY Cumulative Hours Flown

May 2019

884BC 00.0 hrs.

983SP 39.3 hrs.

415RC 00.0 hrs.

TOTAL 39.3 hrs.

2019 Totals

884BC 95.2 hrs.

983SP 117.1 hrs.

415RC 31.2 hrs.

TOTAL 243.5 hrs.

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June Meeting Minutes

Members Section

Photo from Al Loek

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, June 4th, 2019 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 May was 39.3 hours with 0 hours club time. We made \$32,087.26 in payments and had \$22,469.20 in receipts. The loan balance is \$95,798 and cash in the bank is \$91,960.88. 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 8:28 PM.

Join us for our next meeting:

Tuesday, July 2, 2019

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

Attendees**Members**

Jim Krzyzewski
 Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 Kris Knigga
 Eric Swanson
 David Vaught
 Nick Davis
 Alex Siegman
 James Robertson Jr.
 Jeff Andrews
 Chuck Jaudes
 Don Patterson
 Jim Cresto
 Manish Awasthi
 Bob Downey
 Walt Slazyk
 Emerson Beinhauer
 Dave Gustafson

Guests

Joe Willig

Social

Bradley Swanson

TREASURER'S REPORT

CASH

Chase Checking	6,747.18
Chase Savings	85,213.70
Total	\$91,960.88

PAYMENTS

Naper Aero	Fuel and Fees	1,826.75
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Patterson	Return overpaid account balance	3,500.00
Lumanair	4BC Engine Inspect Deposit	8,000.00
Swanson	Worknight supplies Apr / May	146.80
Lumanair	4BC Engine Inspection Balance	7,299.92
Abutaleb	Equity Return less A/C Balance	1,624.00
TEAM	4BC Prop balance, Nose wheel serv, Cowling repair, Door hinge	2,483.58
Avemco	Insurance Premium	4,375.00
TSFC	5RC ADS-B Equipment	1,685.00
Total		\$32,087.26

RESERVES

INSURANCE (\$1500/ mo)	-1,500
ANNUALS (\$1000/ mo)	-9,000
LL10 DUES (\$350/ mo)	-2,800
INACTIVE MEMBER	-16,227
ENG OVRHL 5RC (\$750/mo)	-24,175
CREDIT BALANCE MEMBER	-2,900
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	4,465
EQUITY INSTALLMENT MEMBER	-8,500
EQUIPMENT UPGRADE	-31,324
Reserves net	0
Reserve Increase/(Decrease)	-9,618.00

LOAN

INTEREST PAID @ 6.0%	485
PRINCIPAL PAID	1,180
AIRCRAFT LOAN Balance	95,798

RECEIPTS

Dues & Flying	11,466.32
Equity	9,000.00
Bank Interest	2.88
Member reimburs	2,000.00
Total	\$22,469.20

CREDITS TO MEMBERS

Fuel Away	0.00
Loan Pymt	555.10
Worknight Supplies	49.22
KLN Subscription 5RC	481.00
Keys 5RC	8.89
Total	\$1,094.21

FLYING HOURS

May

884BC	
FLYING	0.0
TACH	2258.9
TBO	2000
TMOH	1901.8
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	39.3
TACH	4948.9
TBO	2000
TMOH	1602.5
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	0.0
TACH	5594.9
TBO	2000
TMOH	450.7
†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) Still at Aurora. Engine has been returned to Aurora and waiting install. The firewall and floorboards were bent and need to be repaired. Still waiting on if the prop can be repaired or needs to be replaced
- 2) Looking into doing an annual while it is sitting at Aurora. Current annual is due in November.

N983SP

- 1) Fire extinguisher nearing maintenance. Kris looking into it.
- 2) Alternator acting up lately. Alternator is cutting out and coming back online. Alternator would need to be removed from the plane and sent out to be tested. Looking into possibly using the alternator from 4BC.
- 3) Nose wheel shimmy reported again. Some pilots noticed, others didn't.
- 4) Windshield cleaner bottle leaking. Make sure the cap on the bottle is tight.
- 5) A cotter pin was missing from the nose wheel and was replaced. Keep an eye out for those.

N415RC

- 1) Back and ready to fly.
- 2) Replaced nose wheel bolts and shims
- 3) Cabin heat hose was found disconnected and re-attached
- 4) Left exhaust was chafing on a hose and was corrected
- 5) Several bolts on oil pan were loose and tightened.
- 6) Rebuilt nose strut with new O rings
- 7) Air filter replaced
- 8) New ignition installed. New keys being made and will be distributed.
- 9) Replaced ELT battery
- 10) Replaced wheel bearings
- 11) IFR transponder and pitot static checks were performed
- 12) Alternator went out on a recent flight. Bolts were tightened which appeared to fix the issue.
- 13) Bald spot on pilot side tire

OLD BUSINESS

- ADS-B - We purchased the Sky Beacon ADS-B Out device for 415RC. This will replace the pilot side wing Nav light and make 415RC ADS-B compliant. We were able to get this at a discount thanks to Joe Willig. We wanted to get this taken care of in case we still have 415RC past the end of this year.
- Newer C182 for sale are still hard to find. Some older ones with the KAP-140 are for sale but they don't have WAAS GPS.

NEW BUSINESS

- LL10 Update (Kent): Hangar 8 has 2 winches that are not needed and are ours to take. Trees by the club house have been trimmed. Eventually replacing the outside outlets by the tiedowns with no-profile outlets. Phasing out the high-pressure sodium lamps with LED lights. Please let the airport manager know if the oil dump tank is getting full and they will have the township pump it out.

- Nick brought up a concern about landing at the airport on a calm wind day and not hearing another landing plane due to frequency congestion on 122.9. He suggested changing the airport frequency to 122.725, 122.925, or 123.075. Gevin mentioned he liked being on the same frequency as Clow being so close to that airport. Another concern was brought up about planes on the field that might not have a radio that can tune those frequencies. This is just an idea to kick around.
- Jim Krzyzewski offered to host a BFC Summer party at his house on July 20th. More info to come.

SAFETY

Use the grass runway 9 / 27 in gusty crosswind conditions.

MEMBERSHIP – GUESTS

No new guests or members.

MARKETING

We currently have a wait list to join the club!

ACCOMPLISHMENTS

No new accomplishments this month

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.



Al Loek giving EAA Young Eagle rides at Clow

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

Vice President: Gevin Cross

Secretary / Webmaster: Kevin Kanarski

Treasurer: Jack Lindquist

Safety Officer: Ray Kvietkus

Quartermaster: Jeff Andrews

Grillmaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539
Raymond Kvietkus	630-907-7721 ¹
Michael Beinhauer	847-902-7053
Nick Moore	530-906-9793

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	Jim Robertson	630-215-5003