

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airport 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

June 2019

884BC 00.0 hrs.

983SP 60.7 hrs.

415RC 22.6 hrs.

TOTAL 83.3 hrs.

2019 Totals

884BC 95.2 hrs.

983SP 177.8 hrs.

415RC 53.8 hrs.

TOTAL 326.8 hrs.

IN THIS ISSUE...

July Meeting Minutes

Members Section

Member Sweat Equity

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, July 2nd, 2019 at Naper Aero. The President called the meeting to order at 7:29 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 83.3 hours with 0.9 hours club time. We made \$9,697.81 in payments and had \$7,012.41 in receipts. The loan balance is \$94,611 and cash in the bank is \$89,275.48. 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 8:03 PM.

Join us for our next meeting:

Tuesday, August 6, 2019

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

Attendees**Members**

Jim Krzyzewski
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 Kris Knigga
 Nick Davis
 Alex Siegman
 James Robertson Jr.
 Jeff Andrews
 Chuck Jaudes
 Don Patterson
 Manish Awasthi
 Walt Slazyk
 Emerson Beinhauer
 Doug Smith
 Doug Beck

Guests

Garratt Breidster

Social

Bradley Swanson

TREASURER'S REPORT

CASH

Chase Checking	9,059.28
Chase Savings	80,216.20
Total	\$89,275.48

PAYMENTS

Naper Aero	Fuel and Fees	2,313.96
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Lumanair	5RC Annual Inspection	5,986.93
Falcon Avia	Oil and Filters	250.71

Total **\$ 9,697.81**

RESERVES

INSURANCE (\$1500/ mo)	-3,000
ANNUALS (\$1000/ mo)	-6,000
LL10 DUES (\$350/ mo)	-3,150
INACTIVE MEMBER	-16,227
ENG OVRHL 5RC (\$750/mo)	-24,925
CREDIT BALANCE MEMBER	-3,100
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	3,753
EQUITY INSTALLMENT MEMBER	-7,000
EQUIPMENT UPGRADE	-29,627

Reserves net 0

Reserve Increase/(Decrease) **-2,685.00**

LOAN

INTEREST PAID @ 6.0%	479
PRINCIPAL PAID	1,186
AIRCRAFT LOAN Balance	94,611

RECEIPTS

Dues & Flying	6,759.91
Equity	250.00
Bank Interest	2.50

Total **\$7,012.41**

CREDITS TO MEMBERS

Fuel Away	399.86
Loan Pymt	555.10
Checklist for 5RC	20.00
Airframe Logbook for 3SP	24.49
Keys for 5RC	88.89

Total **\$1,088.34**

FLYING HOURS

June

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

983SP	
FLYING	60.7
TACH	5009.6
TBO	2000
TMOH	1541.8
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	22.6
TACH	5617.4
TBO	2000
TMOH	428.2
†CLUB	0.9
*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. Waiting on parts from Cessna. Engine is complete.
- 2) Prop will be repaired versus replaced.

N983SP

- 1) The alternator from 4BC was put into 3SP after the original failed. Looking into getting the original alternator fixed under warranty.

N415RC

- 1) Autopilot reported INOP. Subsequent flights after the meeting reported autopilot functioning normally. Report if acting up.
- 2) New keys have been made for the ignition. See Ray if you are checked out in 5RC and don't have a new key yet.
- 3) Pilot checklist in the plane has been refreshed.

OLD BUSINESS

- BFC Summer Party at Jim's house, July 20th. You should have received an invite via e-mail from Jim. Email jimkrz@icloud.com if you didn't receive one.

NEW BUSINESS

- LL10 airport updates from Kent - Tree by exit has been trimmed. Still working on the hangar lights (replace with LED). Replacing heater plugs with in-ground plugs. Looking into getting the pothole fixed on the departure end of 36. Pump 2 hose reel is difficult to pull out and being looked at. Would like pilots to follow the sign pointing to the preferred fuel pump. This will maximize fuel delivery and prevent higher fuel costs. The new Illinois fuel tax doesn't apply to aviation fuel.

SAFETY

Ray talked about a recent experience flying VFR near Lake Michigan but over the water was essentially IFR. Be aware, even if it's VFR over land it may not be over large bodies of water.

A recommendation was made for Comm radio setup to minimize audio panel confusion. Use Comm1 as the airport comm radio (transmit and receive). Use Comm2 for ATIS and AWOS (monitor). If using Comm2 for transmit, kindly return the audio panel to Comm1 transmit post flight. Remember to check audio panel settings during preflight.

MEMBERSHIP – GUESTS

There was one guest this month. Garratt Breidster visited the club. He started flying after 9-11 and graduated from Lewis University. He flies business jets for a living and looking to get back into small plane pleasure flying. Welcome Garratt!

ACCOMPLISHMENTS

Alan Chan earned his private pilots license. Congratulations Alan!

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.

Oshkosh is coming up!

Send pictures of our members and planes attending the big event. Write a paragraph or two about you experience for the newsletter.

kkanarsk@gmail.com



John Wrycza and Jim Robertson Jr. putting sweat equity into keeping 983SP in top flying condition. We appreciate it!

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

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