

# 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

\$4.62/gal

### Aircraft Rates as of April 1st

C172S 4BC \$117.80

C172SP 3SP \$112.80

C182S 5RC \$137.58

### CY Cumulative Hours Flown

#### July 2019

884BC 00.0 hrs.

983SP 69.5 hrs.

415RC 50.7 hrs.

TOTAL 120.2 hrs.

#### 2019 Totals

884BC 95.2 hrs.

983SP 247.3 hrs.

415RC 104.5 hrs.

TOTAL 447.0 hrs.

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## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, August 6th, 2019 at Naper Aero. The Vice President called the meeting to order at 7:31 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 120.2 hours with 0.7 hours club time. This is a club record for flying time in one month and it was done with 2 planes. We made \$7,439.69 in payments and had \$39,389.40 in receipts. \$24,000 of the receipts was from insurance for 4BC. The loan balance is \$93,419 and cash in the bank is \$121,225.19. 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 8:08 PM.

Join us for our next meeting:

**Tuesday, September 3, 2019**

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

Attendees**Members**

Gevin Cross  
 Jack Lindquist  
 Kevin Kanarski  
 Ray Kvietkus  
 Kris Knigga  
 Zack Willig  
 Bob Downey  
 Eric Swanson  
 John Wrycza  
 James Robertson Jr.  
 Mel Finzer  
 Allan Loek  
 Josh Krecek  
 Chuck Jaudes  
 Steve Snapp  
 David Vaught  
 Hubert Elsen

**Guests****Social**

Joe Willig  
 Bradley Swanson

**TREASURER'S REPORT****CASH**

Chase Checking	16,006.02
Chase Savings	105,219.17
<b>Total</b>	<b>\$121,225.19</b>

**PAYMENTS**

Naper Aero	Fuel and Fees	3,533.80
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Swanson	Worknight Supplies June	73.79
Swanson	Worknight Supplies - July	67.15
Cincinnati Ins	Director / Officer Liab Ins	1,655.00
Krzyzewski	BFC Summer Party supplies	314.34
Kastor	3SP Install Alternator	225.00
Aero Prfrmnce	4BC Alternator	424.40

**Total** **\$ 7,439.69**

**RESERVES**

INSURANCE (\$1500/ mo)	-4,500
ANNUALS ( \$1000/ mo)	-7,000
LL10 DUES (\$350/ mo)	-3,500
INACTIVE MEMBER	-16,227
ENG OVRHL 5RC (\$750/mo)	-25,675
CREDIT BALANCE MEMBER	-1,400
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	2,781
EQUITY INSTALLMENT MEMBER	-7,750
EQUIPMENT UPGRADE	-47,022
4BC REPAIR	-10,933

**Reserves net** 0

**Reserve Increase/(Decrease)** **31,950**

**LOAN**

INTEREST PAID @ 6.0%	473
PRINCIPAL PAID	1,192
AIRCRAFT LOAN Balance	93,419

**RECEIPTS**

Dues & Flying	14,403.83
Equity	750.00
Bank Interest	2.97
Avemco Ins	24,232.60

**Total** **\$39,389.40**

**CREDITS TO MEMBERS**

Fuel Away	1,111.48
Loan Pymt	555.10
Oil / Filter	155.34
Stamps / Ink	67.00
Worknight Supply	60.70

**Total** **\$1,949.62**

## FLYING HOURS

July

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

983SP	
FLYING	69.5
TACH	5079.1
TBO	2000
TMOH	1472.3
†CLUB	0.7
*GAL/HR.	10.2

415RC	
FLYING	50.7
TACH	5668.1
TBO	2000
TMOH	377.5
†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) 2 more small parts were needed and obtained
- 2) Belly pan is back on and everything lines up
- 3) Annual will be performed while plane is being repaired

### N983SP

- 1) Tail eyebolt broke off. Can't winch the plane in the hangar until replaced
- 2) 100 hour fuel line and filter inspection completed
- 3) Right seat recline was stuck in the recline position. John repaired it by reseating the cable
- 4) Copilot seat height crank hard to turn. Suggested you shouldn't adjust the seat while sitting in it.
- 5) Amp meter light reported INOP

### N415RC

- 1) Flying well and autopilot working great

## OLD BUSINESS

- No updates for old business.

## NEW BUSINESS

- LL10 airport updates from Kent – Hose reel on number 2 pump oiled. Fuel price increase to \$4.62 as of 8/1/19. Used oil tank has a gauge now. Let Kent know when the gauge reads  $\frac{3}{4}$  full. Waiting on quotes for the outside hangar lights (LED).
- Since 4BC has been down since early spring we are suggesting pilots buddy up when the plane comes back online. Pilots should be prudent in becoming proficient with the G1000 before going solo.

## SAFETY

There is an alert from the TSA posted in the clubhouse about someone trying to access airports in the area. Be vigilant for unusual activities and be mindful of any unknown individual that may approach you in an unusual or strange manner.

## MEMBERSHIP – GUESTS

No new guests this month

## ACCOMPLISHMENTS

None reported

## 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.



**Kevin and Rachel Kanarski in the cockpit of the C-130 at AirVenture 2019**

My daughter and I made a spontaneous drive up to Oshkosh on Wednesday for a day trip to AirVenture. We waited in line to check out the cockpit of the C-130J Super Hercules parked on Boeing Plaza. A bit more going on up there than in the Cessna. They fly with a pilot, co-pilot and flight engineer up in the cockpit. This one was outfitted with skis and has been to Antarctica a few times. We ran into Bradley Swanson and his son James while we were walking around the vendor hangar. We stayed for the night airshow and fireworks which is still the best fireworks show I have seen. I usually spend most of my time taking photos at AirVenture but this time was spent with my daughter before she heads off to college. I did manage to snap a few photos though.

## 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.



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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](http://www.aircraftclubs.com)

**BFC Website:** [www.flybfc.org](http://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 <sup>1</sup>
Michael Beinhauer	847-902-7053
Nick Moore	530-906-9793

<sup>1</sup> 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