

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 August 1st

C172S 4BC \$120.70

C172SP 3SP \$115.70

C182S 5RC \$141.15

CY Cumulative Hours Flown

October 2019

884BC 59.5 hrs.

983SP 34.2 hrs.

415RC 17.2 hrs.

TOTAL 110.9 hrs.

2019 Totals

884BC 154.7 hrs.

983SP 370.2 hrs.

415RC 186.8 hrs.

TOTAL 711.7 hrs.

IN THIS ISSUE...

November Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 5th, 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 October was 110.9 hours with 12.3 hours club time. We made \$11,670.25 in payments and had \$44,869.24 in receipts. The loan balance is \$89,805 and cash in the bank is \$121,026.47. 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 8:22 PM.

Join us for our next meeting:

Tuesday, December 3, 2019

Business meeting at 7:30pm

See you there!

Attendees**Members**

Manish Awasthi
 Kris Knigga
 Josh Krecek
 Zack Willig
 John Wrycza
 Ray Kvietkus
 Jack Lindquist
 Alex Siegman
 Kevin Kanarski
 David Vaught
 James M Robertson
 Walt Slazyk
 Donald Patterson
 Jim Krzyzewski

Guests**Social**

Joe Willig
 Kent Krueger

TREASURER'S REPORT

CASH

Chase Checking	20,798.54
Chase Savings	100,227.93
Total	\$ 121,026.47

PAYMENTS

Naper Aero	Fuel and Fees	3,346.81
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Lumanair	4BC Fuel	243.38
Postmaster	Postage stamps	55.00
Naper Aero	Annual Dues	4,050.00
Lumanair	4BC Annual Inspection	1,837.27
Swanson	Worknight Supplies - Oct	64.44
Kastor	3SP Chk spark plug, fuel line AD	90.00
Kastor	5RC Alternator Battery Service	375.00
Sec of State	Illinois Annual Report	10.00
Aircraft Spruce	Oil and Oil Filters	452.14
Total		\$11,670.25

RESERVES

INSURANCE (\$1500/ mo)	-4,500
ANNUALS (\$1000/ mo)	-6,000
LL10 DUES (\$350/ mo)	-350
INACTIVE MEMBER	-16,227
ENG OVRHL 5RC (\$750/mo)	-27,925
CREDIT BALANCE MEMBER	-1,600
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	630
EQUITY INSTALLMENT MEMBER	-1250
EQUIPMENT UPGRADE	-63,805

Reserves net	0
Reserve Increase/(Decrease)	-33,199

LOAN

INTEREST PAID @ 6.0%	455
PRINCIPAL PAID	1,210
AIRCRAFT LOAN Balance	89,805

RECEIPTS

Dues & Flying	14,649.01
Equity	5,500.00
Bank Interest	2.50
Avemco	24,717.73
Total	\$44,869.24

CREDITS TO MEMBERS

Fuel Away	1,426.49
Loan Pymt	555.10
Worknight Gift Card	100.00
4BC Oil Change	163.62
Aircraft Keys	15.89
Total	\$2,261.10

FLYING HOURS

October

884BC	
FLYING	59.5
TACH	2318.4
TBO	2000
TMOH	1842.3
†CLUB	11.4
*GAL/HR.	10.2

983SP	
FLYING	34.2
TACH	5202.0
TBO	2000
TMOH	1349.4
†CLUB	0.9
*GAL/HR.	10.2

415RC	
FLYING	17.2
TACH	5740.4
TBO	2000
TMOH	304.2
†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 reports of problems since return to service
- 2) Oil change needed in 5 hours from time of meeting
- 3) Avionics Master Switch will be replaced this month
- 4) Third under-nose fuel drain will be “reinstalled” as well after being accidentally covered up during repair

N983SP

- 1) 48 hours left on oil change
- 2) Fuel injection inspection soon – will do while waiting on mags
- 3) Magneto service inspection still in limbo, over 2+ weeks at time of meeting
- 4) Report of fuel gauges reporting backwards, please report if observed
- 5) Compass light dimmer is flakey, but can be persuaded to turn on
- 6) Intermittent reports of faulty DG, please report if observed
- 7) Copilot seat is fixed

N415RC

- 1) Oil change due at 5783
- 2) Wing-end Sky Beacon could not be installed, choosing to switch to tail beacon and sell wing beacon – easier to install and cheaper for same functionality
- 3) Watch out for GPS drops, a few reports of them recently
- 4) Motion to replace KLN89B with KLN94 approved for \$750 – this is a “slot-compatible” upgrade that will make database updates easier and hopefully solve the drops and bad screen of our 89B

OLD BUSINESS

➤ New 182 purchase

5RC appraisal seems to be about 140k, as proven by 3 independent appraisals. Still hard to find new planes. Have potential trade for an 05 G1000WAAS with ADS-B and 1200 hours, waiting on current owner tax decision.

➤ Holiday Party

The BFC Holiday Party will be Sunday December 15th at McBrides. You should have received an invite, please RSVP with your entrée selection.

NEW BUSINESS

- LL10 airport update – Still working on hangar winches that are having issues. Replacing missing static line at the pumps. New fuel delivery of 8000 gallons this week. The fuel price will drop to \$4.50 when the old batch is used up (approx. 1st Nov). New lights are now installed outside the hangars. Replaced all sodium vapor with LED. Don't leave hangar doors partially open, make sure both ends are supported to prevent damage. Gutters adjusted and fascia replaced.
- New lights on timers are now installed in our hangars. 30 minutes of time by default. If they don't work, there should be an extension cord to plug in.
- Winter is here – use the Tanis heaters and cowling insulation blankets.

SAFETY

- Get into good lighting habits. NAV lights should be on whenever the engine is running, day and night. Strobes on entering the runway and off leaving the runway.

MEMBERSHIP — ENTRANCE WAIT LIST

We had an application entered, but we are currently full with no one on the exit list as of the meeting. This application is our only current one for the wait list.

ACCOMPLISHMENTS

Jim and Ray were quoted in an article about Naper Aero and BFC in the Naperville Sun!

As of the meeting, Eric Swanson was still preparing for his Commercial checkride — it had to be delayed to November. As of this publication, he has since passed!



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.

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, immediately report it to the plane captain, maintenance office or a board member. 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: Kevin Kanarski

Secretary: Alex Siegman

Treasurer: Jack Lindquist

Safety Officer: Nick Davis

Webmaster: Kevin Kanarski

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