

# 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 - CJP

### LL10 Avgas 100LL

\$4.14/gal.

### Aircraft Rates as of Nov. 1st

C172SP = \$108.90

C172S = \$103.90

C182S = \$128.25

### Cumulative Hours Flown :

Nov. 2016

884BC 217.1 hrs.

983SP 127.8 hrs.

415RC 220.5 hrs.

TOTAL 565.4 hrs.

Join us for our next meeting:

**Tuesday, January 10, 2017**

Business meeting at 7:30pm

See you there!

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, December 6th, 2016 at Naper Aero. The President called the meeting to order at 7:36 PM

The list of Attendee's is provided on page 2, left column.

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 was 61.6 hours with 3 hours club time. We made \$18,835.75 in payments and had \$16,145.03 in receipts. We had \$342.18 in fuel away credits. The loan balance is \$128,771.00 and cash in the bank is \$64,183.43. See the complete financial details later in this newsletter. The fuel price remains at \$4.14 per gallon. The treasurer's report was approved unanimously as presented.

The aircraft reports were heard followed by old business, new business, and safety.

Please see details in the following sections.

The meeting adjourned at 8:32 PM.

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**Attendees:**

Jim Krzyzewski  
 Jack Lindquist  
 Gerry Miskowicz  
 Kevin Kanarski  
 Mel Finzer  
 Ray Kvietkus  
 Kris Knigga  
 Gevin Cross  
 Walt Slazyk  
 Nick Davis  
 Jim Robertson Jr.  
 John Wrycza  
 Donald Patterson  
 Don Leonard  
 Val Vlazny

**Guests:****Social:****What's Up...?**

Get SOCIAL! The club has a Facebook, Instagram, and Twitter accounts. Tag @BFCFlyingClub on your social media post to show other members and potential members your flying adventures.

[Facebook](#)

[Instagram](#)

[Twitter](#)

**Old Business**

New approach for LL10 still pending

**New Business**

A few members were recognized for their above and beyond contribution to the club.

- John Wrycza for his maintenance of the club airplanes
- Jack Lindquist for his years of service as treasurer
- Ray Kvietkus for being the club "closer" for new members
- Bradley Swanson for taking time to cook us dinner during the warmer months

**Safety:**

- Don't be on the brakes when you touchdown. Keep your heels on the floor. We have been replacing a few tires with bald spots recently. Also make sure the parking brake is NOT engaged when departing or landing.
- There was a report of a taxiing plane not paying attention at LL10, blocking another plane and doing run-up in the wrong place. Let a board member know if you see something unsafe so we can have a record of the incident and report to the airport owners association.
- Close the black perimeter gate by 3SP before moving the plane.
- Watch for ice on the runway. Winter is here! Ray suggested using your vehicle to test braking action on the runway but only do this if you have a portable aviation radio tuned to 122.9.
- During these cold months, use the time to review the AOPA safety videos.  
<https://www.aopa.org/training-and-safety/online-learning>

**Membership:**

A new member, Dean Likas, joined the club on December 5, 2016. The members present at the meeting voted unanimously to accept his membership. Another prospect, Pat Brady, is very close to joining. There are 3 more strong prospects Ray is working with.

**Marketing:**

We are seeing a strong response to the postcard mailing. Another mailing is planned for April.

**Accomplishments:**

None.

## Seen on the web:

The club website design and content has been refreshed. Kevin Kanarski and Walt Slazyk put in the effort to bring the site up to date. Check it out...

<http://www.flybfc.org>

## Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. Bring in a dessert or beverage to share with your club members to celebrate your achievement. If it's during the summer months coordinate with the grill master.

## Flying Hours:

### November Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	22.8	8.8	30.0
TACH	1695.9	4338.3	5087.4
TBO	2000	2000	2000
TMOH	304.1	-218.5	958.2
CLUB	1.1	1.9	0.0
*GAL/HR.	10.2	10.2	12.3

### October Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	22.2	15.6	20.1
TACH	1673.1	4329.5	5057.4
TBO	2000	2000	2000
TMOH	326.9	-209.7	988.2
CLUB	0.5	1.8	1.1
*GAL/HR.	10.2	10.2	12.3

### September Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	14.0	10.6	22.9
TACH	1650.9	4313.9	5037.3
TBO	2000	2000	2000
TMOH	349.1	-194.1	1008.3
CLUB	0.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

\* Gallons per hour is \*estimated\*

## Aircraft Reports:

### N983SP

1. New main tire.

No other issues reported, the plane fly's well.

### N884BC

1. A shorted wire next to the throttle is what killed the flap motor.
2. Oil changed.
3. Under yoke map light knob is back.
4. Leaky under wing fuel drain replaced.
5. Autopilot servo has been replaced with a better servo that shouldn't fail like the others.

No other issues reported, the plane fly's well.

### N415RC

1. Pilot seat upright position has been adjusted.
2. A VOR check was performed on NAV2. It's reported to be OK.
3. An exhaust bracket is loose. It is just a retainer bracket so no major concern.
4. Ammeter still drops below 0 intermittently and vacuum still reads high.
5. Oil changed.
6. New left main tire.
7. Pitot-static and transponder check needed this month.

No other issues reported, the plane fly's well.

## November 2016 Treasurer's Report

**Cash**

Chase Checking	14,050.11
Chase Savings	50,133.32
<b>Total</b>	<b>\$64,183.43</b>

**Payments**

Naper Aero	Fuel and Fees - Oct	1,632.93
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Dienst	4BC Replace Flap Motor	2,448.92
Sportys	Oil and Oil Filters	338.10
Highland	Equity Return	3,500.00
Knigga	Equity Transfer	750.00
O'Connor	Equity Return	3,410.00
Gustafson	Equity Transfer	750.00
Naper Aero	Fuel - Supplemental	174.62
Avemco	Insurance - Aircraft	4,363.00
Various	Appreciation Gifts - 3	321.97
<b>Total</b>		<b>\$18,835.75</b>

**Reserves**

INSURANCE (\$1500/ mo)	-1,500
ANNUALS ( \$1000/ mo)	-8,000
LL10 DUES (\$350/ mo)	-700
INACTIVE MEMBER	-11,977
ENG OVRHL 3SP/4BC(\$750/mo)	-39,500
CREDIT BALANCE MEMBER	-13,800
EQUITY INSTALLMENT MEMBER	-1,750
<b>Reserves net</b>	<b>-13,043.00</b>
<b>Reserve Increase/(Decrease)</b>	<b>(\$2,690.00)</b>

**Loan**

INTEREST PAID @ 6.0%	\$649
PRINCIPAL PAID	\$1,016
AIRCRAFT LOAN Balance	\$128,771

**Receipts**

Dues & Flying	7,642.98
Equity	8,500.00
Bank Interest	2.05
Late fee	0.00
<b>Total</b>	<b>\$16,145.03</b>

**Credits To Members**

Fuel Away	342.18
Loan Pymt	555.10
<b>Total</b>	<b>\$897.28</b>

## This Month's Photo Corner

What are you flying? Send me a picture or two for the newsletter.



**David and Erica Vaught in N884BC**

“This is Erica and I flying to New Orleans for the Thanksgiving holiday. We did a scenic route VFR down the Mississippi to the Lakefront airport KNEW. Was a great trip and we saw lots of historic airplanes at the World War II museum there. “



## BFC FLYING CLUB HOLIDAY DINNER 2016

## 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

## About Our Organization:

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The Club has 45 equity members sharing three planes:

1. Cessna 172SP N983SP
2. Cessna 172S N884BC
3. Cessna 182S N415RC

**Aircraft Reservations:** [www.aircraftclubs.com](http://www.aircraftclubs.com)

**BFC Website:** [www.flybfc.org](http://www.flybfc.org)

**President:** Jim Krzyzewski

**QuarterMaster/VP:** Gevin Cross

**Secretary:** Kevin Kanarski

**Treasurer:** Jack Lindquist

**Safety Officer:** Joshua Jones

**WebMaster:** Greg VanDenHam

**GrillMaster:** Bradley Swanson

### BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 <sub>1</sub>
Michael Pastore	630-606-3692 * <sub>1</sub>
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

\* These instructors offer limited training

<sup>1</sup> Available for club checkouts and BFR's

### Chief Maintenance Officer:

John Wrycza	630-697-3559
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### Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Queen	630-525-0232
N415RC	Don Leonard	630-803-6967