

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 :

Oct. 2016

884BC	194.3 hrs.
983SP	119.0 hrs.
415RC	190.5 hrs.
TOTAL	503.8 hrs.

Join us for our next meeting:

Tues., December 6th 2016

Business meeting at 7:30pm

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, November 1st, 2016 at Naper Aero. The President called the meeting to order at 7:31 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.

We had 3 guest introduce themselves and 2 of them joined the club following the meeting. Welcome Kris Knigga and Dave Gustafson to the club.

The Treasurers' report was reviewed for the members. Total flying time was 57.9 hours with 3.4 hours club time. We made \$11,440.92 in payments and \$10,707.46 in receipts. We had \$1,139.88 in fuel away credits. The loan balance is \$129,786.00, cash in the bank \$66,884.15. 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 8:14 PM.

Attendees:

Jim Krzyzewski
 Don Leonard
 Kevin Kanarski
 Walt Slazyk
 Don Patterson
 Gevin Cross
 Val Vlazny
 Jim Robertson
 John Wrycza
 Gerry Miskowicz
 Ray Kvietkus
 Mel Finzer
 Jim Robertson Jr.

Guests:

Kris Knigga
 Dave Gustafson
 Yijin Kang

Social:

What's Up...?

Blue Skies!

Old Business

Mike Pastore gave an update on the new instrument approach to LL10. The FAA confirmed the JOT VOR is not going away but the current instrument approach is. The proposed new approach needs a waiver for night operations. Waiting to hear if commissioning the VASI at LL10 would grant the waiver for night ops. If not, they will publish the approach without night ops. It will be a circle to land only approach due to angle.

New Business

The club Holiday Party is scheduled for December 4th. You should have received an e-mail from Gevin with details. Please RSVP to Gevin as soon as possible if you haven't already.

Safety:

- The light outside 3SP hangar is intermittent.
- Still investigating better interior lighting for the hangars.
- The approaches to the hangars have no centerline striping. Extra care must be taken pulling the plane back in.
- New VASI lights on 18 are very bright. Take caution when landing at night. Airport management is looking into dimming.

Membership:

There were 3 guests at the meeting with 2 joining the club. A few more orientation flights are scheduled.

Marketing:

The postcard went out last week and we have already seen some good response

Accomplishments:

None.

Seen on the web:

Free Surviving After the Crash Safety Program from AVEMCO

<https://youtu.be/k0d2ujkhEok>

Aviation Photos Needed:

What are you flying? Send me a picture or two for the newsletter. Club planes count too! Write a little blurb on the last place you flew to lunch and we'll publish it.

I **really** could use some flying pictures.

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:

October Aircraft Report

	884BC	983SP	415RC
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

	884BC	983SP	415RC
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

August Aircraft Report

	884BC	983SP	415RC
FLYING	25.0	14.7	15.4
TACH	1636.9	4303.3	5014.4
TBO	2000	2000	2000
TMOH	363.1	-183.5	1031.2
CLUB	0.0	0.6	0.5
*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. Pilot seatbelt buckle plastic is cracked. Be careful when closing the door.

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

N884BC

1. Plane was at DeKalb with flap issue. Flap motor and micro switch were bad.
2. Autopilot servo was bad and was replaced.

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

N415RC

1. Front wheel tube replaced
2. New front seat covers are installed but need finishing.
3. Pilot seat leans back too far. Being looked into.
4. Ammeter still drops below 0 intermittently.
5. Vacuum still reads high.
6. NAV2 radio isn't working. No CDI display.

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

Oct. 2016 Treasurer's Report

Cash

Chase Checking	16,752.88
Chase Savings	50,131.27
Total	\$66,884.15

Payments

Naper Aero	Fuel and Fees - Sep	1,998.00
Volartek	Loan Payment	1,110.21
Swanson	Worknight Supplies	60.39
Aircraft Clubs	Reservation System	36.00
Naper Aero	Annual Naper Aero Dues	4,050.00
PsPrint Co.	Printing & mailing of Mrkting P-card	559.01
Lumanair	5RC Replace tire inner tube	244.27
Butler Avia	4BC Pitch servo / FedEx	3,383.04
Total		\$11,440.92

Reserves

INSURANCE (\$1500/ mo)	-4,500
ANNUALS (\$1000/ mo)	-7,000
LL10 DUES (\$350/ mo)	-350
INACTIVE MEMBER	-11,977
ENG OVRHL 3SP/4BC(\$750/mo)	-38,750
CREDIT BALANCE MEMBER	-13,600
EQUITY INSTALLMENT MEMBER	-1,750
Reserves net	-11,043.00
Reserve Increase/(Decrease)	(\$743.00)

Loan

INTEREST PAID @ 6.0%	\$654
PRINCIPAL PAID	\$1,011
AIRCRAFT LOAN Balance	\$129,786

Receipts

Dues & Flying	10,705.55
Equity	0.00
Bank Interest	1.91
Late fee	0.00
Total	\$10,707.46

Credits To Members

Fuel Away	1,139.88
Loan Pymt	555.10
Total	\$1,694.98

This Month's Photo Corner



Club Cessna 172s @ Morris Airport

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:

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 planes:

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

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

Safety Officer: Joshua Jones

WebMaster: Greg VanDenHam

QuarterMaster/VP: Gevin Cross

GrillMaster: Bradley Swanson

BFC Instructors:

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

* These instructors offer limited training

¹ 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