

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

C172SP = \$108.90

C172S = \$103.90

C182S = \$128.25

Cumulative Hours Flown :

Sept. 2016

884BC 172.1 hrs.

983SP 103.4 hrs.

415RC 170.4 hrs.

TOTAL 445.9 hrs.

Join us for our next meeting:

Tues., November 1st 2016

Business meeting at 7:30pm

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, October 4th, 2016 at Naper Aero. The President called the meeting to order at 7:30 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.

Our guest Clair presented the latest draft of the postcard to be sent out to advertise memberships to our club. One problem we have is the lack of instructors. We plan to send these postcards to all pilots with a valid medical in a 10-mile radius. The cost is approximately \$550.00 for postage only. Clair is donating her professional time to design the card. We had a length discussion about this marketing effort.

The Treasurers' report was reviewed for the members. Total flying time was 47 hours. No club time. We made \$6331.15 in payments and \$11,526.44 in receipts. We had \$559.44 in fuel away credits. The loan balance is \$130,797.00, cash in the bank \$67,617.61. See the complete financial details later in this newsletter. The fuel price has increased to \$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 8:16 PM.

Attendees:

Doug Beck
 Jim Krzyzewski
 Jack Lindquist
 Don Leonard
 Kevin Kanarski
 Walt Slazyk
 Don Patterson
 Bob Downey
 Gevin Cross
 Val Vlazny
 Nick Davis
 Jim Robertson
 John Wrycza
 Hubert Elsen
 JP Balakrishnan
 Davis Vaught

Guests:

Clair Krzyzewski

Social:

Bradley Swanson

What's Up...?

Many thanks to Bradley for cooking for the club at the monthly meetings.

Old Business

The new approach to Naper must be re-submitted to FAA due to some application error. The VASI approach lights are working on 18.

New Business

Election of Club Officers and Directors.

The member names for Club Directors and Officers, as announced at last month's meeting, were raised for nomination. A request for further nominations was made. No other nominations were offered. A motion was made and seconded to accept the names for the new Board of Directors. The membership present voted unanimously to accept those nominated.

The Officers/Directors elected are as follows:

Director / President James Krzyzewski
 Director / Vice President Gevin Cross
 Director / Secretary Kevin Kanarski
 Director / Treasurer Jack Lindquist
 Director / Safety Officer Joshua Jones
 Director / Operations Officer John Wrycza
 Director / Kristopher Queen
 Director / Donald Patterson
 Director / Donald Leonard

Subsequently, the new Board authorized four Directors to conduct financial transactions. Those directors are James Krzyzewski, Gevin Cross, Jack Lindquist, and Kevin Kanarski.

Safety:

More lights in the hangers are needed. John W. will ask Craig V. airport manager if we can install a solar yard light.

The approaches to the hangers have no centerline striping. Extra care must be taken pulling the plane back in.

Membership:

No change.

No potential members at the meeting.

Marketing:

Nothing new.

Accomplishments:

None.

Seen on the web:

Bob Hoover, one of history's greatest pilots, dead at 94

<http://blogs.mprnews.org/newscut/2016/10/bob-hoover-one-of-nations-greatest-pilots-dead-at-94/>

ICAO Flight Plan Checklist

http://www.faa.gov/documentLibrary/media/Form/FAA_7233-4_PRA_revised_07-28-2015.pdf

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.

Photo credit: Kris Queen

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:

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

July Aircraft Report

	884BC	983SP	415RC
FLYING	18.7	25.0	21.3
TACH	1611.9	4288.6	4999.0
TBO	2000	2000	2000
TMOH	388.1	-168.8	1046.6
CLUB	0.0	0.0	0.6
*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. Possible spark plug issues.
2. The enter key on the GPS is difficult to press.

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

N884BC

1. Starboard fuel drain seeps.
2. Map light knob fell off.
3. 30 hours from oil change.
4. DB updated.

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

N415RC

1. New front seat covers are installed but need finishing.
2. No new ammeter issues reported.
3. Vacuum still reads high.
4. We have a new timer button.
5. Pilots seat adjustment is not vertical enough.

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

Sept. 2016 Treasurer's Report

Cash		
Chase Checking		18,365.04
Chase Savings		45,127.52
Total		\$63,492.56

Payments		
Naper Aero	Fuel and Fees - Aug	1,934.12
Volartek	Loan Payment	1,110.21
Swanson	Worknight Supplies	55.57
	5RC Rplc Alternator/ Ammeter	
TEAM	test	1,884.47
Kastor	4BC Rplc Oil Pres Transducer	720.78
Kastor	3SP Flap Service	145.00
Honeywell	3SP GPS Database subscription	431.00
NFC - Barclay	Pancake Breakfast expense	50.00
Total		\$6,331.15

Reserves		
INSURANCE (\$1500/ mo)		-3,000
ANNUALS (\$1000/ mo)		-6,000
LL10 DUES (\$350/ mo)		-4,200
INACTIVE MEMBER		-11,977
ENG OVRHL 3SP/4BC(\$750/mo)		-38,000
CREDIT BALANCE MEMBER		-13,100
EQUITY INSTALLMENT MEMBER		-1,750
Reserves net		-10,409.00
Reserve Increase/(Decrease)		\$5,195.00

Loan		
INTEREST PAID @ 6.0%		\$659.00
PRINCIPAL PAID		\$1,006.00
AIRCRAFT LOAN Balance		\$130,797.00

Receipts		
Dues & Flying		11,424.60
Equity		0.00
Bank Interest		1.84
Late fee		100.00
Total		\$11,526.44

Credits To Members		
Fuel Away		559.44
Loan Pymt		555.10
Keys		17.78
Total		\$1,132.32

This Month's Photo Corner



On the ramp at Put In Bay Ohio



Port Clinton Ohio



Put in Bay Ohio



Columbus Ohio

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: Jim Krzyzewski

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	Eric Popper	630-841-3065