

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

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, September 6th, 2016 at Naper Aero. The President called the meeting to order at 7:32 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 55 hours. Club time was 1.1 hours. We made \$9878.44 in payments and \$8,808.20 in receipts. We had \$969.20 in fuel credits. The loan balance is \$131,804.00, cash in the bank \$62,422.32. See the complete financial details later in this newsletter. The fuel price remains at \$4.00 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.

LL10 Avgas 100LL

\$4.00/gal.

Aircraft Rates

C172SP = \$107.50

C172S = \$102.50

C182S = \$126.53

Cumulative Hours Flown:

August 2016

884BC 192.0 hrs.

983SP 111.8 hrs.

415RC 147.5 hrs.

TOTAL 451.3 hrs.

Join us for our next meeting:

Tues., October 4th 2016

Plane wash 5:00pm

Dinner 7:00pm

Business meeting at 7:30pm

See you there!

Attendees:

Jack Lindquist
 Doug Beck
 Don Leonard
 Mel Finzer
 Val Vlazny
 Ray Kvietkus
 Gerry Miskowicz
 Kevin Karnarski
 Nick Davis
 John Wrycza
 Chuck Jaudes
 Don Patterson
 James Robertson Jr.
 Walt Slyzak
 Greg VanDenHam
 David Vaught
 Jim Krzyzewski
 Greg VanDenHam
 Jim Robertson
 Gevin Cross
 Walt Slazyk
 David Kluzak

Guests:**Social:**

Bradley Swanson

What's Up...?

We attended the breakfast on Saturday the 24th and had a good time. Lots of good eats and I enjoyed chatting with our NFC club brethren pilots.

Old Business

Lights still not operational.
 Once they are the FAA can test the new approach procedure and approve it for service.
 Until then, the old approach is still in use.

New Business

The new board of directors for BFC will be elected in October. The slate is as follows:

Jim Krzyzewski President
 Gevin Cross VP
 Kevin Kanarski Secretary
 John Wrycza Chief Maintenance Officer
 Don Leonard AP captain 415RC
 Don Patterson AP captain 884BC
 Josh Jones Safety
 Kris Queen AP captain 983SP

Safety:

Make sure the gate is not open when moving 983SP out of the hanger.
 There are no paint guide stripes in front of any of the hangers. The club may possibly ask for volunteers to strip it.
 Val mentioned that one of the first things taught for glider training is what altitude is needed before a turn back to the field is possible. This is good to know for powered fixed wing as well.

Membership:

We have 13 openings at this time. Please market your club using the new brochure.

No potential members at the meeting.

Marketing:

Nothing new.

Accomplishments:

None.

Seen on the web:

FAA Rebate Program for General Aviation Aircraft Owners Who Equip with Automatic Dependent Surveillance-Broadcast (ADS-B) to Begin Next Week

http://www.faa.gov/news/press_releases/news_story.cfm?newsId=20814&cid=TW473

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: Gevin Cross, 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:

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

June Aircraft Report

	884BC	983SP	415RC
FLYING	35.8	19.0	44.5
TACH	1593.2	4263.6	4977.7
TBO	2000	2000	2000
TMOH	406.8	-143.8	1067.9
CLUB	0.1	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. Flaps not retracting
2. Oil analysis results are good
3. Bald spot on passenger tire

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

N884BC

1. Grounded due to oil pressure X'd out. Sending unit needs to be replaced
2. 50 hours until fuel line inspection needed
3. Under yoke light NOP
4. Possible service bulletin for fuel pump replacement

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

N415RC

1. Vacuum gauge reads higher than normal, gauge was bench checked ok
2. Amps gauge display's discharge occasionally
3. Audio panel knob still missing
4. We have a new timer button
5. Randy will sign off replaced seat covers

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

August 2016 Treasurer's Report



Cash

Chase Checking	17,294.80
Chase Savings	45,127.52
Total	\$62,422.32

Payments

Naper Aero	Fuel and Fees - July	2,058.93
Volartek	Loan Payment	1,110.21
Swanson	Worknight Supplies	65.42
Wrycza	4BC Tires & Tubes	413.40
AVEMCO	Insurance Premium	5,413.00
Jeppesen	5RC Nav Subscription	103.95
Airtex	5RC Frt for Seat Upholstery	36.65
Sporty's	Oil and Filters	338.10
	... see spreadsheet for additional detail	
Total		\$9,878.44

Reserves

INSURANCE (\$1500/ mo)	-1,500
ANNUALS (\$1000/ mo)	-5,000
LL10 DUES (\$350/ mo)	-3,850
INACTIVE MEMBER	-11,977
ENG OVRHL 3SP/4BC(\$750/mo)	-37,250
CREDIT BALANCE MEMBER	-13,000
EQUITY INSTALLMENT MEMBER	-1,750
Reserves net	-11,904.00
Reserve Increase/(Decrease)	\$1,070.00

Loan

INTEREST PAID @ 6.0%	664.00
PRINCIPAL PAID	1001.00
AIRCRAFT LOAN Balance	131,804.00

Receipts

Dues & Flying	13,216.00
Equity	250.00
Bank Interest	1.45
Total	\$13,467.45

Credits To Members

Fuel Away	969.20
Loan Pymt	555.10
Oil analysis 3SP	28.00
Total	\$1,552.30



This Month's Photo Corner



N884BC



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