

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

\$4.00/gal

Aircraft Rates as of August 1st

C172S	4BC	\$114.50
C172SP	3SP	\$109.50
C182S	5RC	\$133.53

Cumulative Hours Flown

August 2017

884BC	151.7 hrs.
983SP	128.3 hrs.
415RC	171.4 hrs.
TOTAL	451.4 hrs.

2016 Totals

884BC	218.9 hrs.
983SP	131.0 hrs.
415RC	223.1 hrs.
TOTAL	573.0 hrs.

Join us for our next meeting:

Tuesday, October 3, 2017

Plane Wash begins at 5:00pm

Business meeting at 7:30pm

See you there!

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MEETING MINUTES

The BFC held its monthly meeting on Tuesday, September 5th, 2017 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 August was 92.1 hours with 2.4 hours club time. We made \$8,714.42 in payments and had \$10,320.40 in receipts. The loan balance is \$119,391 and cash in the bank is \$90,760.91. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented.

The aircraft reports were heard. Kris Knigga is the new plane captain for N983SP. Followed by old and new business. Safety items were discussed by the new safety officer, Ray Kvietkus. A follow-up on our next marketing campaign was presented by President Jim.

Please see details in the following sections.

The meeting adjourned at 8:29 PM.

Attendees**Members**

Jim Krzyzewski
 Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 Don Patterson
 Don Leonard
 Val Vlazny
 Walt Slazyk
 Kris Knigga
 Nick Davis
 Grant McElroy
 James Robertson Jr.
 J.P. Balakrishnan
 David Vaught
 John Wrycza
 Bob Downey
 Dave Gustafson
 Chuck Jaudes
 Steve Snapp

Guests

Paul Glonek
 Dan Devany
 Manish Awasthi
 Kalyan Neogy
 Jeff Andrews

Social

Bradley Swanson

TREASURER'S REPORT

CASH	
Chase Checking	10,604.61
Chase Savings	80,156.30
Total	\$90,760.91
PAYMENTS	
Naper Aero	Fuel and Fees - Jul 2,976.88
Volartek	Loan Payment 1,110.21
Aircraft Clubs	Reservation System 36.00
Avemco	Aircraft Ins 4,343.00
Staples	Envelopes 33.85
Swanson	Work night food /supplies- Jul 59.48
Kastor	4BC / 3SP Tire Service 155.00
Total	\$8,714.42
RESERVES	
INSURANCE (\$1500/ mo)	-1,500
ANNUALS (\$1000/ mo)	-5,000
LL10 DUES (\$350/ mo)	-3,850
INACTIVE MEMBER	-7,727
ENG OVRHL 3SP/4BC(\$750/mo)	-46,250
CREDIT BALANCE MEMBER	-14,200
ADS-B EQUIPMENT	-763
EQUIPMENT UPGRADE	-11,471
Reserves net	0
Reserve Increase/(Decrease)	\$1,605.00
LOAN	
INTEREST PAID @ 6.0%	\$603
PRINCIPAL PAID	\$1,063
AIRCRAFT LOAN Balance	\$119,391
RECEIPTS	
Dues & Flying	10,317.06
Equity	0.00
Bank Interest	3.34
Total	\$10,320.40
CREDITS TO MEMBERS	
Fuel Away	1,694.00
Loan Pymt	555.10
Keys	11.85
4BC Annual	1,038.89
4BC Transponder Cert	327.75
4BC Ferrying	229.00
Total	\$3,856.59

FLYING HOURS

August

884BC	
FLYING	22.6
TACH	1849.4
TBO	2000
TMOH	150.6
†CLUB	0.4
*GAL/HR.	10.2

983SP	
FLYING	39.6
TACH	4469.8
TBO	2000
TMOH	-350.0
†CLUB	1.0
*GAL/HR.	10.2

415RC	
FLYING	29.9
TACH	5261.7
TBO	2000
TMOH	783.9
†CLUB	1.0
*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) Annual complete. ELT, Static, and transponder checks done
- 2) Replaced avionics master switch per Service Bulletin
- 3) Nose strut serviced
- 4) Main wheel brake pad replaced
- 5) CoPilot seat belt has been untwisted

N983SP

- 1) Kris Knigga is taking over as plane captain for 983SP
- 2) Voltage regulator replaced
- 3) Right fuel gauge may be acting up
- 4) New Rosen sun visors have been installed

N415RC

- 1) Panel GPS updated
- 2) Tail nav light replaced
- 3) Waiting for door panel on co-pilot side
- 4) Pilot side aileron has hangar damage and is being replaced

OLD BUSINESS



NEW BUSINESS

- Board elections will be held next month. If you would like to run for a position on the board let Jim or one of the other board members know.

SAFETY

Ray Kvietkus is the new safety officer

- Need to pay attention when pulling plane out and pushing plane in the hangars. Visually verify and verbally callout doors are clear, a ladder is not in the way, etc.
- When taxiing 884BC it is sterile cockpit time. Do not adjust knobs or buttons on the G1000 while the plane is moving. This should also apply to the other planes.

MEMBERSHIP

We had a few guests this month as listed in the attendee section on page 2. Welcome to those that attended!

MARKETING

Another mailing will be done targeting pilots in a 15 mile radius of the airport.

What's Up...

Airport Festival
Joliet Regional Airport
Sept. 24, 8am – 3pm

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.

ACCOMPLISHMENTS

Steve Snapp has returned from Germany as is back flying with the club again. Welcome back Steve!

PHOTO CORNER

Don Patterson and Kevin Kanarski flew in 983SP to Perryville, MO for the solar eclipse. They met up with Walt Slazyk and his wife.



Waiting in line for fuel at Perryville, MO. Photo Credit: Walt Slazyk



Walt surprised us as we waited for fuel. Photo Credit: Kevin Kanarski



Viewing the eclipse through pin holes. Photo Credit: Kevin Kanarski

John Wrycza installed the new Rosen sun visors in 983SP. Now we have real sun visors when flying toward the sun. Thanks John!



Photo Credit: John Wrycza

WHAT MEMBERS ARE FLYING

Author: Larry Bothe; a former BFC member now living in Indiana

I got to fly a truly unique airplane a couple of days ago, and I thought BFC members might be interested in it. It is a Lowe 120a, a one-off airplane. There is not another one like it in the world. David Lowe, a noted expert on Cessna 120s and 140s, built it as a proof-of-concept airplane; that you could start with a Cessna 120 airframe, make numerous modifications, and end up with a Light Sport compliant airplane registered as experimental. The airplane presently belongs to a woman from Owensboro, KY, who flew it up to Seymour for me to do her Private Pilot checkride. I had met her after a presentation I did at Oshkosh; that's how all this came about.

The airplane started as a Cessna 120 fuselage, the wings were changed to Cessna 150 wings, but with the flaps removed to save weight, and with the long-range Pipeline Patroller fuel tanks. It has a single wing strut on each side; not sure what they are from, maybe custom fabricated. The landing gear is Cessna 140. The engine is a Continental C-90 (stock Cessna 120/140 engine near the end of the production run) with a Sensenich wood prop (half the weight of a metal one). Thanks to the current owner it now has a B&C Specialties lightweight alternator for continuous power to operate the radio and transponder she added. Again to save weight (remember, it's LSA) there is no soundproofing. Taxiing it around is like living in a tin can. It makes all sorts of noises. Landing it is quite loud as it contacts the pavement. I was thankful for my recently-acquired Lightspeed Zulu 3 headset, which I really like.

A picture of the airplane, with the owner, is below. Oh by the way, she passed.



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
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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

QuarterMaster/VP: Gevin Cross

Secretary: Kevin Kanarski

Treasurer: Jack Lindquist

Safety Officer: Ray Kvietkus

WebMaster: Greg VanDenHam

GrillMaster: Bradley Swanson

BFC Instructors:

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

* These instructors offer limited training

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	Don Leonard	630-803-6967