

# 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

\$4.59/gal

### Aircraft Rates as of April 1st

C172S	4BC	\$120.40
C172SP	3SP	\$115.40
C182S	5RC	\$140.78

### CY Cumulative Hours Flown

#### March 2018

884BC	27.4 hrs.
983SP	0.0 hrs.
415RC	28.4 hrs.
<b>TOTAL</b>	<b>55.8 hrs.</b>

#### 2018 Totals

884BC	76.0 hrs.
983SP	0.0 hrs.
415RC	47.7 hrs.
<b>TOTAL</b>	<b>123.7 hrs.</b>

Join us for our next meeting:

**Tuesday, May 1, 2018**

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

## IN THIS ISSUE...

**April Meeting Minutes**

**Members Section**

**Photos of N983SP Engine**

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, April 3rd, 2018 at Naper Aero. The President called the meeting to order at 7:31 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 December was 55.8 hours with 7.9 hours club time. We made \$11,127.53 in payments and had \$7,372.52 in receipts. The loan balance is \$111,799 and cash in the bank is \$85,913.75. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented.

The aircraft reports were presented by the plane captains. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:10 PM.

\*Note the aircraft rates increase as of April 1<sup>st</sup> due to a fuel price increase at LL10.

Attendees**Members**

Jim Krzyzewski  
 Gevin Cross  
 Jack Lindquist  
 Kevin Kanarski  
 Ray Kvietkus  
 Bob Downey  
 Hubert Elsen  
 Walt Slazyk  
 Kris Knigga  
 Chuck Jaudes  
 Gerry Miskowicz  
 Manish Awasthi  
 J.P. Balakrishnan  
 David Vaught  
 Steve Snapp  
 Jim Robertson Jr.  
 Val Vlazny  
 John Wrycza  
 Don Leonard  
 Don Patterson  
 Mel Finzer

**Guests**

Lexman (Friend of JP)

**Social**

Bradley Swanson

## TREASURER'S REPORT

**CASH**

Chase Checking	10,736.49
Chase Savings	75,177.26
<b>Total</b>	<b>\$85,913.75</b>

**PAYMENTS**

Naper Aero	Fuel and Fees	1,365.28
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
TEAM	5RC Cylinder & Mag service	4,931.09
NU-TEK	4BC Attitude Gyro / shipping	473.89
Honeywell	3SP GPS Database subscription	466.00
Butler Avionic	5RC Roll Servo/shipping, ELT	1,885.14
	Batt	
Southern Sky	5RC Annual Inspection	859.92
<b>Total</b>		<b>\$11,127.53</b>

**RESERVES**

INSURANCE (\$1500/ mo)	-3,000
ANNUALS ( \$1000/ mo)	-8,000
LL10 DUES (\$350/ mo)	-2,100
INACTIVE MEMBER	-7,727
ENG OVRHL 4BC	-28,000
ENG OVRHL 5RC (\$750/mo)	-3,000
CREDIT BALANCE MEMBER	-15,600
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	1,059
EQUIPMENT UPGRADE	-19,546
<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/(Decrease)</b>	<b>(\$3,755.00)</b>

**LOAN**

INTEREST PAID @ 6.0%	\$564
PRINCIPAL PAID	\$1,101
AIRCRAFT LOAN Balance	\$111,799

**RECEIPTS**

Dues & Flying	7,370.06
Equity	0.00
Bank Interest	2.46
<b>Total</b>	<b>\$7,372.52</b>

**CREDITS TO MEMBERS**

Fuel Away	106.47
Loan Pymt	555.10
Drain Valve – compressor	6.48
<b>Total</b>	<b>\$668.05</b>

## FLYING HOURS

### February

884BC	
FLYING	27.4
TACH	2021.0
TBO	2000
TMOH	-21.0
†CLUB	0.7
*GAL/HR.	10.2

983SP	
FLYING	0.0
TACH	4549.0
TBO	2000
TMOH	-429.2
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	28.4
TACH	5380.0
TBO	2000
TMOH	665.6
†CLUB	7.2
*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) Trim switch on yoke replaced
- 2) Right door latch fixed
- 3) Standby AI overhauled (same unit)
- 4) Major brake work performed (new backing plate, rotors, and pads)
- 5) Wheel bearing replaced
- 6) Engine cowl mounts repaired
- 7) Fuel line and ignition switch AD inspection complete
- 8) Nose wheel shimmy reported

### N983SP

- 1) Has returned from the annual inspection\engine overhaul
- 2) Reconditioned propeller (looks new)
- 3) Break-in procedure only until further notice; no pattern work, no touch and go, fly low (3500 ft), high power only. Use the oil in the plane. Engine will burn oil during the break-in, this is normal.
- 4) ELT battery due next month
- 5) EGT gauge is bouncing
- 6) Mixture control may be loose and move on its own
- 7) GPS database updates

### N415RC

- 1) ELT battery replaced
- 2) Volts light still illuminating
- 3) Plane still flies out of trim primarily when flying solo
- 4) AP still INOP. Waiting on out of trim condition to be resolved before installing rebuilt servo.
- 5) A hole was found in one of the tire tubes. This could be from thorns from the bushes south of the pumps. Best to park north of the pumps when fueling.

## OLD BUSINESS

No updates on old business this month

## NEW BUSINESS

- Nick Davis is now retired and available for instruction. Congratulations Nick!

## SAFETY

Check engine oil as directed in the pre-flight checklist. 6 quarts (172) and 8 quarts (182) is the normal minimum limit for short flights. For extended flight over 3 hours, 8 quarts (172) and 9 quarts (182) are specified in the information manual. The 172 should not be operated on less than 5 quarts of oil and the 182 should not be operated on less than 4 quarts of oil according to the information manual.

## MEMBERSHIP – GUESTS

- Lexman – A friend of JP's visited the club. Welcome!

## MARKETING

Due to good interest in the club lately, we will be holding off on sending another mail marketing campaign until the early spring of 2018.

## ACCOMPLISHMENTS

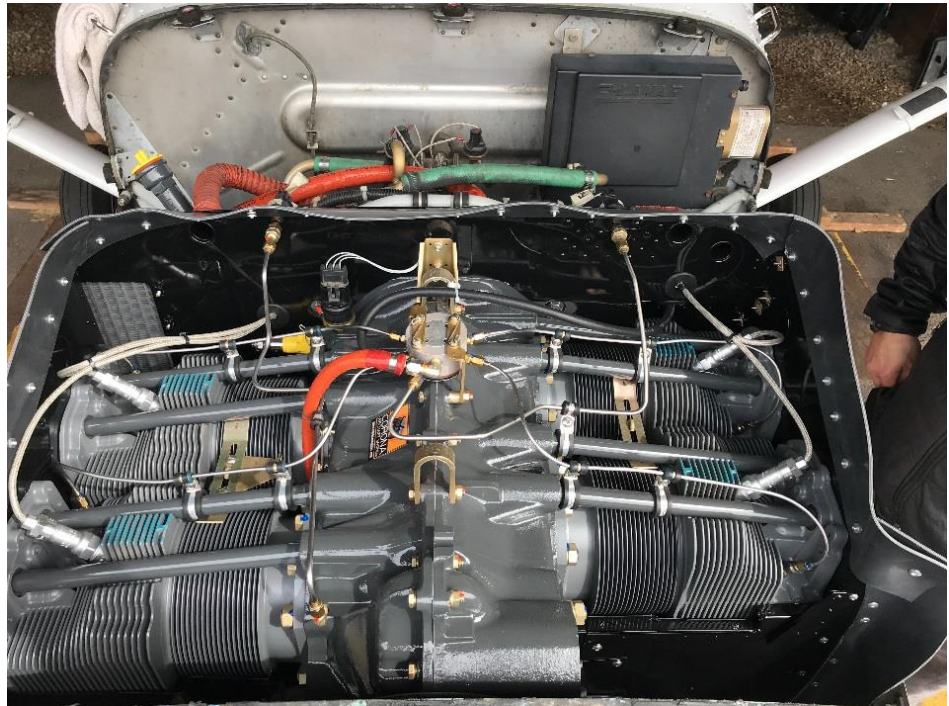
No new accomplishments this month

What's Up...

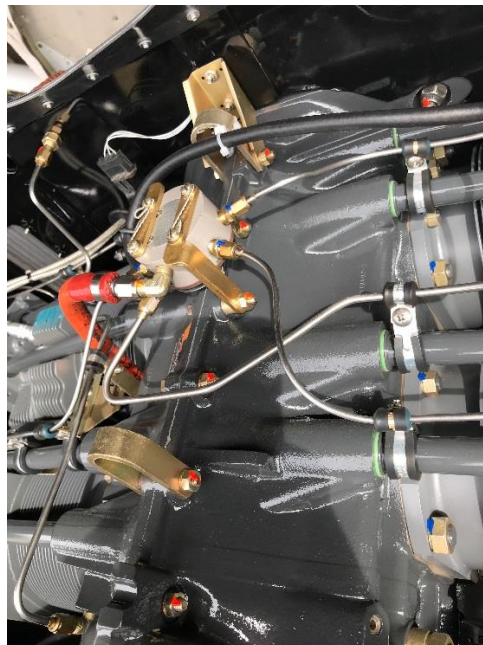
## MEMBERS SECTION

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.

## PHOTOS OF N983SP ENGINE



Clean Overhauled Engine





**New Baffles**



**First Oil Change**

*Submitted by John Wrycza*

## 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

[iquiry@flybfc.org](mailto:iquiry@flybfc.org)

## 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](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:** Ray Kvietkus

**WebMaster:** Kevin Kanarski

**GrillMaster:** Bradley Swanson

### BFC Instructors:

Nick Davis	630-393-0539
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 <sup>1</sup>
Mike Pastore	630-606-3692
Jeff Hilsenbeck	630-660-0821

\* These instructors offer limited training

<sup>1</sup> 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