

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

\$5.01/gal

Aircraft Rates as of August 1st

C172S	4BC	\$124.60
C172SP	3SP	\$119.60
C182S	5RC	\$145.95

CY Cumulative Hours Flown

June 2018

884BC	37.1 hrs.
983SP	35.9 hrs.
415RC	26.0 hrs.
TOTAL	99.0 hrs.

2018 Totals

884BC	175.1 hrs.
983SP	95.9 hrs.
415RC	109.1 hrs.
TOTAL	380.1 hrs.

Join us for our next meeting:

Tuesday, August 7, 2018

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

IN THIS ISSUE...

July Meeting Minutes

Members Section

LL10 Airport Updates

New Member Corner

Annie Price

Himanshu Sethia

DuPage Airport Runway Safety

Naper Aero Club 2018 Picnic

Stratux Update for ForeFlight

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, July 10th, 2018 at Naper Aero. The President called the meeting to order at 7:33 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 June was 99.0 hours with 2.9 hours club time. We made \$8,982.19 in payments and had \$20,791.38 in receipts. The loan balance is \$108,464 and cash in the bank is \$99,134.29. 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 8:25 PM.

Attendees**Members**

Gevin Cross
 Jack Lindquist
 Jim Krzyzewski
 Kevin Kanarski
 Ray Kvietkus
 Kris Knigga
 Nick Davis
 Manish Awasthi
 Michael Beinhauer
 David Vaught
 Steve Snapp
 Annie Price
 Jeff Andrews
 Mel Finzer
 Jim Robertson Jr.
 Val Vlazny
 John Wrycza
 Don Patterson
 Mel Finzer

Guests

Sathish Natarajan
 Kent Krueger
 Aryan Chawla
 Raj Chawla

Social

Bradley Swanson

TREASURER'S REPORT

CASH

Chase Checking	13,949.44
Chase Savings	85,184.85
Total	\$99,134.29

PAYMENTS

Naper Aero	Fuel and Fees	3,369.13
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
TEAM	5RC Service to LH Aileron	216.85
Popper	Equity Return	4,250.00

Total **\$8,982.19**

RESERVES

INSURANCE (\$1500/ mo)	-3,000
ANNUALS (\$1000/ mo)	-7,000
LL10 DUES (\$350/ mo)	-3,150
INACTIVE MEMBER	-7,727
ENG OVRHL 4BC	-28,000
ENG OVRHL 5RC (\$750/mo)	-5,250
CREDIT BALANCE MEMBER	-20,350
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	-996
EQUIPMENT UPGRADE	-23,662

Reserves net 0

Reserve Increase/(Decrease) **\$11,810.00**

LOAN

INTEREST PAID @ 6.0%	\$548
PRINCIPAL PAID	\$1,117
AIRCRAFT LOAN Balance	\$108,464

RECEIPTS

Dues & Flying	12,288.87
Equity	8,500.00
Bank Interest	2.51

Total **\$20,791.38**

CREDITS TO MEMBERS

Fuel Away	229.76
Loan Pymt	555.10
FedEx 5RC DG	20.66

Total **\$1,422.80**

FLYING HOURS

June

884BC	
FLYING	37.1
TACH	2120.1
TBO	2000
TMOH	-120.1
†CLUB	0.8
*GAL/HR.	10.2

983SP	
FLYING	35.9
TACH	4644.9
TBO	2000
TMOH	1906.5
†CLUB	2.0
*GAL/HR.	10.2

415RC	
FLYING	26.0
TACH	5441.4
TBO	2000
TMOH	604.2
†CLUB	0.1
*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) Nose wheel shimmy reported. Will be addressed at the annual.
- 2) Fuel line inspection completed.
- 3) Keep an eye on the oil changed interval and report to plane captain and John W.
- 4) Annual due by end of August. Looking at scheduling for completion in September to move the annual date later in the year.
- 5) Door weather stripping has been glued back in place.
- 6) Co-pilot mic jack has been reported loose when using a Bose headset. Please report if you noticed this with a Bose or any other brand headset.

N983SP

- 1) Fuel line and air filter inspection complete. Need new air filter (on order).
- 2) Oil leak reported. The oil pressure sensor was bad and was replaced.
- 3) Nose wheel shimmy reported.
- 4) Still using 100W oil and keep an eye on the oil level.

N415RC

- 1) Oil pressure adjusted up from the bottom of the green arc.
- 2) Left tire had a significant bald spot and had to be replaced. Looks like the brake was significantly applied during landing. Practice heels on the floor when landing.
- 3) AP is now functioning.
- 4) Rebuilt DG has been installed.
- 5) Davtron is intermittent.
- 6) Wing tip strobe light repaired.

OLD BUSINESS

- ADS-B install for 884BC will be scheduled for some time after the annual which will be performed in early September. *Due to an incident with 884BC after the meeting this will need to be revisited.

NEW BUSINESS

- New member, Annie Price was unanimously voted into the club.
- New member, Daniel Tomoiaga was unanimously voted into the club.

SAFETY

Ray provided an update on a change to the FAR. A commercial student can now take lessons and the checkride in a TAA (Technically Advanced Aircraft). Our N884BC meets the TAA requirements for commercial and certified flight instructor license.

MEMBERSHIP – GUESTS

Annie Price joined the club after the June meeting and was unanimously voted into the club by the members present. See her bio in the new members corner.

Daniel Tomoiaga joined the club after the June meeting and was unanimously voted into the club by the members present.

Satish Natarajan is a new student pilot and joined the club after the July meeting.

Aryan Chawla visited with his father. He is interested in getting his PPL.

Welcome!

MARKETING

Postcard went out to 1500 pilots around the airport. If you see a new face at the meeting say Hi!

ACCOMPLISHMENTS

Kris Knigga successfully obtained his Instrument rating. Congratulations Kris!

[What's Up...](#)**Naper Aero Club 2018 Picnic**[Link to info and RSVP](#)**Stratux Update**

Walt Slazyk discovered the recent ForeFlight update (10.2) would not display ADS-B traffic from his Stratux. The solution is to upgrade the Stratux SD card with the latest version from Stratux.

[Link to Stratux](#)

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.

LL10 AIRPORT UPDATES

- The airport will be eliminating the obstructions from 9/27 in order to make it a legal runway. Trees have been trimmed or taken out. The fence has also been removed. All of this will make it a legal 1600' runway.
- Security cameras have been installed around the airport.
- Fuel pumps reset to 0 now and fueling is measured in 100th of a gallon.
- Gutters around the hangars have been redone in order to prevent them from falling.
- Walk the ground cables back to the reels. Don't let it snap back to the stop.

NEW MEMBER CORNER

Annie Price

I took my first flight in a single engine when I was 12 after years of hearing about how the Prices are flyers. My grandfather left some money for his grandchildren to learn to fly and I was the youngest and the only one to take him up on it, so I started taking lessons when I was 15. I soloed when I was 16/17. I stopped to go to school but I always knew I'd come back to it. Turns out I'm the fourth generation Price to have an interest in flying!.

Himanshu Sethia

A CHILDHOOD WISH BEING FULFILLED.....

I am from India and I migrated to the USA in 2013. After moving to the USA, I was initially residing in Pennsylvania from where I moved to Chicago area in late 2016. I have done my diploma in Electronics Engineering in 1987 from India and then I began to look after my family business in India. Currently, I am the Managing Director of Himalaya Trans-Logistics Pvt. Ltd., a logistics company in India and I manage the daily affairs of the company. Due to the occupation, I have to travel to India often and I spend about 6 months in a year in India. Having come to Chicago, I plan to diversify my business and I am looking at any new opportunity for importing and supplying parts made from investment casting and forging for any industry and automotive segment.

My interest in flying has been on my wish list since my college days in 1985 in Bangalore, India. I was always fascinated by aeroplanes from childhood and that fascination has always remained in me. I still remember my first flight I travelled in was on an Avro 748, a 65 seater British build plane with twin turbo propelled engines operated by Indian Airlines in 1972 when I was 7 years old. This flight was from my hometown Rajkot to Bombay (now Mumbai). Talking about my Bangalore days, I had a friend who was learning to fly an aeroplane in a flying club there. There were very few flying clubs in India then, not that there are many today, but Bangalore was one of them. Bangalore

also happens to be a place where a government enterprise HAL (Hindustan Aeronautics Ltd.) manufactures planes. So I requested this friend of mine to take me on one of the flight and he obliged. I was thrilled as he took me up in the sky where he would cease the engine of the single engine propelled Piper and glide for a while, restart the engine and we had a lot of fun. This flight incited my desire to learn flying, so I inquired about the cost for learning to fly and become a pilot. The cost was Indian Rupees 40,000.00 then in 1985 which translated to approximately USD 3400 at the then exchange rate. I was dependent on my father for all my needs and education so I had to request him to pay my fees. But he refused to pay my fees not because he could not afford the fees, but since I was the only son and he feared with the thought of learning to fly planes. I totally understood his feelings and respected his fear, but I was deprived of this opportunity I had in Bangalore. Thereafter, I never got any opportunity as there were no flying clubs in my hometown or around.

When I moved to Aurora, I would drive on the 83 rd Street to go to the Springbrook golf course and pass by the Aero Estates. My passion to learn flying the aeroplane began to fill my heart once again, but I was told by someone that the strip was private and belonged only to the people living there. One day my eyes fell on the banner hanging outside the club house at Aero Estates and I stopped by. The club house was closed, but I laid my hand on the brochure placed in the box besides the door of the club. From the information on the brochure, I sent an email to Jim introducing myself and that I was interested to learn flying an aeroplane. My email was responded quickly and the rest is history. I was taken on an orientation flight by Jim and it was a great experience after my 1985 flight in Bangalore. My interaction with Jim gave me lots of confidence and consolidated my decision of joining BFC and relive my dream of flying an aeroplane. Though I have been a frequent traveler on planes, but even today, my fascination for aeroplanes persists. My head turns towards any plane flying overhead and I watch it fly past in amazement. That also includes some of you who fly from Aero Estates and if I am playing Golf on any of the nearby courses, I definitely stop and watch you fly by. I thank you all for the very warm welcome you gave me and voted me to the membership of this elite club. Long Live BFC & Happy & Safe Flying Always.....

DUPAGE TOWER RUNWAY SAFETY MEETING

Submitted by Mike Pastore

Mike and Himanshu attended a runway safety meeting at DuPage airport. The presenters were tower personnel and the DuPage FSDO. Below is a link to the summary they provided to the attendees. It provides interesting insight into what the controllers are thinking and what they are focused on. Much of the information here would, of course, apply to operations at any controlled airport. Also, there are a number of points that serve as an interesting refresher and I encourage all BFC pilots to take the time to read it.

[DuPage Runway Safety](http://www.flybfc.org/sites/default/files/misc/DuPageRunwaySafety.pdf)

(<http://www.flybfc.org/sites/default/files/misc/DuPageRunwaySafety.pdf>)

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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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

BFC Website: 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
Raymond Kvietkus	630-907-7721 ¹
Mike Pastore	630-606-3692
Michael Beinhauer	847-902-7053

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