

# 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

\$4.75/gal

### Aircraft Rates as of August 1st

C172S	4BC	\$122.00
C172SP	3SP	\$117.00
C182S	5RC	\$142.75

### CY Cumulative Hours Flown

#### August 2018

884BC	0.0 hrs.
983SP	51.4 hrs.
415RC	16.2 hrs.
<b>TOTAL</b>	<b>67.6 hrs.</b>

#### 2018 Totals

884BC	215.7 hrs.
983SP	200.8 hrs.
415RC	147.8 hrs.
<b>TOTAL</b>	<b>564.3 hrs.</b>

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## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, September 4th, 2018 at Naper Aero. The President called the meeting to order at 7:39 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 67.6 hours with 0.5 hours club time. We made \$25,143.51 in payments and had \$17,751.33 in receipts. The loan balance is \$106,212 and cash in the bank is \$99,396.73. 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.

Join us for our next meeting:

**Tuesday, October 2, 2018**

Plane Wash at 5:00pm

Business meeting at 7:30pm

See you there!

Attendees**Members**

Jim Krzyzewski  
 Jack Lindquist  
 Kris Knigga  
 Walt Slazyk  
 Doug Beck  
 David Gustafson  
 David Vaught  
 Nick Davis  
 Steve Snapp  
 Jeff Andrews  
 Jim Robertson Jr.  
 John Wrycza  
 Val Vlazny  
 Don Leonard  
 Don Patterson  
 Al Loek  
 Jim Cresto

**Guests**

Andy West  
 Phil King

**Social**

Bradley Swanson  
 Mike Pastore

**TREASURER'S REPORT****CASH**

Chase Checking	14,206.03
Chase Savings	85,190.70
<b>Total</b>	<b>\$99,396.73</b>

**PAYMENTS**

Naper Aero	Fuel and Fees	5,434.64
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Corona	4BC Engine O/H deposit	12,500.00
Aircraft Spruce	5RC Spark plugs (3), 172 air filters	330.61
Airparts	5RC Strobe	381.50
Sporty's	5RC Oil filter, 3 cs Oil	292.50
Desser	Tires for each aircraft	560.55
Sporty's	5RC / 3SP Oil and Filters	231.00
Avemco	Aircraft Insurance	4,266.50
<b>Total</b>		<b>\$25,143.51</b>

**RESERVES**

INSURANCE (\$1500/ mo)	-1,500
ANNUALS ( \$1000/ mo)	-9,000
LL10 DUES (\$350/ mo)	-3,850
INACTIVE MEMBER	-7,727
ENG OVRHL 4BC	-15,500
ENG OVRHL 5RC (\$750/mo)	-6,750
CREDIT BALANCE MEMBER	-16,000
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	-2,531
EQUITY INSTALLMENT MEMBER	-2,250
EQUIPMENT UPGRADE	-34,289
<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/(Decrease)</b>	<b>(\$7,392.00)</b>

**LOAN**

INTEREST PAID @ 6.0%	\$537
PRINCIPAL PAID	\$1,128
AIRCRAFT LOAN Balance	\$106,212

**RECEIPTS**

Dues & Flying	16,748.45
Equity	1,000.00
Bank Interest	2.88
<b>Total</b>	<b>\$17,751.33</b>

**CREDITS TO MEMBERS**

Fuel Away	875.50
Loan Pymt	555.10
Express Mail	44.94
<b>Total</b>	<b>\$1,475.54</b>

## FLYING HOURS

### August

884BC	
FLYING	0.0
TACH	2160.7
TBO	2000
TMOH	-160.7
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	51.4
TACH	4749.8
TBO	2000
TMOH	1801.6
†CLUB	0.5
*GAL/HR.	10.2

415RC	
FLYING	16.2
TACH	5480.1
TBO	2000
TMOH	565.5
†CLUB	0.0
*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) Engine should be done in 2 weeks
- 2) New propeller has been ordered with a 3 week lead time
- 3) Spring for pilot door, exhaust heat shield, nose wheel shimmy, and missing cam lock on cowl to all be repaired during annual.

### N983SP

- 1) Fuel injector inspection complete
- 2) Red tail beacon replaced
- 3) Pilot seat functional
- 4) GPS button works if press more to right
- 5) Push to talk button lubricated on pilot yoke

### N415RC

- 1) Hangar winch issue has been reported to airport manager
- 2) Davtron still INOP
- 3) Static wick replaced and all other tightened
- 4) Reports of slip ball may be inaccurate or aircraft tilts

## OLD BUSINESS

- At the last meeting it was discussed whether a member who damages an aircraft should pay \$3,000.00 since the current insurance does not have a deductible. In the past, when damages were under \$3,000.00, the member had to pay the cost of the repair. The discussion continued. Nick Davis suggested that there should be cap of \$1,500.00 when an aircraft is damaged. He further suggested that an instructor should only be liable for contributing to damage done by a student if the instructor is in the aircraft. The limitation on the instructor should be no more than fifty per cent. This should be codified. He further suggested that if the insurance deductible changes, the member who damages the aircraft would be responsible for the deductible.
- John W. observed that the most dangerous time for aircraft is when the aircraft is on the ground. The aileron damage was done by a hangar door. The elevator damage was done by the gate. The propeller strike by electric outlet. Be aware of the surroundings when putting the aircraft in the hangar.
- John W. also suggested that a three strikes and you are out policy should be adopted. The basis would be an insurance claim or the loss of the use of the aircraft for more than 30 days.
- Lines for tires should be painted on aprons in front of hangars to assist in the parking of aircraft in the hangar. John W. and Don L. volunteered to paint if Homeowners Association allows.

## NEW BUSINESS

- The slate of candidates for the October election was given.
  - All current officers were nominated.
  - Nick Davis asked to be a plane captain for one of the 172's since he is flying in them constantly.
  - Jeff Andrews was nominated to be in charge of the work night.

## SAFETY

No safety concerns were presented.

## MEMBERSHIP – GUESTS

**Chris Kelly** joined the club. Chris is a recently retired United Airlines captain and a CFI.

**Jim Cresto** joined the club just prior to the September meeting. Jim has his private and is working on his instrument rating.

**Andy West** visited the club since his son has been bugging him about flying. Andy has lived across the road for 17 years.

**Phil King** inquired about the club and has had a tour of the equipment. Phil is a captain with American Airlines and attended the meeting with his daughter.

Welcome all!

## MARKETING

Postcard went out over a month ago. If you see a new face at the meeting say Hi!

## ACCOMPLISHMENTS

No accomplishments this month.

What's Up...

Ray submitted this YouTube video of a Lycoming IO-360 Engine overhaul.

<https://youtu.be/n-26eqLc4pQ>

Very interesting as we have our second IO-360 engine being overhauled.

## 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

- A follow-up as to the process for getting the letter of authorization to use the new approach. Complete all of the forms and get them to the DPA FSDO in Des Plaines.
- Use of 9/27 runway at LL10 has changed. The trees have been removed. Emergency status has changed. However, 27 cannot be used for departure.
- There are issues with the fuel pumps. The electricity is shorting out. It will take about \$10,000.00 to repair and upgrade.

## ALASKA OTTER RIDE

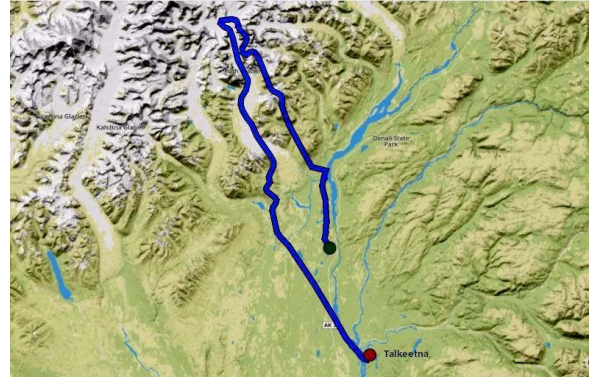
*Submitted by Walt Slazyk*

Last month my wife, Sandy, and I travelled to Alaska. With 1 out of every 70 Alaskans being a pilot, general aviation is a big deal. Our hotel in Anchorage was right on Lake Hood which has over 1,000 seaplanes based around the lake. We were treated one day to see a Grumman Goose taxi out and take off.

The highlight of the trip was to get the right seat for a flight with K2 Aviation out of Talkeetna to see Denali (Mt. McKinley). We had booked a flight that included landing and spending time on Ruth Glacier. However, layers of clouds were moving through the area and the fear was that if we landed the sightseeing trip would turn into a camping trip so that part of the flight was cancelled.

ForeFlight was able to capture the route of our turbo Otter out of Talkeetna toward Denali. Our pilot, Mike, weaved his way up through holes in broken layers, dodging the cumulo-granite and we popped out with a glorious view of snow-capped Denali in full sunshine. After a few S-turns at 9,800 ft. so everyone could see the mountain we descended through a hole in the clouds down to Ruth Glacier. We then flew over the glacier and under the clouds back down to town, keeping an eye out for bears and moose along the way. An hour later the entire valley was solid overcast and no one was flying.

PHOTOS FROM WALT'S ADVENTURE



## 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.

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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](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
Raymond Kvietkus	630-907-7721 <sup>1</sup>
Mike Pastore	630-606-3692
Michael Beinhauer	847-902-7053

<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