

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

\$4.71/gal

Aircraft Rates as of October 1st

C172S 4BC \$121.60

C172SP 3SP \$116.60

C182S 5RC \$142.26

CY Cumulative Hours Flown

November 2018

884BC 0.0 hrs.

983SP 11.8 hrs.

415RC 09.3 hrs.

TOTAL 21.1 hrs.

2018 Totals

884BC 215.7 hrs.

983SP 276.5 hrs.

415RC 208.8 hrs.

TOTAL 701.0 hrs.

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BFC Christmas Holiday Dinner photos

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, December 4th, 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 November was 21.1 hours with 2.0 hours club time. We made \$18,184.16 in payments and had \$12,524.16 in receipts. The loan balance is \$102,792 and cash in the bank is \$82,154.44. 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.

Join us for our next meeting:

Tuesday, January 8, 2019

Business meeting at 7:30pm

See you there!

Attendees**Members**

Jim Krzyzewski
 Kevin Kanarski
 Kris Knigga
 Walt Slazyk
 Nick Davis
 John Wrycza
 Manish Awasthi
 Alex Sigman
 Doug Smith
 JP Balakrishnan
 Don Patterson
 Steve Snapp

Guests

Ahmed Abutaleb

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

Chase Checking	11,956.45
Chase Savings	70,197.99
Total	\$82,154.44

PAYMENTS

Naper Aero	Fuel and Fees	2,555.68
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Lumanair	4BC Annual Inspection	1,823.27
Kastor	4BC Engine change / Maint	7,336.97
Lumanair	5RC Tanis plug, Landing light	525.72
Wag – Aero	3 Plane Tail Skids	54.50
JA Air Center	4BC Break in Oil	14.21
Sporty's	3SP / 4BC Oil and Filters	332.60
Avemco	Insurance	4,395.00

Total **\$18,184.16**

RESERVES

INSURANCE (\$1500/ mo)	-1,500
ANNUALS (\$1000/ mo)	-8,000
LL10 DUES (\$350/ mo)	-700
INACTIVE MEMBER	-7,727
ENG OVRHL 4BC	-16,849
ENG OVRHL 5RC (\$750/mo)	-9,000
CREDIT BALANCE MEMBER	-4,900
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	1,938
EQUITY INSTALLMENT MEMBER	-3,750
EQUIPMENT UPGRADE	-31,667

Reserves net 0

Reserve Increase/(Decrease) **(\$5,660.00)**

LOAN

INTEREST PAID @ 6.0%	\$519
PRINCIPAL PAID	\$1,146
AIRCRAFT LOAN Balance	\$102,792

RECEIPTS

Dues & Flying	12,021.86
Equity	500.00
Bank Interest	2.30

Total **\$12,524.16**

CREDITS TO MEMBERS

Fuel Away	799.82
Loan Pymt	555.10
Postage - Stamps	100.00

Total **\$1,454.92**

FLYING HOURS

November

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

983SP	
FLYING	11.8
TACH	4825.5
TBO	2000
TMOH	1725.9
†CLUB	1.2
*GAL/HR.	10.2

415RC	
FLYING	9.3
TACH	5541.1
TBO	2000
TMOH	504.5
†CLUB	0.8
*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) Was in Rockford at Avionics Place for ADS-B transponder install. Plane has returned since the meeting.
- 2) Engine break-in procedures are still in force for the overhauled engine. Close to completing the 25 hours.

N983SP

- 1) EGT gauge reported goes to 0 and comes back. Will look at during oil change.
- 2) Nose strut reported flat \ low. Will get Randy to look at it.

N415RC

- 1) DG was sent out for rebuild. Has been reinstalled in the plane.
- 2) We have a donated laptop for performing GPS updates on the legacy GPS unit.

OLD BUSINESS

- N884BC update: ~\$40,000 total for engine overhaul, prop, roller tappets and labor. ~\$24,000 submitted to the insurance company for approval. We will have final numbers at the January meeting. We will also have ADS-B installation final numbers.

NEW BUSINESS

- Airport runway lights reported to only stay on dim even when clicking 7 times. Airport manager has been informed. On a night flight after the meeting the lights did come on high when clicking the transmit 7 times.
- Walt made a motion to move the January meeting to the 8th. Nick seconded and all present approved. Happy New Year!

SAFETY

Wait for oil temp needle to be in the green arc before takeoff.

Turn on the pitot heat while on the ground if there is any visible moisture. An already frozen pitot tube will not thaw.

MEMBERSHIP – GUESTS

Ahmed Abutaleb – Made a return visit to the club. He is looking to get back into flying. Has soloed and needs to finish his PPL training.

MARKETING

No new marketing initiatives currently.

ACCOMPLISHMENTS

Manish Awasthi passed his private pilot written exam. Congrats Manish!

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.

BFC CHRISTMAS HOLIDAY DINNER 2018

We held our annual Christmas Holiday Dinner at McBride's again this year. Thanks go out to Gevin for organizing it, Ray's daughter for the hospitality and all who were able to attend. Below are some photos of the festivities.



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

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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

Vice President: Gevin Cross

Secretary / Webmaster: Kevin Kanarski

Treasurer: Jack Lindquist

Safety Officer: Ray Kvietkus

Quartermaster: Jeff Andrews

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
Nick Moore	530-906-9793

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	Jim Robertson	630-803-6967