

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 7:30PM. The Club has 45 equity members sharing three planes.

ERV - CJP

LL10 Avgas 100LL

\$5.60/gal.

Aircraft Rates

C172R/SP = \$108.50

C182S = \$136.21

Aircraft Hours Flown:

Dec. 1, 2012 – May 31, 2013

388ES	57.4 hrs
983SP	59.9 hrs
415RC	51.3 hrs
TOTAL	168.6 hrs

NEXT MEETING:

Tuesday, Sept. 3rd, 2013

Work nite about 5pm,

Dinner 7pm,

Meeting at 7:30pm.

Meeting Minutes:

The Business Men's Flying Club held its monthly meeting on Tuesday, August 6th, 2013 at Naper Aero. The President called the meeting to order at 7:37 pm.

See the list of attendee's on page 2 left column.

The minutes from the last meeting are published in the last newsletter. Comments and/or questions were solicited. None were received. We voted to accept the minutes as published. The minutes were accepted.

The Treasurer's report was reviewed for the members. The flying hours were reported as well as club time, dues, and payments. The bill for the web based scheduler was paid. Bob Ewers was paid to replace tubes and tires in one of the planes. Cash in the bank is close to \$52,000.00 and the reserves are fully funded. The aircraft loan payment, principal and interest was mentioned.

A member asked what is the aircraft loan to value in the club? The president responded by estimating the value of 172's to be about 125K each and the 182 is about 150K or so. Those numbers plus the cash in the bank minus what we owe makes the club pretty solvent. He also mentioned we are in good shape financially.

The real numbers are tracked by our treasurer and reported in this newsletter each month.

Further comments were solicited but none received. The report was accepted as reviewed by the treasurer.

The aircraft reports, followed by old and new business was discussed.

Please see details in the following sections.

Meeting adjourned at 8:12 pm.

Attendees:

Ray Kvietkus
Chuck Jaudes
Jack Lindquist
Don Leonard
Donald Patterson
Kevin Kanarski
Gregory VanDenHam
J.P. Balakrishnan
Allan Loek
Rich Holada
Matt Forsberg
Steve Highland
Bradley Swansen
Steve Snapp
Mel Finzer
Bob Downy
David Otero
Gerry Miskowicz
Joshua Jones
Kris Queen
Doug Beck

Guests:

Matt Harrington
Peter Taylor
Chris Chung

Social:

Old Business

The story on the empty hanger is that it's not empty. The owner purchased another plane and plans to stay there.

New Business

The owners of the hanger adjacent to 388ES is requesting we lay down the stepladders to prevent them from damaging her plane.

The proposed date for the annual Christmas party is December 8th. Some have said they can't make it that day and would prefer the 1st or the 15th. A board member will send out a questionnaire to determine the final selection. Sorry, I did not catch who that will be or it was not determined exactly.

Work Credits are assigned to members that maintain the planes. This includes annual inspections routine maintenance, and plane washes.

The Club really appreciates the hard work and savings these members provide!

John Wrycza	*
Doug Beck	*
Don Patterson	*
Eric Popper	*
Val Vlazny	1
Don Leonard	1
Bill Stoffels	0
Brad Swanson	4
Mike Manly	0
Steve Snapp	2
Josh Krecek	0
Fiore D'Orazio	0
Kevin Kanarski	2
Al Loek	1
Joe McBride	0
Tom Kean	0
Hubert Elsen	1
Kris Queen	2
Mike Csernak	0
Steve O'Connor	0
Mel Finzer	2
Nick Davis	0
Bob Downey	3
Gevin Cross	2
Steve Highland	0
Greg VanDenHam	3
Todd Mick	0
Matt Forsberg	0
James Krzyewski	0
Don Patterson	3
Dave Otero	4
Joshua Jones	3
J.P. Balakrishnan	1

Aircraft Reports:

N388ES

1. Nose strut has been inflated.
2. Oil has been changed.
3. The flaps are still jerky when being lowered.
4. The avionics master switch leaves some devices on. As far as I know, this is still an open issue.
5. Still looking into new seat covers. Possibly replacing them in the Fall.
6. Still no AP beep on disconnect.
7. Screw still missing on the port side strut root fairing.
8. Attitude indicator reported lazy in turns. John will ask Bob to see if hoses are an issue.

No other problems were reported.

N983SP

1. Left vac. pump warning light on. 1000 hrs typical on pumps, this one has 600 hrs, likely no warrantee left. Maybe replace it? Still ok for VFR flying as is.
2. The tachometer reads about 200 rpm low. This still an issue?
3. Avionics master is intermittent. May need looking at.
4. PTT switch on pilots side is intermittent.
5. We have some missing cowl screws that need replacing.
6. Bad news is that someone had a run in with a solid object ☹ Good news is it was reported ☺
7. Old bondo work on right wing is cracking and needs fixing.

No other problems were reported.

N415RC

1. EGT reference pointer is bent. I've seen this, how does this happen?
2. The transponder may need re-cycling on occasion. Still has issues.
3. The ELT issue was fixed recently. Stopped it from going off. Not sure all the details with this one.

No other problems were reported.

Flying Hours:

July Aircraft Report

	388ES	983SP	415RC
FLYING	24.0	24.1	34.7
TACH	866.6	3701.6	4373.1
TBO	2000	2000	2000
TMOH	208.7	418.2	1672.5
CLUB	0.5	0.0	0.0
GAL/HR.	10.2	10.2	12.3

June Aircraft Report

	388ES	983SP	415RC
FLYING	33.2	21.0	36.7
TACH	842.6	3677.5	4338.4
TBO	2000	2000	2000
TMOH	232.7	442.3	1707.2
CLUB	0.0	0.5	0.2
GAL/HR.	10.2	10.2	12.3

May Aircraft Report

	388ES	983SP	415RC
FLYING	19.0	30.0	16.0
TACH	809.4	3656.5	4301.7
TBO	2000	2000	2000
TMOH	265.9	463.3	1743.9
CLUB	0.8	0.5	0.5
GAL/HR.	10.2	10.2	12.3

8ES hours on new tach

TBO – engine time between overhauls

TMOH – engine time to major overhaul

July 2013 Treasurer's Report



Cash

Chase Checking		17,034.47
Chase Savings		35,025.18
Total		\$ 52,059.65

Payments

Reservation system	Aircraft Clubs Inc	179.85
Fuel and Fees - June	Naper Aero	4,658.76
Loan Payment	Volartek	555.10
5RC install 2 tires and 1 tube	R. Ewers	154.51
Total		\$ 5,548.22

Reserves

Maintenance		0
Insurance (\$1500/ mo)		-4,500.00
Annuals (\$1000/ mo)		-6,000.00
LL10 dues (\$305/ mo)		-3,050.00
Inactive		-11,976.72
Engine Overhaul 8ES/3SP (\$1500/mo.)		-21,000.00
Credit Balance Member		-6,000.00
Reserves net		-467.00
Reserve Increase/(Decrease)		\$9,577.00

Loans

Interest Paid @ 6%		436.00
Principal Paid		563.00
Aircraft Loan (Due Jan 2023)		\$ 86,663.00

Receipts

Dues & Flying		15,116.18
Equity		0
Total		\$ 15,116.18

Credits

Fuel Away		1,126.12
Work Night (May/June)		131.31
Office supplies		0
Loan payments		444.08
Total		\$ 1,701.51

Membership:

We have 5 openings currently. We have potential member in attendance this evening. Welcome Chris, Peter, and Matt!

Accomplishments:

None.

What's Up...?

Member Joe McBride takes another look at soaring. See below...

Last month Scott Wolf from Windy City Soaring spoke at our EAA 579 meeting. I found his presentation to be very interesting. About 15 years ago my wife gave me a glider ride for my birthday. At that time Windy City Soaring was located at Clow Airport (under O'Hare airspace). I enjoyed the flight, but it was about a 15 minute tow to 3,000 feet and then a 10-12 minute glide back to the airport. My overall impression was, "Is that all there is?" The guy who took me up said that was about all you get in this part of the country.

The story that Scott told about soaring was very different from that experience. Scott discussed high performance gliders, riding thermals and trips all the way up to Lake Geneva and back on one tow. I had to check it out.

I went out to Hinckley on Sunday. The day looked great-- low 80s with a lot of puffy clouds and unlimited visibility. Scott was at the airport. I went there expecting to take the Eagle ride which involves a tow to 1 mile high. Scott assured me that we didn't need to get towed that high. He and I talked for a while until a glider was available. When it was read we went over to a Schleicher ASK 21. This glider has a 33.5 :1 glide ratio and really looks sleek. Scott showed me the various controls and instruments, we hooked up to the tow plane and climbed in. The glider left the ground first and then the tow plane rotated and began climbing out. We remained slightly higher than the tow plane except when Scott showed me how to descend through the tow plane's wake and then back up. We released from the tow plane at about 3,000 feet and Scott immediately turned to fly under a promising cloud. I heard a beeping sound that was beginning to beep faster. Scott explained that the beep is from the variometer and the speed of the beep indicates the speed of the rising column of air. He found the core of the thermal and banked the glider to about 45 degrees. We began climbing. Scott rolled out to wings-level at about 4,500 feet and left the cloud's pull. He turned over the controls to me and had me fly wings level to get a feel for the controls. The elevator and ailerons were very responsive to movements of the control stick-- it was then that I realized this was the first time I had controlled an airplane using a stick instead of a yoke. I found the transition very easy and natural. We then did some turns to get used to the adverse yaw created by those long wings. The slip-skid "instrument" is a piece of yarn taped to the windscreen. It takes a lot of rudder to maintain coordinated

flight. I found myself chasing the yarn. Scott showed me how to lead the turn with rudder and then bring in ailerons.

We flew around like that for a while, with me getting used to the glider's responses, and we were barely losing altitude. At a normal glide speed of 50 knots we were descending at a little over 100 feet per minute. I checked the altimeter and saw that we were just descending through 3,500 feet. The view through the canopy is incredible. I saw what looked like a promising cloud and pointed it out to Scott. He said, "Go for it." I steered the glider directly under the cloud. As we approached it I heard some chirping from the variometer. Scott told me that we weren't in the column yet, but the chirping means we were getting close. As the chirping turned into beeping, I banked to try to stay in the column. I lost it several times, but was always able to get back to it. I'm sure it took a lot longer than it should have, but I was able to ride the updraft to just under 5,000 feet. It was a lot of fun trying to grab as much lift as I could and the sound from the variometer, while very helpful, got to be funny. There is a rapid beeping when you are in the core of the rising column. The beeping slows down as you move out of it and at the edge of the column there is noticeable "Awww" sound from the variometer.

We left the column near the base of the cloud. Scott told me to start heading back to the airport. Fortunately he knew where we were. We were South and well West of the airport. As we headed back Scott demonstrated a stall. It is very benign. You feel a little buffet and then the nose drops slightly, recovering from the stall. Then there is another buffet and nose drop-- all while the stick is held all the way back. There was no wing drop.

Scott told me that a standard landing pattern enters the downwind on a 45 at 1,000 feet AGL. We were still at 4,000 feet MSL, so he took the controls and pulled the spoilers to lose altitude- we lost almost 2,000 feet very quickly. We entered downwind and executed a standard pattern. On final he pulled the spoilers again and we landed smoothly on the grass and rolled to the edge of the grass strip.

Our total ride was just under 1 hour. I'm confident that, even with the limited experience I got in that 1 hour and with the perfect weather conditions, I could have kept the glider flying much longer. I would NOT feel confident now going much further from the airport, but I could see how that could be done, given more experience and the right conditions. Never during the flight did I feel a concern about being able to return to the airport.



This ride really changed my opinion of soaring. Based on what I experienced, I think the disappointment 15 years ago was the result of a combination of poorer weather conditions and a poorer performing glider. The glider for the flight back then probably had a glide ratio less than 20:1.

Soaring is worth taking another look at!

-By Joe McBride for EAA chapter 579

Eric and I flew 415RC one bright sunny morning and could not figure out if the Garmin 696 was on or off. It turned out the screen brightness was left minimized from a previous night flight. After a couple of tries Eric was able to puzzle out what the sequence was to brighten the display. I've since made a note of the button presses in my checklist. You may want to as well. Here it is: menu, menu, turn knob full right, enter, enter, turn knob to adjust brightness.

-Don Leonard

Be sure to thank Bradley for cooking dinner on work nights!! Its really nice not to worry about grabbing a bite to eat before coming out to the field.

Safety:

See reminders section below. In addition, watch out for the NASCAR race on the 15th of September. There is usually a temporary tower erected at KLOT. Football season is starting up. There is a restriction on stadiums based on seating capacity not people; 3nm 3000 ft. radius. There are sometime concerts at soldiers field. Call flight service before your flight.

Grass status: Not recommended unless necessary due to wind conditions. Don't forget to use soft field techniques. Taxi to the end at LL10 before getting onto the taxiway.

Seen on the web:

Redbird's Skyport will sell dollar-a-gallon avgas during October. Read the story here: <http://www.avweb.com/avwebflash/news/Redbirds-Skyport-Will-Sell-Dollar-a-Gallon-Avgas-During-October220492-1.html>

Aviation Photos Needed:

What are you flying? Send me a picture or two for the newsletter. Club planes count too! Write a little blurb on the last place you flew to lunch and we'll publish it.

Photo credit: Al Loek and John Wrycza

Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. The person scheduled for refreshments should coordinate with the grill master to bring beverages and dessert to the club meeting. If unable to attend, s(he) should arrange with someone else to cover the commitment or pick another time. Please note this is different than grill duty.

Restaurant Review:

None This Time.

Desert List:

January –
February –
March –
April –
May –
June –
July –
August –
September –
October –
November –
December –

Note: Please arrange a substitute if unable to provide.

This Month's Photo Corner



Allan Lock's grandkids at 1C5. Tommy, Liam, Opa (me), Kodiak (the short one) and Danny



The BFC picnic on July 21st.

Safety Reminders

- Beware of Presidential TFR's.
- Watch for stadium TFR's especially Joliet Speedway and DeKalb University.
- Check the tire pressure during pre-flight; 172-30psi 182-40psi
- Check oil change due sticker, its not a show stopper, just tell the maint. officer
- Be careful of FOD from the garbage and other sources.
- Recommend a second walk around before startup.
- Avoid distractions. They cause you to deviate from your normal routine. Stick to your routine and go back a few steps if necessary.
- Please, if you must depart right cross wind do so at 1500' or above. Left climbing turns over the numbers or mid-field are acceptable.
- If you damage the aircraft, please man up and report it. Your board and airplane captains are not here to judge you or make a mockery out of your situation. We all make mistakes and it can happen to anyone! Our goal will be to handle the situation discreetly and efficiently to minimize down time of the aircraft. Only those who need to know will.
- Double check to ensure the tow bar is NOT attached before taxi. Never leave the tow bar attached to the airplane. Do NOT set the tow bar on the wheel pants.
- **As members we own 1/45 of these planes. It is inappropriate for any of us to decide what is to be fixed or how. That is up to the chief maintenance officer, airplane captain, and your club officers to decide.**

If you encounter ANY problems, notify the airplane captain immediately!
The number is available in the fuel logbook.

Operational Reminders:

- Windshield washing: Please use a CLEAN soft CLOTH. Paper scratches the windshield.
- Don't park at the pumps for extended periods.
- The red BFC compressor available to fill tires.
- Log oil added in the airplane logbook.
- Remember to lean the airplane during Taxi, the engine loads up and you or the next pilot will fail the magneto check. General rule is to lean two fingers width away from full rich.
- 36 is the preferred runway at Naper in calm winds.
- Check to ensure the oil does not need to be changed before your flight. If it is, notify the airplane captain.
- We now favor **landing on pavement rather than grass**. This has changed recently due to our unusually high gyro instrument issues. The thinking is now to spend money on tires rather than DG's; they are much cheaper. Turf landings tend to be rougher in general rather than pavement. Use your best judgment however and consider winds and safety first.
- NEVER, EVER fly the plane with a completely deflated strut. Remember the rivets sheared off in 388ES?
- Check the tires for bald spots.
- 388ES has a new door panel. **Please, please** try to use the door itself for closure rather than the latch handle pocket. The door should be closed gently. If it does not close, check to make sure there is no obstruction like the rubber trim on the non-hinge side, or your coat, or maybe you forgot to fasten your seat belt before closing the door.

Business Men's
Flying Club
P.O. Box 2631
Naperville, IL 60567

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 planes:

1. Cessna 172R N388ES
2. Cessna 172SP N983SP
3. Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721
Michael Pastore	630-606-3692 * ¹
Eric Popper	630-841-3065 *

* These instructors offer limited training

¹ Available for club checkouts and BFR's

Chief Maintenance Officer:

John Wrycza	630-697-3559
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Plane Captains:

N388ES	Don Patterson	815-436-5771
N983SP	Doug Beck	630-544-7432
N415RC	Eric Popper	630-841-3065