

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

Meeting Minutes:

The Business Men's Flying Club held its monthly meeting on Tuesday, December 10th, 2013 at Naper Aero. The meeting was delayed one week due to a scheduling conflict with the clubhouse on the field. The Vice President called the meeting to order at 7:33 pm.

The list of attendee's is provided on page 2 left column.

The minutes from the last meeting were published in the last newsletter. Corrections, comments or questions were solicited but none received. We voted to accept the minutes as published and they were accepted.

The Treasurer's report was reviewed for the members. The total flying hours reported was 30, no club hours, other details such as fuel and fees, monies paid for repairs, credits to members, the loan payment, balance status, principal and interest, and fuel away credits were mentioned. The reserves are fully funded and we have \$57,934.00 cash in the bank. Our loan balance is \$84,383.00. The hourly rate for the planes will be going down due to the latest fuel price data. All details are provided below.

The president's comments were positive regarding our cash in the bank status and reserves. We are on target for funding the engine rebuilds coming on the 172's. The \$900.00 attitude indicator is a big hit however. We discussed options regarding this situation. None were very attractive. The opinion is about \$4,000.00 for a new attitude indicator. A new retrofit digital panel was considered as well. This would negate the need to constantly maintain older mechanical instruments.

A motion was made to accept the report as published; the motion was seconded and accepted by the members.

The aircraft reports followed by old and new business were discussed. Please see details in the following sections.

Meeting adjourned at 8:13 pm.

Merry Christmas and Happy New Year to everyone!

LL10 Avgas 100LL

\$5.07/gal.

Aircraft Rates

C172R/SP = \$103.20
C182S = \$129.69

Aircraft Hours Flown:

Dec. 2012 – Nov., 2013
388ES 117.1hrs
983SP 138.2hrs
415RC 118hrs
TOTAL 373.3hrs

Attendees:

Ray Kvietkus
Chuck Jaudes
Jack Lindquist
Don Leonard
Gregory VanDenHam
John Wrycza
Gevin Cross
Mel Finzer
Nick Davis
Don Patterson
Val Vlazny
David Otero
Gerry Miskowicz
Al Loek
Kevin Karnarski

Guests:**Social:**

Old Business

The Christmas party went very well.

The Sporty's rebate offer was declined due to their use of emails to send advertisements. None of us wants more junk mail so the slight discount is really not worth it.

The Chase electronic payments are being used by about 10 pilots. They report it working very well for them.

Note: You must sign up for Chase bank QuickPay to make use of this service.

New Business

Please try to use the Chase QuickPay if possible.

We don't have access to a heated hanger with a concrete floor. A question was asked about having Eric Denst complete the annual inspection on 5RC.

We decided if he is available and has the facilities we'll ask him to do it. It may be a good idea to get another opinion on the plane. We discussed the prospect of getting a heated hanger on the field to do the upcoming March annual inspections for the 172's?

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	6
Mike Manly	0
Steve Snapp	3
Josh Krecek	1
Fiore D’Orazio	0
Kevin Kanarski	3
Al Loek	2
Joe McBride	0
Tom Kean	0
Hubert Elsen	1
Kris Queen	3
Mike Csernak	0
Steve O’Connor	0
Mel Finzer	3
Nick Davis	1
Bob Downey	4
Gevin Cross	3
Steve Highland	0
Greg VanDenHam	3
Todd Mick	0
Matt Forsberg	0
James Krzyewski	0
Don Patterson	3
Dave Otero	5
Joshua Jones	4
J.P. Balakrishnan	2
David Kluzak	1

Aircraft Reports:

N388ES

1. The pedestal light is out. The courtesy light may also be out although, it could be that the pilot was unaware of how to enable them. The rear seat overhead lighting switch is what activates these lights.
2. The navcom #2 display is getting too dim to read. It may be the ambient light sensor going bad. The CMO thinks it’s a 700.00 part to fix it. It’s been changed before. Eventually it will fail completely.
3. The current thinking is the vacuum system is not the issue with the attitude indicator. We presume the attitude indicator to be a non-issue at this point. Report it if you find otherwise.
4. We are 17 hours away from induction filter and fuel injector 100 hour A/D.
5. The flaps were reported jerky on deployment. They could be binding under load and thus pass a ground test. We should check the rollers to make certain they are rolling.

No other issues reported.

N983SP

1. The passenger door latch spring has been fixed.
2. Cowl screw issue will be fixed at annual inspection.
3. The compass light was reported out.
4. Oil change is completed.
5. There is a part missing on the fire extinguisher hold down bracket.
6. Wing patch still needs to be completed. Maybe get Eric Denst to complete it.
7. The attitude indicator seems to drift in roll but not pitch.

No other problems were reported.

N415RC

1. EGT reference pointer is still bent.
2. The rheostat is fixed.
3. Nose wheel has shimmy issue. It may need adjusting.
4. The plane was not plugged in. The thought was the plug box was bent and prevented the plug from being inserted. Ask Bob to take a look at it.
5. The nose wheel pant has a crack in it.

No other problems were reported.

Flying Hours:

November Aircraft Report

	388ES	983SP	415RC
FLYING	13.8	7.4	10.9
TACH	926.3	3779.9	4428.9
TBO	2000	2000	2000
TMOH	149.0	339.9	1616.7
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

October Aircraft Report

	388ES	983SP	415RC
FLYING	16.9	21.9	7.5
TACH	912.5	3772.5	4428.9
TBO	2000	2000	2000
TMOH	162.8	347.3	1616.7
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

September Aircraft Report

	388ES	983SP	415RC
FLYING	6.2	18.3	19.1
TACH	895.6	3750.6	4421.4
TBO	2000	2000	2000
TMOH	179.7	369.2	1624.2
CLUB	1.0	0.0	0.1
GAL/HR.	10.2	10.2	12.3

8ES hours on new tach

TBO – engine time between overhauls

TMOH – engine time to major overhaul

November 2013 Treasurer's Report



Cash

Chase Checking	12,891.81
Chase Savings	45,042.88
Total	\$57,934.69

Payments

Loan Payment	Volartek	555.10
Fuel and Fees - September	Naper Aero	2,467.48
3SP Nose strut service, 8ES AD compliance, 5RC Push Rod replacement & AD complnce	R. Ewers	532.76
Replace Attitude indicator	R. Ewers	100.00
Equity Return	D. Polich	4,250.00
3SP Attitude Indicator & Frt	J. Wrycza	914.71
Postage Stamps	Postmaster	46.00
IDOT Aircraft Registration	State of ILL	60.00
Illinois Annual Report Filing	Sec of State	13.00
Avemco	Insurance	4,319.50
Total		\$13,258.55

Reserves

Insurance (\$1500/ mo)	-1,500.00
Annuals (\$1000/ mo)	-10,000.00
LL10 dues (\$325/ mo)	-650.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP (\$1000/mo.)	-25,000.00
Credit Balance Member	-6,700.00
Equipment Upgrades	-2,108.00
Reserves net	0
Reserve Increase/(Decrease)	\$ 1,050.00





Loan

Interest Paid @ 6%	425
Principal Paid	574
Aircraft Loan (Due Jan 2023)	\$ 84,383

Receipts

Dues & Flying	7,954.29
Equity	4,250.00

Total	\$ 12,204.29
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Credits To Members

Fuel Away	196.24
Work Night (November)	0
Office supplies	0
Loan payments	444.08

Total	\$ 640.32
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Membership:

The president reported that he got a call last night from a potential member. He is meeting with him tomorrow night. We have no new members at this time.

Steve – regarding marketing efforts. At this time he is recruiting some help for this committee. Ray suggested running an ad in Craigslist or the local paper. A 99.00 intro flight may get us some exposure. We discussed the legal aspects of doing this. Steve suggested the club consider paying half the cost of these intro flights as advertising.

John W. ran into a renter at Lumanair and gave him a card.

Someone suggested we design t-shirts or collared shirts for sale. We need to develop a logo. Most clubs have shirts; we don't. Someone thought that one of the member's wives is a graphic designer and could help.

John W. will contact someone he knows who designed the logo for his bicycle club.

Lots of ideas were shared. If anyone has a contact to share, please do. Contact any member of your board via email or phone.

Accomplishments:

Jeff Hilsenbeck completed his ATP certificate in a Beechcraft 1900 simulator December 5th 2013. Way to go Jeff!!

What's Up...?

Check out the fuel price decrease beginning December.

Safety:

There is snow and ice on the runway. Plan accordingly for this hazard.

Steve S. shared a recent landing incident. The gist of this was that LL10 was very busy at the time. We are use to it being very quiet but that can change dramatically. He mentions being number 8 for landing... this is a real eye opener for me. One plane was also not using the radio. This fact coupled with a sick passenger made the flight way too interesting. Though it shook him up, it sounded to me like he handled the situation better than most. He asked the membership what he could have done better. Any of the few suggestions were debatable at best. Like all good pilots, Steve is analyzing the situation to try and put a few more options in the experience flight bag. Like our instructors say, there is nothing more important than flying the plane; nothing. Everything else can wait. Remember to use the radio even though it appears like no one is around. Watch out for NORDO planes. Great job Steve!! Thanks for sharing.

The split avionics switch installed in both 172's does not operate the cooling fan in both positions. The right side of the switch in both planes does not enable the cooling fan. Anecdotal evidence suggests this should be no issue since one radio should not generate enough heat to cause it to shut down due to thermal issues. At any rate, this is good information to know.

Seen on the web:

New proposal to congress to allow a drivers license to be used as a medical for small planes which have 6 seats or less:

http://www.eaa.org/news/2013/releases/2012-12-03_rep-rokita-medical-bill.pdf

Amazing video harvesting Christmas trees with a helicopter:

http://www.youtube.com/watch?v=08K_aEajzNA&feature=youtu.be

From inside the cockpit the year before:

<http://www.youtube.com/watch?v=SPO9pVwoxVg>

Enjoy this surprise event at the Air & Space Museum.

<http://www.wtop.com/696/3518316/Aerial-Flash-Mob>

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.

I **really** could use some flying pictures. I mean, do you really want to see how I dressed up last Halloween?

Photo credit: Ray KVIETKUS Kvietkus

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.

This Month's Photo Corner



Remember when the grass was green?



How about when you could preflight in shorts and the doors were optional? Yeah, me neither....

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:

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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	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065