

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 - CJP

LL10 Avgas 100LL
\$3.99/gal.

Aircraft Rates

C172SP = \$107.40
C172S = \$102.40
C182S = \$126.40

Aircraft Hours Flown Cumul.:

Jan. 2015 – Nov. 2015
884BC 231.6 hrs.
983SP 176.5 hrs.
415RC 121.8 hrs.
TOTAL 529.9 hrs.

Join us for our next meeting:

Tues., Jan. 5th

Business meeting at 7:30pm

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, December 1st, 2015 at Naper Aero. The President called the meeting to order at 7:31 pm.

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

The minutes from the last meeting were published in the newsletter. No corrections or comments were raised. The minutes were approved unanimously as published.

The Treasurer's report was reviewed for the members. The total flying time was 40 hours with no club time. We had \$12,013.68 in receipts. A total of \$9,507.08 was paid in bills. Cash in the bank is \$36,502.36. We had \$391.71 fuel away credits. We have a loan balance of \$140,638.00.

Fuel price remains the same.

The treasurer's report was approved unanimously as presented.

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

The meeting adjourned at 8:28 pm.

Attendees:

Doug Beck
Jim Krzyzewski
Jack Lindquist
Don Leonard
Eric Popper
Josh Jones
Walt Slazyk
Ray Kvietkus
Don Patterson
David Vaught
Josh Krecek
Gevin Cross
J.P. Balakrishnan
Hubert Elsen
Val Vlazny
John Wrycza

Guests:**Social:**

What's Up...?

Try to ensure the oil temperature needle is off the peg before running the engine up.

Ray found the missing log book entry in 4BC for the fuel line inspection. Thanks Ray!

Clow is planning to have painting done by December 10th. The runway should be open shortly thereafter. It will have better lighting than in the past and has been outfitted for the future addition of a VASI or PAPI and an AWOS.

Old Business

The party will be Sunday evening. We will have no white elephant exchange.

New Business

None.

Safety:

A discussion took place regarding our plane at the gas pump at Naper that did not hear radio calls from another plane in the pattern. The pilot did make calls but was unable to hear calls from the other plane. We discussed the safety implications of this incident. Fortunately the plane in the pattern simply did a go around. There is an old saying that goes "Fly the plane all the way to the tie down".

A related discussion was made regarding fueling planes facing west rather than east. This makes a lot of sense. Doug and Josh will discuss this with the airport manager.

The new approach for Naper is due to be published December 10th.

Winter reminders: Plug in the planes after your flight, remember your training regarding C.O. in the cabins. We discussed C.O. a bit and someone noted the G1000 as having an internal detector.

Beware of frost on the wings. Just a small amount reduces lift by 40%.

Look at the runway for snow and ice contamination.

Aero brake the plane on slick surfaces.

Make sure the engine temp is off the peg before starting your runup.

Membership:

We have openings. No prospective members present. One prospect wants to wait until spring. There is a 2 day safety seminar coming up in January. Maybe Al Loek and Walt Slazyk will get a table and solicit some new members.

Marketing:

No news.

Accomplishments:

John W. flew an LSA at aurora with Josh J. The rental rate was \$120.00 per hour.

Seen on the web:

ATC Communication — Learn to talk to Air Traffic Control Using an Airplane Radio Simulator

<http://atccommunication.com/>

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.

Photo credit: Don Leonard

Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. Bring in a dessert or beverage to share with your club members to celebrate your achievement. If it's during the summer months coordinate with the grill master.

Flying Hours:

November Aircraft Report

	884BC	983SP	415RC
FLYING	14.0	12.1	14.4
TACH	1429.3	4193.9	4839.8
TBO	2000	2000	2000
TMOH	570.7	-74.1	1205.8
CLUB	0.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

October Aircraft Report

	884BC	983SP	415RC
FLYING	26.2	25.3	21.7
TACH	1415.3	4181.8	4825.4
TBO	2000	2000	2000
TMOH	584.7	-62.0	1220.2
CLUB	0.4	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

September Aircraft Report

	388ES	983SP	415RC
FLYING	32.1	22.9	27.2
TACH	1389.1	4156.5	4803.7
TBO	2000	2000	2000
TMOH	610.9	-36.7	1241.9
CLUB	1.0	0.5	0.1
*GAL/HR.	10.2	10.2	12.3

TBO - engine time between overhauls

TMOH - engine time to major overhaul

* Gallons per hour is *estimated*

Aircraft Reports:

N983SP

1. Tannis heater reported not working.
2. Oil changed recently.

No other issues reported, the plane flies well.

N884BC

1. Pedestal light is intermittent.
2. 2 hours until next oil change.
3. Engine cover ordered.

No other issues reported, the plane flies well.

N415RC

1. DG was taken to JA and balanced.
2. Attitude indicator reported to show a bank in flight.
3. Comm. 2 is flickering very badly. It may be time to do something about it.
4. About 2hrs until the next oil change.

No other issues reported, the plane flies well.

November 2015 Treasurer's Report

Cash

Chase Checking	26,384.60
Chase Savings	10,117.76
Total	\$36,502.36

Payments

Aircraft.com	Reservation System - monthly	36.00
Kastor	5RC Tire Repair	95.00
Volartek	Loan Payment	1,110.21
Naper Aero	Fuel and Fees - Oct	2,832.87
Total		\$9,507.08

Reserves

INSURANCE (\$1500/ mo)	-1,500.00
ANNUALS (\$1000/ mo)	-8,000.00
LL10 DUES (\$350/ mo)	-700.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-30,500.00
CREDIT BALANCE MEMBER	-11,900.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP	-2,000.00
Reserves net	-30,074
Reserve Increase/(Decrease)	2,506

Loan

INTEREST PAID @ 6.0%	708
PRINCIPAL PAID	957
AIRCRAFT LOAN Balance	\$140,638.00

Receipts

Dues & Flying	11,936.77
Bank Interest	.29
Total	\$11,937.06

Credits To Members

Fuel Away	391.71
Loan Payment	555.10
4BC Engine Cover	232.65
Renew Domain name	204.10
Total	\$1,383.56

This Month's Photo Corner



KLOT at night.



Whoever made this did a great job, thanks!

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
 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 172SP N983SP
2. Cessna 172S N884BC
3. Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

Safety Officer: Joshua Jones

WebMaster: Greg VanDenHam

QuarterMaster/VP: Jim Krzyzewski

GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Michael Pastore	630-606-3692 * ¹
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

* 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:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Queen	630-525-0232
N415RC	Eric Popper	630-841-3065