

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airport 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

Current LL10 Avgas Price

\$5.16/gal.

Hourly Rates

C172SP = \$104.10

C172S = \$109.10

C182S = \$130.79

Total Hours Flown

Dec. 2014 – Jan. 2015

983SP 21.9 hrs

884BC 20.0 hrs

415RC 35.9 hrs

TOTAL 77.8 hrs

Join us for our next meeting:

Tues, March 3rd at 7:30,
bring a friend.

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, February 3, 2015 at Naper Aero. The President called the meeting to order at 7:32 pm.

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

The minutes from the last meeting were published in the newsletter. The purchase of 884BC was reviewed for the members present. The plane we purchased was intended by the Board of Directors and approved by the Membership. We now own this plane. It has flying characteristics similar to our other planes. Other scenarios such as a reworked older Cessna 177 and a sport plane were considered. We are however a Cessna club so we decided to not deviate from that. Many thanks go out to Kris Q. and Don P. for flying out to Maine to get our new plane.

Questions and comments were solicited but none received.

A motion was made to accept the minutes as published. The motion was seconded. The minutes were accepted as published.

The Treasurer's report was reviewed for the members. The total flying time was 53 hours. This includes 9.7 hours club time Portland, Maine to LL10. The club disbursed \$195,600.00 via wire transfer to pay for the new plane.

We had \$7,682.48 in receipts. A total of \$197,793.66 was paid in bills. Credits to members were \$863.00. In addition we have \$764.00 plane acquisition cost so far. Cash in the bank is \$44,275.71.

Questions and comments for the Treasurer were solicited. Some were received; see details in old business section below.

A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was accepted.

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

The meeting adjourned at 8:24 pm.

Attendees:

Doug Beck
 Jim Krzyzewski
 Jack Lindquist
 Don Leonard
 James Robertson Jr.
 Mel Finzer
 Nick Davis
 Kevin Kanarski
 John Wrycza
 Gerry Miskowicz
 Eric Popper
 Gevin Cross
 Joshua Jones
 Jeffrey Hilsenbeck
 Donald Patterson
 Hubert Elsen

Guests:

Emerson Beinhauer

Social:

Jeff Hilsenbeck

What's Up...?

Check out our new plane! The details are below.

Old Business

Treasurers' questions continued from first page:

One member asked what the payback time on the loan was. The term is 10 years at 6% interest.

The cost is very close to the \$30.00 per month additional monthly dues increase. A combination of loan and club cash was used to make up the difference. The reserves for engine overhauls was used therefore, these reserves are not now fully funded. They should be in 15 months however by the time we need them. If need be, we have investors ready with more cash available to make up the difference. This is only if need be however. A discussion about the merits of running engines beyond TBO was discussed. Several members cited the Busch articles regarding this. Others mentioned the potential liability concerns. This subject will be discussed further as that time approaches.

New Business

A training regime has been developed by club instructors and approved by Avemco.

Many thanks to Eric, Josh, Jim K., and Doug B. for coordinating all of this.

Doug read off what a trained pilot is in the eyes of the insurance. The King G1000 video course is acceptable to the insurance company while being proctored by a CFI. Two flights or more are needed to become qualified to fly 884BC. Other means are possibly acceptable, work with Josh and Eric to determine what is acceptable.

Doug shared his experience with 884BC. He thought it was harder than he originally anticipated. Definitely study the system before trying to fly with it. Josh is regarded as being very good with the system. Seek him out for advice and instruction.

We have ground power available for anyone wishing to play with the system. See John Wrycza for details.

Someone asked about re-currency in 884BC. We don't know what that entails yet.

The weight and balance is different for 884BC so make sure to take a look at this aspect before your flight.

A question was asked about using 884BC as a primary trainer. The thought is no at this point with an exception being in case 983SP having a dead battery for instance. We have two primary students in the club at this time so it's not a huge concern for us. We have asked pilots not take 884BC for a long trip for a while so we can accommodate those wishing to check out in it.

Safety:

Runway numbering change is coming.

Membership:

Emerson Beinhauer would like to join the club and is here tonight. He has a few issues to address before this can happen but is motivated to join. We'd certainly like to have you Emerson!

Marketing:

No news.

Accomplishments:

John Wryczy feels the need to complete a Wings phase.

Kris and Don flew 884BC through Canada on their way back to LL10. They contacted Toronto Center and reported they had very nice controllers.

Hubert renewed his CFI last weekend.

Seen on the web:

["Flying Efficiently in a World of \\$7 Avgas"](#)

<http://www.eaavideo.org/video.aspx?v=2789444176001>

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: Debbie Westley

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:

Aircraft Report

	884BC	983SP	415RC
FLYING	20.0	11.4	21.8
TACH	1166.0	4002.8	4727.8
TBO	2000	2000	2000
TMOH	834.0	117.0	1317.8
CLUB	9.7	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

December Aircraft Report

	388ES	983SP	415RC
FLYING	0.0	10.5	14.1
TACH	1079.2	3991.4	4708.0
TBO	2000	2000	2000
TMOH	-3.9	128.4	1337.6
CLUB	0.0	0.7	0.5
*GAL/HR.	10.2	10.2	12.3

November Aircraft Report

	388ES	983SP	415RC
FLYING	0.0	19.9	15.3
TACH	1079.2	3980.9	4693.9
TBO	2000	2000	2000
TMOH	-3.9	138.9	1351.7
CLUB	0.0	0.0	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

* Gallons per hour is *estimated*

Aircraft Reports:

N983SP

1. Oil filler door will be fixed.
2. Cowl is worn due to vibration and use. It will be fixed when doing the engine overhaul and the engine mounts replaced.
3. Eric D. still planned for the annual otherwise another option will be selected.
4. The left fuel gauge was reported as being flaky.
5. The battery is dead; Bob E. does not have the time. Perhaps it can be fixed at the annual inspection.
6. Tires low, filled now.

No other problems were reported, flies well.

N884BC

1. The airplane flies a little out of rig to the left. Investigation has shown it can't be fixed with trim tabs fixed or movable. It may cause an issue with the AP servo's long term. Travel express will be consulted to recommend a suitable shop to address this issue.
2. Idle is a little low.

Where are the logbooks and keys??

Need to decide if XM weather will be left on at \$30.00 per month.

The cost for SafeTaxi and maps are \$1,013.00 per year.

N415RC

1. The attitude indicator has been reported having problems. It is inconsistent and has tumbled.
2. Heater duct fell off and was re-installed
3. Map light out on the yoke. NAV gauge light rheostat is intermittent. Shaking COM1 makes it work.

Would like to get the annual done now before the flying season.

Only put quarts of oil in 415RC; No ½ quarts.

No other problems were reported, airplane flies well.

January 2015 Treasurer's Report

Cash

Chase Checking	19,166.82
Chase Savings	25,108.89
Total	\$44,275.71

Payments

AIC Title	Purchase N884BC	195600.00
Naper Aero	Fuel and Fees - December	1,785.91
Chase Bank	Wire Fee	30.00
Mosher Avia	Pre-buy Inspection 884BC	377.75
Total		\$197,793.66

Reserves

INSURANCE (\$1000/ mo)	-3,500.00
ANNUALS (\$700/ mo)	-10,100.00
LL10 DUES (\$350/ mo)	-1,400.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP (\$750/mo)	-23,000.00
CREDIT BALANCE MEMBER	-10,800.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP-Tax	-15,300.00
Reserves net	-31,801
Reserve Increase/(Decrease)	-8,306

Loan

Interest Paid @ 6%	0
Principal Paid	0
Aircraft Loan Payoff	0
Aircraft Loan Balance	\$150,000.00

Receipts

Dues & Flying	7,489.96
AIC Title Serv.	75.00
Bank Interest	3.97
Hanger - NFC	113.55
Total	\$7,682.48

Credits To Members

Fuel Away	863.26
Work Night	
884BC keys	8.85
884BC retrieval cost	764.92
Loan Payment	0
Total	\$1,637.03

This Month's Photo Corner



Illinois in the winter.



Canal near KLOT

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.

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:

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 two planes:

1. Cessna 172SP N983SP
2. Cessna 172S N884BC
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 ₁
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:

N884BC	Don Patterson	815-436-5771
N983SP	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065

Quartermaster:

Jim Krzyzewski