

# 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

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, February 2nd, 2016 at Naper Aero. The President called the meeting to order at 7:27 pm.

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

The minutes from the last meeting were published in the newsletter. There was no attendance list provided and today needs to be defined in airplane reports. The minutes were approved unanimously with corrections.

The Treasurer's report was reviewed for the members. The total flying time was 50.7 hours with 2.0 hours club time. We had \$7,194.60 in receipts. A total of \$5,647.36 was paid in bills. Cash in the bank is \$39,780.68. We had \$727.78 in fuel away credits. We have a loan balance of \$138,710.00.

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 8:13 pm.

LL10 Avgas 100LL  
\$3.99/gal.

### Aircraft Rates

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

### Aircraft Hours Flown Cumul.:

Jan. 2016  
884BC 23.4 hrs.  
983SP 8.4 hrs.  
415RC 18.9 hrs.  
TOTAL 50.7 hrs.

Join us for our next meeting:

**Tues., March 1st**

Business meeting at 7:30pm

See you there!

**Attendees:**

Doug Beck  
Jack Lindquist  
Don Leonard  
Mel Finzer  
Eric Popper  
Donald Patterson  
Kevin Kanarski  
Al Loek  
John Wrycza  
Walt Slazyk  
Nick Davis  
Steve Snapp  
Mel Finzer  
Josh Krecek  
Val Vlazny

**Guests:**

Vernon Yancey

**Social:**

## What's Up...?

The 'other club' had a nice setup at the Itasca safety seminar. See pictures.

## Old Business

Re-check the reservation schedule to plan the annual inspections.

Discuss who allows owner assisted inspections anymore.

The approach to LL10 will be released at the end of June we believe. Possibly a letter of authorization will be needed to land at LL10.

Runway numbers won't change after all.

The runway is due to be paved this year.

## New Business

A new fuel delivery was received as of the date of this meeting. How's that Nick?

A possible increase in fuel price soon.

"Landings" reported to be a \$3.00 per gallon.

## Safety:

We discussed a takeoff decision given a scenario where its heavy overcast at LL10 and VFR southwest.

Val lead a discussion regarding the Waterford Wisconsin balloon incident. Weather dissemination should be scrutinized very carefully. XM for instance is delayed about 15 minutes. Some services much more. The weather moved in very quickly and severe enough to snap 8000# tether lines holding a balloon to the ground. Another line was stretched 6' as it pulled a suburban across the field. Here is the link to the video:

<https://www.youtube.com/watch?v=v7CvULBOPwk>

Listen to your pilot; people in the crowd would have been hit had the crew not scattered them.

Stay VFR when thunderstorms are in the area.

Nick related a situation that happened recently. They were handed off to San Diego tower after being given a vector. The tower promptly 'forgot' about them as they were flying toward rising terrain. After a while they wondered about their situation and were interrupted by the terrain warning system in the airplane. This prompted immediate action by our pilot and crew to avert the disaster. Meanwhile a frantic controller was heard calling for an immediate 180-degree turn. This has never happened to our pilot in 20 years of flying.

Even if you are under IFR control watch out for yourself.

Query the controllers as necessary and maintain situational awareness regardless of what you fly.

## Membership:

We have one guest tonight. Vernon introduced himself to the club. Student pilots are welcome Vernon! Hope to see you as a member one day.

## Marketing:

Nothing new.

## Accomplishments:

Your secretary passed the instrument written test in December.

## Seen on the web:

Five secrets of cost-effective maintenance:

<http://blog.aopa.org/opinionleaders/2016/02/17/five-secrets-of-cost-effective-maintenance/>

## 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:

### January Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	23.4	8.4	18.9
TACH	1477.2	4204.2	4870.5
TBO	2000	2000	2000
TMOH	522.8	-84.4	1175.2
CLUB	2.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

### December Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	24.5	1.9	11.7
TACH	1453.8	4195.8	4839.8
TBO	2000	2000	2000
TMOH	546.2	-76.0	1205.8
CLUB	0.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

### November Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
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

TBO – engine time between overhauls  
 TMOH – engine time to major overhaul  
 \* Gallons per hour is \*estimated\*

## Aircraft Reports:

### N983SP

1. Tannis heater fixed.
2. Trim position indicator has an issue.
3. Wheel pants are removed.
4. 15 hours until next oil change.
5. EGT gage reported intermittent.
6. Elevator repaired by Randy Caster.

No other issues reported, the plane fly's well.

### N884BC

1. Fuel injector line inspection complete, oil changed.
2. GPS database updated.
3. Backup battery may not be completing 20-second test.
4. Winch in hanger still problematic.
5. Autopilot is repaired.
6. CO detector replaced.
7. Logs are updated and correct.
8. Vertical stab. Adjusted and said to make the plane fly true.
9. Unable to remove wheel pants due to stripped screws.

No other issues reported, the plane fly's well.

### N415RC

1. Prop. Checked by Randy Caster. The scratch is believed to be cosmetic. Its likely due to a member scraping it with a tow bar.
2. Cowl flap slips open.
3. R tire bald spot but not to the cord yet.
4. Eric found a 210.00 radio display for COM2!

No other issues reported, the plane fly's well.

## January 2016 Treasurer's Report

### Cash

Chase Checking	19,662.01
Chase Savings	20,118.67
<b>Total</b>	<b>\$39,780.68</b>

### Payments

Naper Aero	Fuel and Fees - Dec	1,497.95
Volartek	Loan Payment	1,110.21
Aircraft.com	Reservation System - monthly	36.00
Midwest Avia	4BC Autopilot & CO detect Serv	2,954.20
USPS	Postage	49.00

### Total

**\$5,647.36**

### Reserves

INSURANCE (\$1500/ mo)	-4,500.00
ANNUALS ( \$1000/ mo)	-10,000.00
LL10 DUES (\$350/ mo)	-1,400.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-32,000.00
CREDIT BALANCE MEMBER	-12,000.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP	-2,000.00

### Reserves net

-34,096

### Reserve Increase/(Decrease)

**1,547**

### Loan

INTEREST PAID @ 6.0%	\$699.00
PRINCIPAL PAID	\$966.00
AIRCRAFT LOAN Balance	\$138,710.00

### Receipts

Dues & Flying	7,194.12
Bank Interest	.48

### Total

**\$7,194.60**

### Credits To Members

Fuel Away	727.78
Loan Payment	555.10

### Total

**\$1,282.88**



## This Month's Photo Corner



The 'other' club.



Hmm, this club has a secretary too....

## 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](http://www.aircraftclubs.com)

**BFC Website:** [www.flybfc.org](http://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 <sup>1</sup>
Michael Pastore	630-606-3692 * <sup>1</sup>
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

\* These instructors offer limited training

<sup>1</sup> 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