

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 - Dec. 2015
884BC 256.1 hrs.
983SP 178.4 hrs.
415RC 133.5 hrs.
TOTAL 568.0 hrs.

Join us for our next meeting:
Tues., Feb. 2nd

Business meeting at 7:30pm

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, January 5th, 2016 at Naper Aero. The President called the meeting to order at 7:30 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 mentioned. The minutes were approved unanimously as published.

The Treasurer's report was reviewed for the members. The total flying time was 38.1 hours with no club time. We had \$11,312.51 in receipts. A total of \$9,581.43 was paid in bills. Cash in the bank is \$38,233.44. We had \$656.21 in fuel away credits. We have a loan balance of \$139,676.00.

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 8:24 pm.

Attendees:

Doug Beck
Jim Krzyzewski
Jack Lindquist

Guests:**Social:**

What's Up...?

Not much.

Old Business

A discussion took place regarding the schedule for annual inspections coming up. Attempt to schedule around members long trips they have planned.

The annual for 5RC is due at the end of March, 884BC in July, and 3SP in April.

Travel express will allow member (owner) assisted annuals. Lumanair did not allow them in the past but may now. They had a change of management at some point and Eric was not fond of them in the past. Possibly consider Steve Meyers at KOSH for the annual. This is far away however.

Information table at the aviation expo costs \$100.00. The general feel is that the 300-400 people that show up for this is not worth the advertising cost.

Discussion regarding a promo shot of all three planes over lake Michigan. This was decided to also be not worth the cost involved.

New Business

None.

Safety:

Pump number 2 is leaking at the connection point.

New approach commissioning data is now 03/31/2016

The idea of parking facing west at the pump is not very well supported by the airport board for a variety of reasons.

Membership:

None.

Marketing:

The website would get more hits if it were mobile friendly. Do we measure hits? Doug will check with Greg to see if he is still interested in website maintenance. Possibly ask Claire Krzyzewski (Jim K. wife) to assist.

A newspaper article might generate interest. Does anyone know someone who works at a local paper that may help?

Take the Naperville Mayer on a demonstration flight.

Shoot a U-Tube video

Accomplishments:

Gevin Cross flew in South Africa – now has a South African Airman's Certificate.

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: Walt Slazyk, 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:

December Aircraft Report

	884BC	983SP	415RC
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

	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

TBO - engine time between overhauls

TMOH - engine time to major overhaul

* Gallons per hour is *estimated*

Aircraft Reports:

N983SP

1. Tannis heater pin broken. New one purchased.
2. Trim position indicator has an issue.
3. Nose wheel pant removed.
4. 15 hours until next oil change.
5. Starter replaced, old one cracked.
6. Elevator repaired by Randy Caster.

No other issues reported, the plane flies well.

N884BC

1. Pedestal light is intermittent. John has it.
2. Engine cover received. Well made and fits great.
3. Pitch trim alert on auto pilot. Pull breaker to disable.
4. Dale W. has the plane in Paducah KY and will have it looked at there.
5. Door hinge lubricated but might need replacement.
6. Chart clip broken.
7. 20 hours from oil change and fuel line inspection.
8. Hanger winch is skipping, not centered. Appears like side force causes this problem. Make sure the plane is centered as much as possible. John will contact Craig V. about this.

No other issues reported, the plane flies well.

N415RC

1. Left wheel pant broken. Suspect a member hit ice and did not report it. Grounded until both pants removed. John to ask Fiore to re-paint the pant.
2. Length wise gouge in the prop discovered possibly from a tow bar? Randy Caster contacted to have a look.
3. Pilots writing squawks in the logbook should contact the plane captain.
4. Comm. 2 is flickering very badly. It may be time to do something about it.
5. Database expires today.

December 2015 Treasurer's Report

Cash

Chase Checking	18,115.25
Chase Savings	20,118.19
Total	\$38,233.44

Payments

TEAM	5RC Replc Magnetos	903.17
McBrides	Christmas Party	588.00
Kastor	5RC DG, EGT and 3SP starter	1635.27
Sporty's	Oil - 3 cases	260.25
Honeywell	5RC GPS database subscription	431.00
Naper Aero	Fuel and Fees - Nov	2,210.93
Volartek	Loan Payment	1,110.21
Tanis	3SP Tanis Heat Element	66.60
... check treasurers spreadsheet	For remaining data	-
Total		\$9,581.43

Reserves

INSURANCE (\$1500/ mo)	-3,000.00
ANNUALS (\$1000/ mo)	-9,000.00
LL10 DUES (\$350/ mo)	-1,050.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-31,250.00
CREDIT BALANCE MEMBER	-12,200.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP	-2,000.00
Reserves net	-32,243
Reserve Increase/(Decrease)	1,731

Loan

INTEREST PAID @ 6.0%	\$703.00
PRINCIPAL PAID	\$962.00
AIRCRAFT LOAN Balance	\$139,676.00

Receipts

Dues & Flying	11,312.08
Bank Interest	.43
Total	\$11,312.51

Credits To Members

Fuel Away	656.21
Loan Payment	555.10
Freight	275.08
Total	\$1,486.39

This Month's Photo Corner



Chicago and Southland Speedway.



Fermilab Batavia.

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:

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 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