

# 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  
\$3.97/gal.

#### Aircraft Rates

C172SP =	\$96.90
C172S =	\$91.90
C182S =	\$115.79

#### Aircraft Hours Flown Cumul.:

Jan. 2015 – May. 2015	
884BC	166.0 hrs.
983SP	102.3 hrs.
415RC	45.7 hrs.
TOTAL	314.0 hrs

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, July 7th, 2015 at Naper Aero. The President called the meeting to order at 7:40 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 issues were raised. The minutes were accepted as published.

The Treasurer's report was reviewed for the members. No issues were raised. The financial report was accepted as reviewed and published in the newsletter.

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

The meeting adjourned at 8:45 pm.

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**Attendees:**

Doug Beck  
 Jack Lindquist  
 Jim Krzyzewski  
 Ray Kvietkus  
 Hubert Elsen  
 Mel Finzer  
 Walt Slazyk  
 James Robertson  
 John Wrycza  
 Gerry Miskowicz  
 David Vaught  
 Kris Queen  
 Brian Bussing  
 Gevin Cross

**Guests:**

Phillip Kirschner

**Social:**

Bradley Swanson

## Old Business

Two meetings ago the issue of a rate increase was discussed. The board of directors met two weeks ago and reviewed all the issues at hand and decided to propose a 10.00 per hour rate increase. We anticipate \$6000.00 more per year based on historic rental activity. Three main reasons were cited for this increase:

1. Budgeted \$4k/aircraft annually – actual cost much more as of late.
2. By year 2020, need to equip a/c to be ADS-B compliant.
3. Not currently building up reserve/capital to replace a/c down the road.

Other options were discussed. An option of raising the initial buy in was proposed by Walt S.

Asking each member for an additional \$200.00 would bring in \$9000.00.

Hubert E. proposed the equity buy in could be raised to match the true value of each share that is thought to be about \$6,200.00. This could scare off potential members. The club should do a yearly analysis of share value.

The club once had a three-tiered membership structure. This was changed to one-tier when the club last purchased two of the three planes. The club buy in went from \$450.00 to \$3,750.00. The last a/c purchased raised the buy in by an additional \$500.00 bringing it to \$4,250.00.

A discussion was had about a 6-month introductory buy-in. This is not practical given the current membership structure.

Option to introduce a cash donation program similar to one which Hubert E. has in his glider club.

A motion was made and ultimately carried to raise rates by \$10/hr, effective 08/01/2015

The fuel price likely will go up as well on 08/01/2015, resulting in higher flying rates.

A motion was put on the floor by Walt S. to raise buy-in by \$100. The by-laws currently state the rate and would need to be changed to do this. Walt S. withdrew his motion.

Reserves are currently under funded by about \$30k

About \$750/month currently being placed into engine reserves.

## New Business

See marketing section below.

## Safety:

- a. Final flight of 8ES – from Goose Bay, Labrador to Reykjavik Iceland
  - i. 12 hour non-stop
  - ii. 5,000 ft altitude
  - iii. 118 kts
  - iv. Over open water
  - v. Yikes!
- b. LL10 board discussed:
  - i. Putting displaced threshold on runway 18
    1. Intent is to not do this
    2. They wanted BFC opinion
    3. Might be required to make 18 available as a legal circle to land IFR option
      - ii. Prohibiting takeoffs on runway 27
  1. Someone did this and did not have much margin w/ trees at end of runway
- c. Runways will change from 18/36 to 1/19 in July
  - i. Will represent true heading
- d. Will have new GPS approach to runway 1
  - i. Will be straight in, hopefully w/ standard 'T' legs

## Accomplishments:

None.

## Membership:

1. Brian Bussing – has attended before, 500 hours, instrument, commercial ratings.
2. Philip Kershner – first responder from New York.
3. Klaus (?) – has attended before, need to follow up w/ him.

## Seen on the web:

Great map showing MOA and restricted area status.

<http://www.seeandavoid.org/>

F-16 and Cessna collide.

<http://www.avweb.com/avwebflash/news/Two-Dead-In-F-16-Cessna-Collision-224398-1.html>

## Marketing:

Marketing committee reports that the club is not doing a good job of marketing itself to potential members.

The board believes the club offers great value at affordable prices. We have 3 late model aircraft, which are well maintained, well equipped, and we have a glass panel G1000 airplane. This is unmatched by any FBO or flying club in the area.

The board also brainstormed last week on ideas to market the club.

1. We plan to issue a targeted mailer as was done in the past. The secretary has provided a database of pilots from the FAA, which was given to Jim K. and Kris Q. to query for potential members.
2. Make presentations at ground schools to promote club.
3. Visit testing centers to promote club.
4. Schedule picnic / cookout and have an open house to attract potential members.
5. Contact prior visitors.
6. Reduce amount of buy-in (partial buy-in?)
7. Offer reward to current members for finding a new member (\$250?)
8. Solicit members of local IMC Club.
9. Target nearby businesses (flyers @ Starbucks by airport)
10. Target high-school students
11. Create 'plane card' (11 x 17) for placement in window when parked (fly this airplane!).
12. Replace existing flyers at Clow (tags all torn off).
13. Target 'Rusty Pilots'.
14. Have a feature article w/ local newspaper (Sun).

Jim K. will send an email asking members to help with these ideas.

## 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.

Don – Checked out in 884BC

Gevin – the same I believe.

14 other people should also be listed here.

## 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

## Flying Hours:

### June Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	22.6	20.3	0.0
TACH	1312.0	4083.2	4739.6
TBO	2000	2000	2000
TMOH	688.0	36.6	1306.0
CLUB	0.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

### May Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	33.2	19.9	0.0
TACH	1289.4	4062.9	4739.6
TBO	2000	2000	2000
TMOH	710.6	56.9	1306.0
CLUB	0.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

### April Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	40.4	2.4	0.0
TACH	1256.2	4043.0	4739.6
TBO	2000	2000	2000
TMOH	743.8	76.8	1306.0
CLUB	0.5	0.7	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:

### N884BC

1. The airplane may be slightly out of rig to the left.
2. Idle is a little low.
3. The backup battery is questionable if checked by watch.
4. Oil was changed recently.
5. Intermittent CO detector.
6. The fuel sender X's out in turbulence.
7. Tag is missing on the fire extinguisher.
8. Annual is due this month. A/D for fuel injection is also due.
9. Approach plate clip on pilots yoke broken.
10. The number 3 EGT probe may be bad or not reading correctly.
11. Unconfirmed report of COM2 no audio.
12. Elevator trim is slightly nose down but not really an issue.

Ray K. and Don P. took the plane to Lumanair at KARR for the annual inspection. Annual has not yet started as of 7/6/15.

Status as of 7/7/15: John W. reports they started and compression is good on all cylinders. They were asked to perform the pitot static check, install an oil sump quick drain, and replace the tires (club supplied).

The wheel pants should also be installed. The initial estimate is \$1,400 done in 3 days. The plan is to be completed by Sunday 7/12/15 to go pick up 5RC.

### N983SP

1. EGT is intermittent
2. Nose wheel shimmy
3. NAV1 is intermittent

Eric P. and Doug B. to discuss large annual bill with Travel Express. The club has not paid anything yet. The main invoice was \$6,500.00 for annual related items. An additional bill for the wing repair was \$10,000.00. We are looking for a discount on the wing repair since no labor was specified. They also did not alert the club on the potentially large bill. The bill was 4 times the original estimate and the paint was done poorly. We will use the paint to start off negotiations.

### N415RC

The plane is still in Quincy Illinois. The engine is to be delivered from G&N. The FBO says the plane should be ready by the end of this week. The plan is to pick the plane up Sunday 7/12/15.

We will have a 10-hour break in period on a rebuilt engine. Cross countries only and no pattern work until after break in. Eric P. will fly the plane first.

The new propeller should offer better performance.

The insurance covered everything except about \$500.00.

One vacuum pump in the plane has over 2000 hours and should be replaced. The cost is \$850.00 plus labor. Decided to hold off for now so the airplane is not delayed further.

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

## June 2015 Treasurer's Report

### Cash

Chase Checking	39,888.39
Chase Savings	10,115.94
<b>Total</b>	<b>\$50,004.33</b>

### Payments

Honeywell	3SP GPS subscription	431.00
Naper Aero	Fuel and Fees - May	1,803.04
JA Air	3SP Valve Drain	80.00
Volartek	Loan Payment	1,110.21
R.Kastor	3SP Replace Valve Drain	70.00
Swanson	Work Night Supplies	93.03

### Total

**\$3,587.28**

### Reserves

INSURANCE (\$1800/ mo)	-4,000.00
ANNUALS ( \$1000/ mo)	-11,000.00
LL10 DUES (\$350/ mo)	-3,150.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-26,750.00
CREDIT BALANCE MEMBER	-11,700.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP	-2,000.00
5RC additional repair	-9,544.00

### Reserves net

-30,116

### Reserve Increase/(Decrease)

**8,229**

### Loan

INTEREST PAID @ 6.0%	729.00
PRINCIPAL PAID	937.00
AIRCRAFT LOAN Balance	145,377.00

### Receipts

Dues & Flying	10,816.86
Insurance Deduction	1,000.00
Bank Interest	0.44

### Total

**\$11,817.30**

### Credits To Members

Fuel Away	534.78
Loan Pymt	555.10

### Total

**\$650.10**





## This Month's Photo Corner



ARR has a 737-400 operating out of it.





## 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:

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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)

### BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 <sub>1</sub>
Michael Pastore	630-606-3692 * <sub>1</sub>
Eric Popper	630-841-3065 *

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

### Quartermaster/VP:

Jim Krzyzewski