

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

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, July 5th, 2016 at Naper Aero. The President called the meeting to order.

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

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

The Treasurers' report was reviewed for the members. The reserves show a \$7444.00 increase. Aircraft loan balance is \$133,802.00. Income is 11,728.49; bills are \$4,634.45, cash available 57,903.62. Refer to the complete financial details later in this newsletter. The fuel price increased to \$4.10 beginning of the month.

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 8:15 PM.

LL10 Avgas 100LL

\$4.10/gal.

Aircraft Rates

N884BC = \$108.50

N983SP = \$103.50

N415RC = \$127.76

Cumulative Hours Flown :

As of June 2016

884BC 139.4 hrs.

983SP 67.8 hrs.

415RC 126.2 hrs.

TOTAL 234.1 hrs.

Join us for our next meeting:

Tues., August 2nd 2016

Plane wash 5:00pm

Dinner 7:00pm

Business meeting at 7:30pm

See you there!

Attendees

Members:

Doug Beck
 Jack Lindquist
 Gevin Cross
 Nick Davis
 Robert Downey
 Hubert Elsen
 Ray Kvietkus
 Gerry Miskowicz
 Don Patterson
 David Vaught
 Val Vlazny

Social:

Bradley Swanson

Guests:

Erika Vaught
 Vernon Yancey

What's Up...?

I flew 3SP earlier in the month and found clean rags in a plastic bag for the windshield and two quarts of oil in reserve. Thanks Jim K. VP/Quartermaster for your efforts!

Old Business

The 18 VASI is still out of service. No approval for instrument approach to Naper Aero yet.

New Business

A cookout this summer was proposed to recruit new members. Anyone care to head up this effort? I will retain this since no one has stepped up to do this.

Safety:

Consider stadium and raceway TFR's before every flight. I call up flight service before every flight.

Membership:

Vernon Yancey may join us in 2 months.

Marketing:

Nothing new.

Accomplishments:

Val V. completed his BFR and is now club checked out to fly 5RC.

Seen on the web:

'DOC' Takes flight at last - AVweb

<https://www.aopa.org/news-and-media/all-news/2016/july/18/doc-takes-flight-at-last>

T50 simulator at Airventure

<https://youtu.be/BTnYeAi877g>

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: Larry Bothe

Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing 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:

June Aircraft Report

	884BC	983SP	415RC
FLYING	35.8	19.0	44.5
TACH	1593.2	4263.6	4977.7
TBO	2000	2000	2000
TMOH	406.8	-143.8	1067.9
CLUB	0.1	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

May Aircraft Report

	884BC	983SP	415RC
FLYING	27.9	10.6	17.6
TACH	1557.4	4244.6	4933.2
TBO	2000	2000	2000
TMOH	442.6	-124.8	1112.4
CLUB	1.4	0.8	0.4
*GAL/HR.	10.2	10.2	12.3

April Aircraft Report

	884BC	983SP	415RC
FLYING	16.6	9.8	31.2
TACH	1529.5	4234.0	4915.6
TBO	2000	2000	2000
TMOH	470.5	-114.2	1130.0
CLUB	0.0	0.0	0.4
*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. Fuel gauges don't work well when full tanks.
- 2.

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

N884BC

1. Auto pilot fixed under warrantee.
2. Magnetos have been fixed.
3. Autopilot says pitch trim error sometimes. Cycle breaker to correct it.
4. Port side fuel cap chain is still off.
5. Annual due at the end of the month.
6. Fuel injector inspection is completed.
7. New brake linings installed.

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

N415RC

1. NAV/COMM2 display fixed.
2. Old spinner sold.
3. Audio panel knob still missing.
4. Timer button missing.

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

June 2016 Treasurer's Report

Cash

Chase Checking	27,779.36
Chase Savings	30,124.26
Total	\$57,903.62

Payments

Naper Aero	Fuel and Fees - May	1,924.52
Volartek	Loan Payment	1,110.21
Swanson	Worknight Supplies	62.73
Airtex	5RC Seat Upholstery Supplies	914.00
JA Air Center	5RC Install radio #2 display	622.99
Naper Aero	Fuel and Fees - May	1,924.52
Volartek	Loan Payment	1,110.21
Swanson	Worknight Supplies	62.73
Total		\$4,634.45

Reserves

INSURANCE (\$1500/ mo)	-3,000
ANNUALS (\$1000/ mo)	-7,000
LL10 DUES (\$350/ mo)	-3,150
INACTIVE MEMBER	-11,977
ENG OVRHL 3SP/4BC(\$750/mo)	-35,750
CREDIT BALANCE MEMBER	-12,700
EQUITY INSTALLMENT MEMBER	-1,500
Reserves net	-17,173.00
Reserve Increase/(Decrease)	\$7,444.00

Loan

INTEREST PAID @ 6.0%	\$674.00
PRINCIPAL PAID	\$991.00
AIRCRAFT LOAN Balance	\$133,802.00

Receipts

Dues & Flying	11,477.10
Equity	250.00
Bank Interest	1.39
Total	\$11,728.49

Credits To Members

Fuel Away	1740.89
Loan Payment	555.10
4BC oil change, brakes, valve cover gasket, Lord mount, remove wheel pants	550.28
4BC lamp	6.70
4BC oil	7.87
Total	\$3,034.37

This Month's Photo Corner



Cessna 182 turbo retractable



9000' and a 50kt tailwind gets you home quick

Turbo-182 Training flight

On Thursday, 4/28, I flew this Cessna turbo-charged, retractable gear 182 from Seymour, IN to Louisville, KY to St. Louis (Alton), and back to Seymour (3.7 hours) under the watchful eye of the owner and CFI, my friend Lance Bartels. The purpose of the flight (for me) was to learn the systems; S-Tec 55 autopilot, Garmin 750 touch-screen navigator, emergency gear extension, engine management (leaning and fuel computer), HSI display, etc. I have hundreds of hours in Cessna 182's; the basic airplane-driving wasn't an issue. I needed to learn the systems in this particular plane because I'm going to borrow it to go to Tarkio, MO, 466 NM WNW of here. I had only flown it once before (alone) for about 15 minutes. For a long trip, with passengers, I wanted to know a lot more about the systems so I can cope if something goes wrong.

It took a long time to get to St. Louis due to a substantial headwind. Think C-172 speed. But on the way home we went up to 9000 feet to be above the clouds (smooth!) and ride the tailwind. It was about 50 knots, right on the tail. Most of the time we were somewhere in the 190's for speed, but for a little while we were over 200 knots groundspeed. The other picture is a cell-phone shot of the Garmin 750 main screen showing 200 kts straight up! We got home from Alton-St. Louis in an hour.

From former president and newsletter editor/contributor Larry Bothe. See attached pictures. Thanks Larry!

Larry Bothe, FAA Designated Pilot Examiner

Sport – Private – IFR, vintage & taildraggers

Available on Short Notice, 812-521-7400

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
-------------	--------------

Plane Captains:

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