

# 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  
\$4.83/gal.

#### Aircraft Rates

C172R/SP = \$100.80  
C182S = \$126.73

#### Aircraft Hours Flown Cumul.:

Dec. 2013 – July 2014  
388ES 70.7 hrs  
983SP 53.6 hrs  
415RC 57.3 hrs  
TOTAL 181.6 hrs

Join us for our next meeting Tuesday, Aug. 5<sup>th</sup>.

- 5pm plane wash
- 7pm dinner
- 7:30pm meeting

See you there!

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, July 1st, 2014 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. A motion was made to accept the minutes as published and was seconded. The minutes were accepted.

The Treasurer's report was reviewed for the members. The total flying time was 55 hours. Thirty-two of these were in 415RC . Cash in the bank increased by \$7,000.00 to \$67,716.00. The reserves are fully funded and we are in great financial position. A motion was made to accept the financial report that was seconded. The financial report was approved.

The new fuel rate at LL10 will be \$4.83 per gallon. See updated hourly rental rate.

The aircraft reports were heard followed by old and new business.

Please see details in the following sections.

The meeting adjourned at 8pm.

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**Attendees:**

Ray Kvietkus  
 Chuck Jaudes  
 Jack Lindquist  
 Bob Downey  
 Eric Popper

Hubert Elsen  
 Gevin Cross  
 Joshua Jones  
 Don Patterson  
 Bradley Swanson  
 John Wrycza  
 Kris Queen  
 Greg VanDenHam  
 Nick Davis

**Guests:**

Jack Popper  
 Peter Taylor  
 David Vaught

**Social:**

Gerald Bloodsaw  
 Brad Swanson

## What's Up...?

### The Case for Diesel

A number of years ago, I spoke briefly to the assembled club members at a regular meeting about the fact that we should start to consider converting to Diesel Engines for our planes. At the time Thielert in Wisconsin was manufacturing these motors. They went bankrupt and subsequently was acquired, I believe in part, by a Chinese firm. Cessna has now introduced a Diesel powered Skyhawk and what I believed would happen, is starting to happen.

When I joined the club in 1977, we had two underground tanks and two types of fuel, 80 Octane and 100 Octane (and not Low Lead). At that time, all of our planes used 80 Octane. But as the years passed, not only were 80 Octane engines phased out, so was 80 Octane fuel. One hundred Octane fuel was replaced with 100LL. There was a small push toward Auto Fuel, but that has not really taken hold, partly because nearly all auto fuel has 15% alcohol in it. We know that 100LL fuel is dying, and it is just a matter of time before it is gone for good.

I think the future is Diesel, or Jet A (virtually the same stuff).

Finally, piston Aircraft engines are being designed to take advantage of this inexpensive, very common fuel. In the rest of the world, diesel vehicles are the rule. But partly because of GM disastrous introduction in the late 1970s/80s of small diesel engines, for a generation, Americans have been skeptical of diesel, unless it is for a truck or large vehicle.

Another problem with diesel fuel was that it produced a lot of small particulate matter, the really small particles that create the smoke for which diesel trucks were once infamous. But new fuel standards have reduced this toxic pollutant considerably, and diesel fuel is approaching the same level of "clean" as gasoline powered engines.

The point is simple, we need to be thinking much more seriously about our planes and how they are powered. There are some barriers to owning diesel powered planes for our club:

- No fuel is currently available at LL10
- The engines available are not quite ready for prime time...but they are getting close.

The advantages are many, chief among them are considerably lower operating costs. We can easily cut the cost of operating our planes by 25%, maybe even by 1/3.

Diesel engines do not have an ignition system, increasing safety and eliminating about 30% of the parts from a typical gasoline engine. Less parts, less parts to fail.

Jet A is available at all moderate sized and larger airports. Just as we transitioned away from 100 Octane (NOT LL), and away from 80 Octane fuels, we will transition away from gasoline fuels all together. And at some point, some enterprising person will probably develop an STC to allow auto diesel fuel to be used in airplanes. Diesel fuel is the stuff left over after refining for gasoline is complete. In the earliest days of gasoline powered engines, the refiners did not know what to do with the stuff. But a German guy by the name of Diesel (surprise), is credited with doing the most work on a Compression-Ignition engine, and getting it to work. I have owned two diesel cars in my life, both getting 48 mpg no matter how I operated them. I would have owned a 3<sup>rd</sup> and 4<sup>th</sup>, had they been available. Finally, now they are.

I believe the plane we purchase after the one we are now considering, should be diesel powered. I think the time will be right, reliable motors will be available and enough people using LL10 will want one of the underground tanks to contain Jet A fuel. I ask the club members learn what they can about this new, disruptive technology and consider how to make this transition. This is not a decision to be made now, or even a year from now, but we should open a dialog with the Naper Aero Administration regarding changing one of the underground fuel tanks to Jet A. And we all need to learn more about diesel piston engines in airplanes. Yes, there will be a learning curve, but we have made fuel transitions before. We can do it again.

-Nick Davis

## Safety:

Beware of popup TFR's, call flight service before your flight.

Sometime in July Lewis KLOT will have a temporary tower put up to handle traffic. Check Notam's before you fly there.

## Membership:

Gerald Bloodsaw's son is interested in joining the club.

Membership flyers are in each plane. Please put them on bulletin boards when you visit other airports.

## Accomplishments:

None.

## Seen on the web:

Bench replaces Harrier nose gear.

<http://www.avweb.com/avwebflash/news/Bench-Replaces-Harrier-Nose-Gear222251-1.html>

## Old Business

8ES ad is on [controller.com](http://www.controller.com) Put for sale signs in the plane if it's going to Oshkosh.

## New Business

Reduction in fuel price lowers the hourly rate for all planes. Just for reference: a 172 at Clow is 158 per hour, a 182 is 200 per hour. Get out there and fly!

Upgrade the KLN89B in 415RC to a KLN94 and swap out the bad 89B in one of the 172's. The cost is estimated at around \$3,000.00. John and Eric to research our options.

A motion was made and passed to buy one for \$2,500.00 with a warrantee.

Is there interest in a light sport plane? A Remo's for about 100K possibly. Maybe this will increase membership interest. A possible solution may be to get one for a club meeting and let people sit in it or go for a ride. It could also be done on a Saturday instead.

## 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: Eric Popper and Hubert Elsen

## Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. The person scheduled for refreshments should coordinate with the grill master to bring beverages and dessert to the club meeting. If unable to attend, s(he) should arrange with someone else to cover the commitment or pick another time. Please note this is different than grill duty.

## Flying Hours:

### June Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	16.3	7.3	32.0
TACH	1011.0	3868.3	4553.5
TBO	2000	2000	2000
TMOH	64.3	251.5	1492.1
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

### May Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	25.1	24.8	22.8
TACH	994.7	3861.0	4521.5
TBO	2000	2000	2000
TMOH	80.6	258.8	1524.1
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	20.5	4.0	11.7
TACH	969.6	3836.2	4498.7
TBO	2000	2000	2000
TMOH	105.7	283.6	1546.9
CLUB	1.9	0.8	1.5
GAL/HR.	10.2	10.2	12.3

8ES hours on new tach  
 TBO - engine time between overhauls  
 TMOH - engine time to major overhaul

## Aircraft Reports:

### N388ES

1. Instrument light switch repaired.
2. Nose wheel steering is ok.
3. The GPS occasionally loses its position but always recovers.
4. Taxi light is out; John to verify.
5. COM2 squelch open knob does not work.
6. AP does not beep on disconnect.

No other issues reported, the plane flies well.

### N983SP

1. Eric was not yet quoted a price to patch the wing.

No other problems were reported.

### N415RC

1. Main wheel pants are not on; Fiore to look at it.
2. New wingtips were painted but poorly. Intend to re-paint them but after the heavy flying season.
3. Ammeter still spikes down occasionally. It worked fine the last time Eric flew it.
4. Propeller knob is broken. The release button is stuck down. If Bob can't fix it, the cost is 350.00 to replace it.
5. Port side Navigation light indicator was ordered.
6. Oil found on hanger floor with cat litter covering it. We are unsure of the cause or who left it like that.

**This is a reminder to report anything that happens out of the ordinary.**

7. Some crack (where?) past the stop will be addressed at the annual inspection.

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

No other problems were reported.

## June 2014 Treasurer's Report

### Cash

Chase Checking	12,643.17
Chase Savings	55,073.31
<b>Total</b>	<b>\$67,716.47</b>

### Payments

Volartek	Fuel and Fees - May	555.10
Naper Aero	8ES panel lights parts	2,902.16
JA Air Center	Equity Return	156.20
B. Swanson	Worknight food / supplies	4,250.00
B. Swanson	Gas Grill parts	100.38
Applnc Facy	Oil and Oil filters	58.98
Sporty's	8ES / 3SP AD compliance	307.25
R. Ewers	Fuel and Fees - May	100.00
<b>Total</b>		<b>\$8,430.07</b>

### Reserves

Insurance (\$1500/ mo)	-3,000.00
Annuals (\$1000/ mo)	-5,000.00
LL10 dues (\$325/ mo)	-2,925.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP (\$750/mo.)	-30,250.00
Credit Balance Member	-8,900.00
Equipment Upgrades	-5,665.00
<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/(Decrease)</b>	<b>7,276.00</b>

### Loan

Interest Paid @ 6%	\$405.00
Principal Paid	\$594.00
Aircraft Loan (Due Jan 2023)	\$80,281.00

### Receipts

Dues & Flying	11,374.41
Equity	4,250.00
Bank fee return	43.00
<b>Total</b>	<b>\$15,667.41</b>

### Credits To Members

Fuel Away	1,941.67
Work Night	0
Office supplies	0
Loan payments	444.08
Maintenance	0
Maintenance	0
<b>Total</b>	<b>\$2,385.75</b>



## This Month's Photo Corner



415RC at Bowman field, near Louisville at sunset in front of old terminal after big storm.



Hubert Elsen in his ASW 24 glider trying out the new GoPro App. Check out the video here: <https://www.youtube.com/watch?v=WYAEhsDEedU&authuser=0>

Good thing he's not a Scotsman!



## Safety Reminders

- Beware of Presidential TFR's.
- Watch for stadium TFR's especially Joliet Speedway and DeKalb University.
- Check the tire pressure during pre-flight; 172-30psi 182-40psi
- Check oil change due sticker: it's not a showstopper, just tell the maint. Officer
- Be careful of FOD from the garbage and other sources.
- Recommend a second walk around before startup.
- Avoid distractions. They cause you to deviate from your normal routine. Stick to your routine and go back a few steps if necessary.
- Please, if you must depart right cross wind do so at 1500' or above. Left climbing turns over the numbers or mid-field are acceptable.
- If you damage the aircraft, please man up and report it. Your board and airplane captains are not here to judge you or make a mockery out of your situation. We all make mistakes and it can happen to anyone! Our goal will be to handle the situation discreetly and efficiently to minimize down time of the aircraft. Only those who need to know will.
- Double check to ensure the tow bar is NOT attached before taxi. Never leave the tow bar attached to the airplane. Do NOT set the tow bar on the wheel pants.
- **As members we own 1/45 of these planes. It is inappropriate for any of us to decide what is to be fixed or how. That is up to the chief maintenance officer, airplane captain, and your club officers to decide.**

If you encounter ANY problems, notify the airplane captain immediately!  
The number is available in the fuel logbook.

## Operational Reminders:

- Windshield washing: Please use a CLEAN, soft CLOTH. Paper scratches the windshield.
- Don't park at the pumps for extended periods.
- The red BFC compressor available to fill tires.
- Log oil added in the airplane logbook.
- Remember to lean the airplane during Taxi, the engine loads up and you or the next pilot will fail the magneto check. General rule is to lean two fingers width away from full rich.
- 36 is the preferred runway at LL10 in calm winds.
- Check to ensure the oil does not need to be changed before your flight. If it is, notify the airplane captain.
- We now favor **landing on pavement rather than grass**. This has changed recently due to our unusually high gyro instrument issues. The thinking is now to spend money on tires rather than DG's; they are much cheaper. Turf landings tend to be rougher in general rather than pavement. Use your best judgment however and consider winds and safety first.
- NEVER, EVER fly the plane with a completely deflated strut. Remember the rivets sheared off in 388ES?
- Check the tires for bald spots.
- When closing the doors on our planes, please use the door itself rather than the handhold in the door panel. Do this by first opening the window (to relieve the air pressure as the door comes shut) and then close the door by holding onto it at the lower window ledge. This procedure will prevent expensive door panel damage like we had on 388ES.

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 172R N388ES
2. Cessna 172SP N983SP
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 <sup>1</sup>
Michael Pastore	630-606-3692 <sup>*1</sup>
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:

N388ES	Don Patterson	815-436-5771
N983SP	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065

### Quartermaster:

Jim Krzyzewski