

# 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 143.4 hrs.  
983SP 82.0 hrs.  
415RC 45.7 hrs.  
TOTAL 271.1 hrs

Join us for our next meeting  
**Tues., July 7th**

Plane wash: 5pm

Brats and burgers 6:30 pm

Business meeting at 7:30pm

See you there!

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, June 2nd, 2015 at Naper Aero. The Secretary called the meeting to order at 7:46 pm.

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

The minutes from the last meeting were published in the newsletter. Questions and comments were solicited but none were received. A motion was made to accept the minutes and seconded. The minutes were accepted as published.

The Treasurer's report was reviewed for the members. The total flying time was 53 hours on 2 planes with no club time. We had \$8,211.88 in receipts. An advance check from Avemco was received for \$21,610.00. A total of \$22,654.89 was paid in bills. Cash in the bank is \$ \$41,774.31. We had 0 fuel away credits. We have a loan balance of \$146,311.00. Our reserves for overhauls are under funded.

Questions and comments were solicited for the Treasurer. The board will consider increasing the rental rate on the planes to improve our under funded reserves. We discussed the current status of 415RC. The engine is awaiting installation. See details in aircraft reports.

A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was accepted.

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

The meeting adjourned at 8:41 pm.

**Attendees:**

Doug Beck  
 Jack Lindquist  
 Don Leonard  
 Ray Kvietkus  
 Hubert Elsen  
 David Otero  
 Nick Davis  
 Kevin Kanarski  
 Mel Finzer  
 Walt Slazyk  
 JP Balakrishnan  
 James Robertson  
 John Wrycza  
 Gerry Miskowicz  
 Joshua Jones  
 Don Patterson  
 David Vaught

**Guests:**

Klaus Geib  
 Daniel Vargas  
 Ken Yokosawa

**Social:**

Bradley Swanson

**What's Up...?**

Not a whole lot.

**Old Business**

Battery maintainer purchase will be pushed off until fall. John W. and Josh own this one.

884BC needs a cowl cover. Also pushed off until fall.

It also needs a quick drain plug installed with an STC. To be done during the annual inspection.

We currently have 16 members who have accomplished a checkout in 884BC. Runway re-numbering, no further status but thought to be tied to a new GPS approach being worked on. The approach will be published but the plate will have to be issued by the airport manager. Josh J. is watching this issue.

**New Business**

John W. plans to put a led light by the clubhouse door keypad.

**Safety:**

Ray K. confirmed that 884BC is exactly 56# heavier than 388ES was. Make certain you perform a W/B before your flights. He has seen pilots flying too fast in the pattern. Be careful not to over speed the flaps. In the 172 10 deg. Is 110 kts, 20 deg. Is 85 kts.

Josh J. learned at the IMC meeting that the flight plan format would be changing to ICAO. The old GPS equipped /G does not work anymore. There are many other changes as well.

Doug reported hearing someone trying to land at Clow. He informed them the airport was closed. Other pilots should listen for this.

**Membership:**

Klaus Geib, Daniel Vargas, and Ken Yokosawa joined us for the meeting.

**Marketing:**

No news.

**Accomplishments:**

None.

## Seen on the web:

NASA Tests Anti-Bug Aircraft Coating

<http://www.avweb.com/avwebflash/news/NASA-Tests-Anti-bug-Aircraft-Coating-224211-1.html>

Apple GPS Accessory Glitch Fix Coming

<http://www.avweb.com/avwebflash/news/Apple-GPS-Accessory-Glitch-Fix-Coming-224213-1.html>

NTSB Warns Pilots To 'See And Be Seen'

<http://www.avweb.com/avwebflash/news/NTSB-Warns-Pilots-To-See-And-Be-Seen-224210-1.html>

## 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

## 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.

## Flying Hours:

### 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>884BC</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

### March Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	36.6	36.6	9.8
TACH	1215.8	4040.6	4739.6
TBO	2000	2000	2000
TMOH	784.2	79.2	1306.0
CLUB	1.0	0.0	1.3
*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.

An initial AHRS alert is normal. A continuous one is a problem.

Doug, John, and Eric discovered a pull of the A/P breaker will fix a runaway trim issue.

Watch for the phantom traffic alert yellow dot above the plane on climb out. This is normal.

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

### N983SP

Josh J. reports the taillight was out but replaced. No other issues reported, the plane flies well.

The cost of the annual is at issue. The club received the bill from travel express for \$15,000.00. The shop rate is \$75.00 per hour with approximately 7000 hrs of labor. Lots of work was done including rebuilding of wings, painting, and other more typical work. An example of 1.5 hrs. to install stickers around the fuel port was offered as ridiculous. Doug B. and Eric P. plan to talk to the owners in hopes of a reduction. Going forward, we will be changing how and where we do annual inspections.

### N415RC

Doug reports that he, Eric P. and John W. flew 884BC down to Quincy Illinois to have a look at 415RC. The flight was a personal flight for Doug done at no cost to the club. While there they confirmed there was no firewall damage.

G&N found no damage to the engine. The engine was re-assembled as is awaiting ferry to Quincy Illinois. The new TopProp is in the hanger with 415RC. The old one is very bent. The plan is to sell the old prop and spinner for cash. A discussion was had about prop ownership and right to sell.

We hope to get 415RC back in a few weeks. We discussed the initial break in plan. Eric P. will fly her over the airport for a while to ensure its running right.

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

## May 2015 Treasurer's Report

### Cash

Chase Checking	31,658.81
Chase Savings	10,115.50
<b>Total</b>	<b>\$41,774.31</b>

### Payments

AVEMCO	Insurance Premium	5,871.57
Great Riv Avia	5RC Prop - Advance payment	13,056.25
Naper Aero	Fuel and Fees - April	2,292.41
Sporty's	15W50 Oil (2cs) Oil filter (1)	198.45
Volartek	Loan Payment	1,110.21
Swanson	Work Night Supplies	35.47
TEAM	5RC Compass light service- Dec	90.53

<b>Total</b>	<b>\$22,654.89</b>
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### Reserves

INSURANCE (\$1800/ mo)	-2,000.00
ANNUALS ( \$1000/ mo)	-10,000.00
LL10 DUES (\$350/ mo)	-2,800.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-26,000.00
CREDIT BALANCE MEMBER	-10,700.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP	-2,000.00
5RC additional repair	-8,544.00
<b>Reserves net</b>	<b>-32,246</b>
<b>Reserve Increase/(Decrease)</b>	<b>7,168</b>

### Loan

INTEREST PAID @ 6.0%	737.00
PRINCIPAL PAID	929.00
AIRCRAFT LOAN Balance	146,311.00

### Receipts

Dues & Flying	8,211.88
AVEMCO	21,610.00
Bank Interest	.91

<b>Total</b>	<b>\$29,822.79</b>
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### Credits To Members

Fuel Away	0.00
Loan Pymt	555.10
Express mail	19.99
Printer ink	33.00
Office Supplies	42.01

<b>Total</b>	<b>\$650.10</b>
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## 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