

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

LL10 Avgas 100LL

\$5.07/gal.

Aircraft Rates

C172R/SP = \$103.20
C182S = \$129.69

Aircraft Hours Flown:

Dec. 2013 – Feb. 2014
388ES 13 hrs
983SP 32.1 hrs
415RC 27.2 hrs
TOTAL 72.3 hrs

Join us for our next meeting
on Tuesday April 1st.

5pm for the plane wash
weather permitting

6pm dinner

7:30pm meeting

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, February 4th, 2014 at Naper Aero. The Vice President called the meeting to order at 7:32 pm.

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

The minutes from the last meeting were published in the newsletter. Corrections, comments, and questions were solicited but none received. 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 hours reported was 29. Dues and flying were reported as \$5,423.80, and new member equity received was \$4,250.00. The fuel away credit to members was \$1,273.65. All of the other details are available in the financial tables later in this newsletter. The reserves are fully funded and we have \$66,303.48 cash in the bank.

The Vice President commented that our cash balance is growing and the reserves are funded. Questions or comments were solicited but none received. A motion was made to accept the Treasurer's report as published and then it was seconded. The report was accepted as published.

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

Please see details in the following sections.

Meeting adjourned at 7:48 pm.

Attendees:

Chuck Jaudes
 Jack Lindquist
 Don Leonard
 Kris Queen
 Gevin Cross
 Joshua Jones
 Kevin Kanarski
 Mel Finzer
 Greg VanDenHam
 Steve Snapp
 Don Patterson
 Bob Downy
 Bradley Swanson
 Gerry Miskowicz
 Nick Davis
 Fiore D'Orazio

Guests:

James Robertson

Social:

Jeff Hilsenbeck

Accomplishments:

None mentioned.

What's Up...?

Jeff Hilsenbeck is available for instruction or bi-annual flight reviews.

Safety:

Watch out for snow and ice on the runways and taxiways. Use your best judgment to avoid an incident. Steer clear of snow banks and watch those wingtips.

Membership:

Jim Robertson has not made a decision yet but hopes to in the Spring. A member wondered how many we have on the list currently. The President keeps those numbers. Two members want to leave and there are a few others but its likely they know the list might take a while.

Seen on the web:

Creeping complacency kills the captain.

http://www.aopa.org/Pilot-Resources/Safety-and-Technique/Accident-Analysis/Accident-Statistics/ePilot-Reports/Familiarity-and-contempt-ERA13FA055.aspx?WT.mc_sect=sap&WT.mc_id=140321epilot

Support the General Aviation Pilot Protection Act | EAA

<http://govt.eaa.org/14781/support-general-aviation-pilot-protection-act/>

Old Business

The logo was not discussed due to John's absence.

The airplane sale and acquisition proposal was mentioned. The possibility of voting on this next month was mentioned.

New Business

None.

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: Debbie Westley

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.

Work Credits are assigned to members that maintain the planes. This includes annual inspections routine maintenance, and plane washes.

The Club really appreciates the hard work and savings these members provide!

John Wrycza	*
Don Patterson	*
Josh Jones	*
Eric Popper	*
Val Vlazny	0
Don Leonard	0
Brad Swanson	0
Mike Manly	0
Steve Snapp	0
Josh Krecek	0
Fiore D’Orazio	0
Kevin Kanarski	0
Al Loek	0
Joe McBride	0
Tom Kean	0
Hubert Elsen	0
Kris Queen	0
Mike Csernak	0
Steve O’Connor	0
Mel Finzer	0
Nick Davis	0
Bob Downey	0
Gevin Cross	0
Steve Highland	0
Greg VanDenHam	0
Todd Mick	0
Matt Forsberg	0
James Krzyewski	0
Don Patterson	0
Dave Otero	0
Joshua Jones	0
J.P. Balakrishnan	0
David Kluzak	0

Aircraft Reports:

N388ES

1. The ground wire on the external power plug is missing.
2. The annual inspection is planned for March 18-31st.
3. The pedestal light needs to be replaced.
4. Missing cowl screws will be replaced during the annual
5. Attitude indicator is slow to stabilize. We plan to swap out the instrument and send it in. This should be a 1-week turn around.
6. Jerky flaps will be addressed at the annual inspection. Ray flew it recently and reported no issue with them.
7. The seats will be recovered during the annual.

No other issues reported.

N983SP

1. The wing patch will be completed at the annual inspection.
2. The compass light is out.
3. The annual inspection is planned for April 17-30th.

No other problems were reported.

N415RC

1. The DG will need to be replaced during the annual inspection. It appears to be precessing a lot.
2. Nose wheel shimmy is worse. This will be fixed during the annual inspection.
3. We plan to replace the ELT at annual inspection. John and Kris have found a \$600.00 drop in replacement.
4. The wingtip has more cracks in it. Needs stop drilling or replacement.
5. The oil consumption is still higher than normal. This needs more investigation.
6. The airspeed indicator is working again and the right toe brake is operable.
7. The oil needs to be changed.

No other problems were reported.

Flying Hours:

February Aircraft Report

	388ES	983SP	415RC
FLYING	7.4	18.4	3.3
TACH	939.3	3812.0	4467.0
TBO	2000	2000	2000
TMOH	136.0	307.8	1578.6
CLUB	0.4	0.4	1.0
GAL/HR.	10.2	10.2	12.3

January Aircraft Report

	388ES	983SP	415RC
FLYING	2.5	4.5	11.8
TACH	931.9	3793.6	4463.7
TBO	2000	2000	2000
TMOH	143.4	326.2	1581.9
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

December Aircraft Report

	388ES	983SP	415RC
FLYING	3.1	9.2	12.1
TACH	929.4	3789.1	4451.9
TBO	2000	2000	2000
TMOH	145.9	330.7	1593.7
CLUB	0.4	0.4	0.0
GAL/HR.	10.2	10.2	12.3

8ES hours on new tach

TBO – engine time between overhauls

TMOH – engine time to major overhaul

February 2014 Treasurer's Report



Cash

Chase Checking	11,248.72
Chase Savings	55,054.77
Total	\$66,303.48

Payments

Volartek	Loan Payment	555.10
JA Air Center	8ES Electrical Contactor	71.84
Naper Aero	Fuel and Fees - Jan	1,253.40
Total		\$6,179.84

Reserves

Insurance (\$1500/ mo)	-1,500.00
Annuals (\$1000/ mo)	-13,000.00
LL10 dues (\$325/ mo)	-1,625.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP (\$1000/mo.)	-27,250.00
Credit Balance Member	-7,300.00
Equipment Upgrades	-3,652.00
Reserves net	0
Reserve Increase/(Decrease)	\$3,498.00

Loan

Interest Paid @ 6%	416.00
Principal Paid	583.00
Aircraft Loan (Due Jan 2023)	\$82,642.00

Receipts

Dues & Flying	5,423.80
Equity	4,250.00
Total	\$9,673.80

Credits To Members

Fuel Away	1,273.65
Work Night	
Office supplies	
Loan payments	444.08
Maintenance	13.91
Total	\$1,731.64

This Month's Photo Corner



Once a year at Ogle County Airport near Oregon, Illinois they have the Pork N Pie fly-in.



They make the pork....



And the Flying Club makes the pies....



You run into friends....



And sometimes see old planes like this Cessna 195.....



Vance says: "Let's go see how far along Jack's plane is"...



Jack has his own strip near the river by Dixon...



There it is.....



Jack's got a couple of hangers back here....



Where he's been working on a 1/3rd scale B-17 he constructed from plans he scaled up from model plans.



Cool!!

Check out: <http://theballybomber.com/index.html>

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 Naper 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.
- 388ES has a new door panel. **Please, please** try to use the door itself for closure rather than the latch handle pocket. The door should be closed gently. If it does not close, check to make sure there is no obstruction like the rubber trim on the non-hinge side, or your coat, or maybe you forgot to fasten your seat belt before closing the door.

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

BFC Website: www.flybfc.org

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 *

* 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:

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