

# 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

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, March 1st, 2016 at Naper Aero. The President called the meeting to order at 7:31 pm.

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

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

We had three guests who introduced themselves. One is a student, his friend, and another is a private pilot working on his instrument at Dupage.

The Treasurer's report was reviewed for the members. The total flying time was 20 hours with no club time. We had \$11,936.95 in receipts. A total of \$8,884.97 was paid out. Cash in the bank is \$42,832.66. We had \$337.05 in fuel away credits. We have a loan balance of \$137,737.00.

Fuel price remains the same.

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  
\$3.99/gal.

### Aircraft Rates

C172SP = \$107.40  
C172S = \$102.40  
C182S = \$126.40

### Aircraft Hours Flown Cumul.:

February 2016

884BC	33.2 hrs.
983SP	14.6 hrs.
415RC	22.9 hrs.
TOTAL	70.7 hrs.

Join us for our next meeting:

**Tues., April 5th**

Business meeting at 7:30pm

See you there!

**Attendees:**

Doug Beck  
 Jim Krzyzewski  
 Jack Lindquist  
 Don Leonard  
 Mel Finzer  
 Eric Popper  
 Donald Patterson  
 Kevin Kanarski  
 John Wrycza  
 Val Vlazny  
 Hubert Elsen  
 Bob Downey  
 Nick Davis  
 Gerry Miskowicz  
 Gevin Cross  
 Steve Snapp  
 Mel Finzer  
 Mike Beck  
 James Robertson

**Guests:**

Max Krol  
 Brian Gallik  
 Kris Knigga  
 Rich Lein

**Social:**

## What's Up...?

Maybe spring?

Age of aerospace movie. See <http://www.geekwire.com/2016/age-aerospace-boeing-sponsors-tv-series-looking-back-100-years-high-flying-history/>

Apparently discovery and science channel have it running.

Lisle Eye's to the skies July 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup>. Val needs help for the evening shape balloon's. See him for information.

Airport/Facility Directory gets new name:

<https://www.aopa.org/News-and-Video/All-News/2016/March/15/Familiar-green-AFDs-disappear>

## Old Business

Discussion regarding annual inspections coming up. The 182 will be taken to Steve Meyers at Oshkosh. Interested pilots will be ferried to assist with the annual.

We discussed getting credit for having a VASI approach light at Naper. There is still talk that pilots will need a letter of authorization to land at Naper but nothing official has been stated.

## New Business

We are looking at the purchase of a Garmin GTX345 for 884BC (I believe). This has the ability to couple to Foreflight. The cost is approximately \$6800.00 minus about \$2400.00 anticipated if we sold the old one. The transponders in the other planes are just about worthless these days. The Garmin 430W we discussed installing previously has a limited longevity since they are being phased out.

The VASI at Naper is still broken as far as we know.

## Safety:

No new experiences; thank goodness!

## Membership:

We had four guests this evening. Max, Brian, Kris, and Rich. Welcome all!

Kris is working on his instrument at DPA tells us 172M's rent for \$122.00, 172S's for \$158.00 per Hobbs hour wet. You can also rent a Cirrus for \$350.00 per hour. Interesting data.

## Marketing:

Nothing new.

## Accomplishments:

None.

## Seen on the web:

Roger Knobel ( A-12) SR-71 Blackbird Giant Remote Control Turbine Jet - YouTube:

[https://www.youtube.com/watch?v=1IYGUROZ\\_Pg](https://www.youtube.com/watch?v=1IYGUROZ_Pg)

United Airlines adding another seat to each row in economy on Boeing 777's

<http://mashable.com/2016/03/09/united-adding-seats/>

## 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: Walt Slazyk

## 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.

## Flying Hours:

### February Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	9.8	6.2	4.0
TACH	1487.0	4210.4	4874.4
TBO	2000	2000	2000
TMOH	513.0	-90.6	1171.2
CLUB	0.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

### January Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	23.4	8.4	18.9
TACH	1477.2	4204.2	4870.5
TBO	2000	2000	2000
TMOH	522.8	-84.4	1175.2
CLUB	2.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

### December Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	24.5	1.9	11.7
TACH	1453.8	4195.8	4839.8
TBO	2000	2000	2000
TMOH	546.2	-76.0	1205.8
CLUB	0.0	0.0	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:

### N983SP

1. Tannis heater fixed.
2. Trim position indicator has an issue.
3. Database in the GPS is up to date.

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

### N884BC

1. Fuel injector line inspection complete.
2. GPS database updated.
3. About 30 hrs left until oil change.
4. Winch in hanger still problematic.
5. Unable to remove wheel pants due to stripped screws.

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

### N415RC

1. The tail tie down ring was bent sideways.
2. Annual inspection is due this month.

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

## February 2016 Treasurer's Report

### Cash

Chase Checking	17,713.09
Chase Savings	25,119.57
<b>Total</b>	<b>\$42,832.66</b>

### Payments

Naper Aero	Fuel and Fees - Jan	1,736.56
Volartek	Loan Payment	1,110.21
Aircraft.com	Reservation System - monthly	36.00
Kastor	4BC AD Fuel injection line	65.00
Kastor	3SP Install elevator, Tannis Serv.	524.20
AVEMCO	Insurance	5,413.00
<b>Total</b>		<b>\$8,884.97</b>

### Reserves

INSURANCE (\$1500/ mo)	-1,500.00
ANNUALS ( \$1000/ mo)	-11,000.00
LL10 DUES (\$350/ mo)	-1,750.00
INACTIVE MEMBER	-11,977.00
ENG OVRHL 3SP/4BC(\$750/mo)	-32,750.00
CREDIT BALANCE MEMBER	-12,100.00
EQUIP UPGRADES	0.00
<b>Reserves net</b>	<b>-28,244.00</b>
<b>Reserve Increase/(Decrease)</b>	<b>\$3,051.00</b>

### Loan

INTEREST PAID @ 6.0%	\$693.00
PRINCIPAL PAID	\$972.00
AIRCRAFT LOAN Balance	\$137,737.00

### Receipts

Dues & Flying	11,936.05
Bank Interest	.90
<b>Total</b>	<b>\$11,936.95</b>

### Credits To Members

Fuel Away	377.05
Loan Payment	555.10
<b>Total</b>	<b>\$932.15</b>



## This Month's Photo Corner



Czech LET 410 Fortuna Costa Rica



Front office view

## 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](http://www.aircraftclubs.com)

**BFC Website:** [www.flybfc.org](http://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 <sup>1</sup>
Michael Pastore	630-606-3692 * <sup>1</sup>
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

\* These instructors offer limited training

<sup>1</sup> 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