

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, May 6th, 2014 at Naper Aero. The Treasurer called the meeting to order at 7:34 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 or 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 time was 37 hours. Payments were made for the Garmin 696 database subscription and XM weather, service to 8ES pitot static check and new seats. The annual inspection costs for 3SP was covered as well as GPS subscription for the older King units for the next 13 cycles. Fuel away credits to members, work night costs, and brake service for 5RC was mentioned.

The other details are available in the financial tables in this newsletter. The reserves are fully funded and we have \$67,828.00 cash in the bank after two annual inspections were paid.

Questions or comments were solicited. Someone asked if gas prices stay the same, yes they will. The President commented that we are in good financial shape. A motion to accept the report was made then seconded. The Treasurer's report was accepted as published in the newsletter.

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

Please see details in the following sections.

Meeting adjourned at 8:40 pm.

LL10 Avgas 100LL

\$5.07/gal.

Aircraft Rates

C172R/SP = \$103.20

C182S = \$129.69

Aircraft Hours Flown:

Dec. 2013 - April 2014

388ES 20.5 hrs

983SP 4.0 hrs

415RC 11.7 hrs

TOTAL 86.2 hrs

Join us for our next meeting Tuesday, June 3rd.

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

See you there!

Attendees:

Ray Kvietkus
 Chuck Jaudes
 Jack Lindquist
 Don Leonard
 Kris Queen
 Gevin Cross
 Steve Snapp
 Don Patterson
 Bradley Swanson
 John Wrycza
 Val Vlazny
 Doug Beck
 Greg VanDenHam
 James Robertson
 Mel Finzer
 JP Balakrishnan
 Kevin Kanarski
 Gerry Miskowicz

Guests:

Peter Taylor

Social:**Accomplishments:**

None mentioned.

What's Up...?

Val is still looking for volunteers to help at the Lisle Eye's to the Sky's Fest

<http://eyestotheskies.org/2014-eyes-to-the-skies-festival/>

Volunteers get to park in the balloon parking lot which is near to the fest. Balloons fly in the morning at 6am and later in the evening. Two people are needed for morning flights but 4-6 would be better for evening flights. The shaped balloons are flown in the evening and require more help. He needs a total of 42 for the 3rd, 4th, and 5th of July.

Thanks to Mr. Jim Krzyzewski (our quartermaster) for keeping clean towels in the planes. These will keep our windshields scratch free. Paper towels are for wiping oil dipsticks and hands.

Thanks to Mr. Bradley for feeding the club on work nights!

Former President Ken Leibock says hello to the club (from Val).

Safety:

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

Naper has new frangible fences at the approach end of 18.

Watch out for the Cherokee pilot who basically runs NORDO and leaves his plane at the pump for hours.

Note 8ES GPS problem in flight and sluggish attitude indicator.

Membership:

Jim Robertson was ready to join this evening and was voted into the club unanimously. Jim will replace Mike Manly who found his own replacement. He did this by posting a want ad on Charlie's (1C5) bulletin board.

Our visitor Peter Taylor who is taking his training at ARR is interested in flying to Oshkosh with another pilot. Anyone interested should contact him.

Seen on the web:

The final report on the B-17 Liberty Bell which completed an emergency landing in a cornfield near Montgomery Illinois.

<http://www.avweb.com/avwebflash/news/NTSB-Final-Report-On-Liberty-Belle-Crash221975-1.html>

If you've ever thought about a non-airline flying job, this is the site for you:

<http://oddballpilot.com/>

Old Business

The cost on the non-cotton collared sport shirt is about \$20.00. T-shirts will be about \$10.00 each. John W. will put together a PDF of alternative looks for these merchandise and send it out.

The airplane acquisition status is that Ray has been talking more with the broker and feels that he may not have a client after all. We had a lengthy discussion about whether to find a plane first then sell a 172 or sell the 172 first then find a plane. In summary this comes down to us having to go through the best flying months 1 plane short. This is not very well liked by anyone present. However, the time to sell a plane is in the next few months when the weather is good not later. I do not believe we decided one way or another.

We also discussed the options on the new plane and what we are looking for. It's a 2006 G1000 172. More discussion was had concerning the GFC700 and having to go to a 2008 model to get that. Other options like terrain have a similar issue. The general feel is to get a 2007 with WAAS and whatever it comes with in terms of a A/P. Someone asked how many hours were we considering in the new plane. Ray mentioned no more than 1000 thinking that we would have 1000 more before the engine may need a rebuild. More than 1500 hours is just not worth it for our club. More discussion concerning what is worth it and what is not. Discussion about flying past TBO.

The broker wants the club to sign a document locking in his 4% commission to sell a plane for us. He also wants another 3% to find us a plane. Ray responded no that we would not pay him to find a plane for us. We will rely on our membership to do that. We are looking to purchase a 2006, 7, or 8 with low hours so if anyone knows of such a plane, let someone on the board know.

A member raised a question about using cash in the bank for engine overhauls to offset the cost of this acquisition. The board would certainly consider doing that to minimize our cost.

The internal funding volunteers have been secured.

Discussion regarding Illinois use tax of 7% or 7 1/4% must be paid. We discussed some of the issues surrounding the need to pay this.

We had more discussion about when to sell a 172. We decided to pursue the sale of 8ES while we have a market demand rather than later. If the price is right, we will take it and tough out having two planes instead of three.

New Business

Naper Aero is considering discontinuing the renewal on the VOR approach. The will still keep the GPS approach however. The membership was asked if this would create any hardship for anyone. No one complained therefore, we will inform the management to go ahead with this.

There was also talk about removing LL10 from the KLN89 GPS database. If they actually do this we intend to replace the units.

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.

Flying Hours:

April Aircraft Report			
	388ES	983SP	415RC
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

March Aircraft Report			
	388ES	983SP	415RC
FLYING	9.8	20.2	20.0
TACH	949.1	3832.2	4487.0
TBO	2000	2000	2000
TMOH	126.2	287.6	1558.6
CLUB	0.4	0.7	0.0
GAL/HR.	10.2	10.2	12.3

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

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

Aircraft Reports:

N388ES

1. The annual is complete.
2. The new tires installed.
3. New battery installed.
4. Lord shimmy dampener installed.
5. The seats have been recovered.
6. External power was fixed.
7. Fuel drain on port side was replaced.
8. Alternate air intake was found loose in the cowl again.
9. Pitot static transponder check was completed.

Ray flew the plane last week and found the GPS would lose track of its position momentarily. It came back after a while but had to be re-programmed. Pilots, be aware of this. The attitude indicator was not replaced during annual inspection. Ray feels its sluggish and we need to keep an eye on it.

No other issues reported.

N983SP

1. An estimate will be taken to patch the wing.
2. Annual inspection is complete.
3. The DG is precessing badly in flight. This was a JA part, which we will pursue reimbursement on.
4. Passenger rear air vent is stuck closed.
5. Black marks found on the wing again. Someone may be dragging the fuel hose on the cowl or wing?
6. Yellow marks found on the strut... fueling ladder yellow I'd bet.

No other problems were reported.

N415RC

1. The prop was re-balanced.
2. The ammeter still shows negative at times.
3. The nose wheel pant has cracks in the fiberglass.
4. The wingtips were replaced.
5. Port side Navigation light indicator was ordered.
6. Pilots seat is starting to rip, maybe get it recovered like 8ES.
7. Back window leaks, carpet wet, rear window was resealed.

The wheel pant will be fixed, repainted then installed. The general feel is the cracks were caused by wheel shimmy before the new dampener was installed.

No other problems were reported.

April 2014 Treasurer's Report

Cash

Chase Checking	12,764.46
Chase Savings	55,063.94
Total	\$67,828.39

Payments

Volartek	Loan Payment	555.10
BendixKing	GPS Sub.	1,230.00
Naper Aero	Fuel and Fees	2,539.66
JA Air	8ES Pitot Static	330.75
E. Dienst	8ES Annual	2,024.09
E. Dienst	3SP Annual	2,821.58
Taildragger	8ES Seat rework	803.00
FAA	5RC FAA Reg.	5.00
Total		\$10,314.18

Reserves

Insurance (\$1500/ mo)	-4,500.00
Annuals (\$1000/ mo)	-7,000.00
LL10 dues (\$325/ mo)	-2,275.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP (\$750/mo.)	-28,750.00
Credit Balance Member	-8,600.00
Equipment Upgrades	-4,727.00
Reserves net	0
Reserve Increase/(Decrease)	\$ -2,341

Loan

Interest Paid @ 6%	410.00
Principal Paid	589.00
Aircraft Loan (Due Jan 2023)	\$81,468.00

Receipts

Dues & Flying	7,968.45
Equity	0
Total	\$7,968.45

Credits To Members

Fuel Away	714.16
Work Night	88.24
Office supplies	
Loan payments	444.08
Maintenance	1328.35
Maintenance	178.00
Total	\$2,752.83



This Month's Photo Corner



Enroute EAA pancake breakfast C47 Portage Wisconsin.



Landing 17 Portage.

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.
- 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

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

Quartermaster:

Jim Krzyzewski