

# 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 7:30PM. The Club has 45 equity members sharing three planes.

ERV - CJP

## Meeting Minutes:

The Business Men's Flying Club held its monthly meeting on Tuesday, November 5th, 2013 at Naper Aero. The Vice President called the meeting to order at 7:36 pm.

See the list of attendee's on page 2 left column.

The minutes from the last meeting are published in the last newsletter. Comments and/or questions were solicited. None were received. We voted to accept the minutes as published and they were accepted.

The Treasurer's report was reviewed for the members. The total flying hours reported were 46, other details such as fuel and fees, monies paid for repairs, credits to members, the loan payment, balance status, principal and interest, fuel away credits, work night food expenses, and the website domain fee were mentioned. The reserves are fully funded. The equipment upgrade fund has 3000.00 in it. The details are provided below.

Comments were solicited but none received. A motion was made to accept the report as published; the motion was seconded and accepted by the members.

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

Please see details in the following sections.

Meeting adjourned at 8:13 pm.

### LL10 Avgas 100LL

\$5.77/gal.

### Aircraft Rates

C172R/SP = \$110.20

C182S = \$138.30

### Aircraft Hours Flown:

Dec. 2012 – Oct., 2013

388ES 103.3hrs

983SP 130.8hrs

415RC 107.1hrs

TOTAL 341.2hrs

**Attendees:**

Chuck Jaudes  
Jack Lindquist  
Don Leonard  
Kris Queen  
Gregory VanDenHam  
Joshua Jones  
Eric Popper  
Jim Krzyewski  
John Wrycza  
Gevin Cross  
Mel Finzer  
Nick Davis  
Don Patterson

**Guests:**

Ed Nuerberger  
Gerry Miskowicz

**Social:**

## Old Business

Chuck will send out an invitation via email with the menu and details. The cost is 42.00 per person. The entre' choices are steak, ribs, fish, and pasta. We plan to have a white elephant gift exchange like last year. Please respond to it so we can get a headcount.

Marketing update: Chuck's son has a school assignment to do a documentary. He wondered if it would be ok to do it on BFC. His son is interested in taking some in flight video. The length of the production will be about 9 minutes. More details to come next month.

Someone contacted Eric regarding membership and I believe he referred him to Ray but it's unclear if contact was made. I think Eric was going to follow up with Steve Snapp to ensure we follow this lead.

## New Business

Chuck mentioned that Sporty's offers flying clubs a rebate when the membership makes purchases. Apparently we are approved for this discount. The concern is that we must send them our club roster. The last thing anyone wants is more junk email. We discussed this topic at some length. We decided as long as they agree to not distribute this list it would be ok.

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!

<b>John Wrycza</b>	*
<b>Doug Beck</b>	*
<b>Don Patterson</b>	*
<b>Eric Popper</b>	*
Val Vlazny	1
Don Leonard	1
Bill Stoffels	0
Brad Swanson	6
Mike Manly	0
Steve Snapp	3
Josh Krecek	1
Fiore D'Orazio	0
Kevin Kanarski	3
Al Loek	2
Joe McBride	0
Tom Kean	0
Hubert Elsen	1
Kris Queen	3
Mike Csernak	0
Steve O'Connor	0
Mel Finzer	3
Nick Davis	1
Bob Downey	4
Gevin Cross	3
Steve Highland	0
Greg VanDenHam	3
Todd Mick	0
Matt Forsberg	0
James Krzyewski	0
Don Patterson	3
Dave Otero	5
Joshua Jones	4
J.P. Balakrishnan	2
David Kluzak	1

## Aircraft Reports:

### N388ES

1. The pedestal light is out. The courtesy light may also be out although, it could be that the pilot was unaware of how to enable them. The rear seat overhead lighting switch is what activates these lights.
2. The navcom #2 display is getting too dim to read. It may be the ambient light sensor going bad. The CMO thinks it's a 700.00 part to fix it. It's been changed before. Eventually it will fail completely.
3. The current thinking is the vacuum system is not the issue with the attitude indicator. We presume the attitude indicator to be a non-issue at this point. Report it if you find otherwise.
4. We are 17 hours away from induction filter and fuel injector 100 hour A/D.
5. The flaps were reported jerky on deployment. They could be binding under load and thus pass a ground test. We should check the rollers to make certain they are rolling.

No other issues reported.

### N983SP

1. The passenger door latch spring has been fixed.
2. Cowl screw issue will be fixed at annual inspection.
3. The compass light was reported out.
4. Oil change is completed.
5. There is a part missing on the fire extinguisher hold down bracket.
6. Wing patch still needs to be completed. Maybe get Eric Denst to complete it.
7. The attitude indicator seems to drift in roll but not pitch.

No other problems were reported.

### N415RC

1. EGT reference pointer is still bent.
2. The rheostat is fixed.
3. Nose wheel has shimmy issue. It may need adjusting.
4. The plane was not plugged in. The thought was the plug box was bent and prevented the plug from being inserted. Ask Bob to take a look at it.
5. The nose wheel pant has a crack in it.

No other problems were reported.

## Flying Hours:

### October Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	16.9	21.9	7.5
TACH	912.5	3772.5	4428.9
TBO	2000	2000	2000
TMOH	162.8	347.3	1616.7
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

### September Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	6.2	18.3	19.1
TACH	895.6	3750.6	4421.4
TBO	2000	2000	2000
TMOH	179.7	369.2	1624.2
CLUB	1.0	0.0	0.1
GAL/HR.	10.2	10.2	12.3

### August Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	22.8	30.7	29.2
TACH	889.4	3732.3	4402.3
TBO	2000	2000	2000
TMOH	185.9	387.5	1643.3
CLUB	0.0	0.1	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

## October 2013 Treasurer's Report



### Cash

Chase Checking	13,946.07
Chase Savings	45,039.01
<b>Total</b>	<b>\$58,985.08</b>

### Payments

Loan Payment	Volartek	555.10
Fuel and Fees - September	Naper Aero	3015.51
5RC Magneto -500 hr service	J. Wrycza	567.02
5RC Mag serv, 8ES batt serv	R. Ewers	275.00
Annual Dues- Non-equity mem	Naper Aero	3,847.50
<b>Total</b>		<b>\$8,260.13</b>

### Reserves

Insurance (\$1500/ mo)	-3,000.00
Annuals ( \$1000/ mo)	-9,000.00
LL10 dues (\$325/ mo)	-325.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP (\$1000/mo.)	-24,000.00
Credit Balance Member	-6,000.00
Equipment Upgrades	-3,183.00
<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/(Decrease)</b>	<b>\$4,655</b>

### Loan

Interest Paid @ 6%	428
Principal Paid	571
Aircraft Loan (Due Jan 2023)	\$ 84,958

### Receipts

Dues & Flying	12,910.21
Equity	0
<b>Total</b>	<b>\$12,910.21</b>

### Credits To Members

Fuel Away	1,452.23
Work Night (October)	45.83
Office supplies	0
Loan payments	444.08
BFC Web Site Domain fee	142.98
<b>Total</b>	<b>\$2,085.12</b>

## Membership:

Gerry Miskowicz has a check available for his membership tonight. He found us on the AOPA website

We voted to accept him into the club. The vote was unanimous to accept him.

Welcome Gerry!

Jerry asked how many members do we have total. The answer is 45 paid members.

At times we have a waiting list to join. Right now we do not.

Kris Q. signed BFC up on AOPA's club website. This may have already paid off with our newest member.

## Accomplishments:

None.

## What's Up...?

Don't forget to re-new your Illinois pilot registration certificate.

Its getting to be winter time out there. Plug in the airplane when your done with your flight.

## Safety:

The split avionics switch installed in both 172's does not operate the cooling fan in both positions. The right side of the switch in both planes does not enable the cooling fan. Anecdotal evidence suggests this should be no issue since one radio should not generate enough heat to cause it to shut down due to thermal issues. At any rate, this is good information to know.

## Seen on the web:

FAA says you will get quality sleep time. See this article for details:

<http://www.avweb.com/avwebflash/news/FAA-Moves-Forward-With-New-Apnea-Policy221042-1.html>

I guess non-stick is not just for frying pans:

<http://www.avweb.com/avwebflash/news/NASA-Seeks-To-Rid-aircraft-Of-Bug-Guts221045-1.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.

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.

## Restaurant Review:

None This Time.

## This Month's Photo Corner



09/01/2013

Indiana Dunes



09/01/2013

Downwind on 27 at Dowagiac MI

## 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, its not a show stopper, 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.

Business Men's  
Flying Club  
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
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