

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
\$3.99/gal.

Aircraft Rates

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

Aircraft Hours Flown Cumul.:

Jan. 2015 – Oct. 2015
884BC 217.6 hrs.
983SP 164.4 hrs.
415RC 107.4 hrs.
TOTAL 489.4 hrs.

Join us for our next meeting:

Tues., Dec. 1st

Business meeting at 7:30pm

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, November 3rd, 2015 at Naper Aero. The 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 was published in the newsletter. No corrections or comments were made. The minutes were approved unanimously.

The Treasurer's report was reviewed for the members. The total flying time was 73 hours with no club time. We had \$11,937.06 in receipts. A total of \$15,124.10 was paid in bills. Cash in the bank is \$33,995.50. We had \$1,011.71 fuel away credits. We have a loan balance of \$141,596.00.

Fuel price is lower as of this month.

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.

Note that we have approved the equity buy in payment plan as published to the membership by email.

The meeting adjourned at 8:33 pm.

Attendees:

Doug Beck
 Jack Lindquist
 Don Leonard
 Eric Popper
 Josh Jones
 Gerry Miskowicz
 Chuck Jaudes
 David Vaught
 Nick Davis
 Mel Finzer
 Jim Robertson
 Steve Snapp
 Walt Slazyk
 Kris Queen
 Val Vlazny
 J.P. Balakrishnan
 Don Patterson

Guests:**Social:**

What's Up...?

Don't forget to let Jim K. know if your coming to the Christmas party.
 Plug in those heaters after your flight.

Old Business

The holiday party is December 6th at McBrides in Aurora. Contact Jim K. for details and to confirm your status.

A proposal has been made to amend the bylaws. The original proposal was sent to the membership for consideration. A counter proposal was sent that modified the particulars of the buy-in approach. We discussed this proposal at length. Some view the club as lending money to the buy in member. We discussed ways to motivate the new member to pay off the balance early. Others questioned why the club is not making money on this offer. The general belief is that we must make this compromise not to make money but to attract new members to backfill those on the exit list.

We discussed the by -laws and what is required to pass this modification. Article 7 sect. 1 requires a 2/3 of the members present for the vote to pass. We discussed at length how this is interpreted. We understand this to be those present at the meeting.

A motion was made to adopt the proposal to amend the by-laws. The motion was seconded and passed unanimously.

New Business

A call was made for additional new business. One member suggests starting now to plan for how to approach the annual inspection on the next plane up. We need to choose a place nearby so our membership can assist in the annual. It's a good idea from an educational perspective, camaraderie, and economically.

Travel express is expensive. Lumanair is possible but we believe their insurance won't allow our members in the hanger.

Blue sky at Morris is 1/2 the cost of Lumanair.

Safety:

Clow airport is still closed at this time. Paving has started. The runway is now 75' wide and has moved west. The dip at the south end has been removed. The unofficial grass runway is no longer there. The exit points have changed.

Membership:

We have openings. No prospective members present.

Marketing:

No news.

Accomplishments:

No news.

Seen on the web:

Astronaut openings at NASA if your looking:

<http://www.avweb.com/avwebflash/news/Astronaut-Job-Openings-At-NASA-225161-1.html>

Learn to talk to Air Traffic Control Using an Airplane Radio Simulator.

<http://atccommunication.com/>

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.

Flying Hours:

October Aircraft Report

	884BC	983SP	415RC
FLYING	26.2	25.3	21.7
TACH	1415.3	4181.8	4825.4
TBO	2000	2000	2000
TMOH	584.7	-62.0	1220.2
CLUB	0.4	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

September Aircraft Report

	884BC	983SP	415RC
FLYING	32.1	22.9	27.2
TACH	1389.1	4156.5	4803.7
TBO	2000	2000	2000
TMOH	610.9	-36.7	1241.9
CLUB	1.0	0.5	0.1
*GAL/HR.	10.2	10.2	12.3

August Aircraft Report

	388ES	983SP	415RC
FLYING	29.1	16.2	24.2
TACH	1357.0	4133.6	4776.5
TBO	2000	2000	2000
TMOH	643.0	-13.8	1269.1
CLUB	0.2	0.0	1.6
*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. Oil is ready to be changed soon but unsure of the exact time.
2. Oil is streaking around the filler door.

No other issues reported, the plane flies well.

N884BC

1. The transponder card failed and was replaced.
2. Fuel injector line inspection completed.
3. Near oil change, exact time is in the logbook.
4. Removal of the wheel pant has improved the shimmy problem.

No other issues reported, the plane flies well.

N415RC

1. A possible issue with the directional gyro precessing.
2. Attitude indicator reported to show a bank in flight.
3. Comm. 2 is flickering very badly. It may be time to do something about it.
4. Nose wheel tire was replaced along with the tube due to a pinhole.

We have one unpaid bill left to travel express for \$1100.00. Something to do with work G&N did.

Directional gyro error may be due to turbulence and/or acceleration/deceleration error.

No other issues reported, the plane flies well.

October 2015 Treasurer's Report

Cash

Chase Checking	23,878.00
Chase Savings	10,117.50
Total	\$33,995.50

Payments

Aircraft.com	Reservation System - monthly	36.00
Naper Aero	Fuel and Fees - Sep	3,113.96
Volartek	Loan Payment	1,110.21
Lumanair	4BC Annual	5,498.89
Naper Aero	Airport Dues: Non-Equity member	4,050.00
B. Swanson	Work night food Supp- Sep /Oct	126.52
Postmaster	Postage	49.00
TEAM	4BC Replace transponder	1,129.52
Total		\$15,124.10

Reserves

INSURANCE (\$1500/ mo)	-4,500.00
ANNUALS (\$1000/ mo)	-7,000.00
LL10 DUES (\$350/ mo)	-350.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-29,750.00
CREDIT BALANCE MEMBER	-11,700.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP	-2,000.00
Reserves net	-33,281
Reserve Increase/(Decrease)	-3,187.00

Loan

INTEREST PAID @ 6.0%	713.00
PRINCIPAL PAID	956.00
AIRCRAFT LOAN Balance	\$141,596.00

Receipts

Dues & Flying	11,936.77
Bank Interest	.29
Total	\$11,937.06

Credits To Members

Fuel Away	1,011.71
Loan Payment	555.10
Total	\$1,566.81

This Month's Photo Corner



KLOT at night.



Whoever made this did a great job, thanks!

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

BFC Website: 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 ¹
Michael Pastore	630-606-3692 * ¹
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

* 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:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Queen	630-605-6044
N415RC	Eric Popper	630-841-3065