

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
\$4.71/gal.

Aircraft Rates

C172SP = \$109.60
C172S = \$114.60
C182S = \$135.26

Aircraft Hours Flown Cumul.:

Jan. 2015 – Aug. 2015
884BC 191.4 hrs.
983SP 139.1 hrs.
415RC 85.7 hrs.
TOTAL 416.2 hrs.

Join us for our next meeting:

Tues., Nov. 3rd

Business meeting at 7:30pm

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, Sept. 1st, 2015 at Naper Aero. The President called the meeting to order at 7:35 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 82.2 hours with 1.6 club time. We had \$21,663.54 in receipts. A total of \$4,242.51 was paid in bills. Cash in the bank is \$37,182.54. We had \$1,458.36 fuel away credits. We have a loan balance of \$142,548.00.

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 8:45 pm.

Attendees:

Doug Beck
 Jim Krzyzewski
 Jack Lindquist
 Gevin Cross
 Nick Davis
 Mel Finzer
 Chuck Jaudes
 Kevin Kanarski
 Gerry Miskowicz
 Josh Krecek
 Jim Robertson
 Walt Slazyk
 Kris Queen
 Steve Snapp
 Val Vlazny

Guests:

Vernon Yancy

Social:

Bradley Swanson

What's Up...?

Nothing much.

Old Business

Election of Club Officers and Directors.

The member names for Club Directors and Officers, as announced at last month's meeting, were raised for nomination. A request for further nominations was made. No other nominations were offered. A motion was made and seconded to accept the names for the new Board of Directors. The membership present voted unanimously to accept those nominated.

The Officers/Directors elected are as follows:

Director / President Douglas Beck
 Director / Vice President James Krzyzewski
 Director / Secretary Donald Leonard
 Director / Treasurer Jack Lindquist
 Director / Safety Officer Joshua Jones
 Director / Operations Officer John Wrycza
 Director / Kristopher Queen
 Director / Eric Popper
 Director / Donald Patterson

Subsequently, the new Board authorized four Directors to conduct financial transactions. Those directors are Doug Beck, James Krzyzewski, Donald Leonard, and Jack Lindquist.

Instrument approach to LL10

The President reviewed the proposed revised instrument approach for LL10 from an email previously sent to the current members.

Aircraft Reservation Etiquette

Make sure to update your reservation if you return early. Someone else may want to use the airplane and will be unable. The aircraft should be made available to other members when not in use. Contact a Board Member if you experience difficulty changing your reservation within the system.

New Business

Insurance

AVEMCO, the Club's insurance carrier, increased the annual premium by \$2,171 (11%) over last year. The cause sighted for the increase is "loss of a previous claims free discount". The monthly dues cover insurance expense.

Motion from the Floor-

Increase the Membership monthly dues by \$4.00 to pay for the increased insurance expense.

Motion was approved unanimously.

Change to Bylaws

President Doug Beck read a proposed Bylaw change previously emailed to all members on September 13th. The proposal is as follows:

The Board recommends that the first sentence of Section 3 of the Bylaws be modified. It currently reads, "The Club shall be a one (1) class club with a cost of \$4,250.00 for Full Membership rights payable immediately upon admission to the Club." The Board recommends that the language "payable immediately upon admission to the Club" be deleted so that the sentence will read, "The Club shall be a one (1) class club with a cost of \$4,250.00 for Full Membership rights."

A motion was made and seconded from the members present.

Accept the Bylaw change as proposed by the Board.

A lengthy discussion followed. Voting on this Motion was tabled until the November monthly membership meeting. The membership's primary concern is to assure minimum financial risks to the Club. Reviewing all aspects of the change and documenting specific rules would accomplish this.

Members volunteered to form a Committee, formulize specific rules, and report their recommendation to the President before the November membership meeting. The committee members are Messrs Slazyk, Miskowicz, Jaudes, Davis and Vlazny.

Cooking – thanks go out to Bradley for cooking this past summer! Thanks Bradley! Thank you to **Chef Bradley Swanson** for preparing dinner at each of the monthly meetings!!

Safety:

Nothing new.

Membership:

Guest Vernon Yancy was in attendance at the meeting and express interest in joining the Club.

Marketing:

No news.

Accomplishments:

No news.

Seen on the web:

Citation Lands With Door Dangling – AV web flash Article

<http://www.avweb.com/avwebflash/news/Citation-Lands-With-Door-Dangling-224830-1.html>

Unconfirmed Drone-Airplane Collision Reported – AV web flash Article

<http://www.avweb.com/avwebflash/news/Unconfirmed-Drone-Airplane-Collision-Reported-224792-1.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. 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:

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

	884BC	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

July Aircraft Report

	388ES	983SP	415RC
FLYING	15.9	34.2	12.8
TACH	1327.9	4117.4	4739.6
TBO	2000	2000	2000
TMOH	672.1	2.4	1306.0
CLUB	0.8	0.9	4.6
*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:

N884BC

1. The plane was grounded due to electrical arcing at the avionics switch.
2. Plane is currently at TEAM being worked on.
3. The bill from the annual is being reviewed for payment.

No other issues reported, the plane flies well.

N983SP

No issues to report.

N415RC

1. The oil consumption has stabilized after the engine break in period.
2. The status of the magneto refund is unknown.

No other issues reported, the plane flies well.

September 2015 Treasurer's Report

Cash

Chase Checking	27,065.33
Chase Savings	10,117.21
Total	\$37,182.54

Payments

Aircraft.com	Reservation System - monthly	36.00
Naper Aero	Fuel and Fees - Aug	2,898.79
Volartek	Loan Payment	1,110.21
R. Kastor	3SP AD:fuel line & induction filter	95.00
Lumanair	3SP Replc cowl fastener	102.51

Total

\$4,242.51

Reserves

INSURANCE (\$1500/ mo)	-3,000.00
ANNUALS (\$1000/ mo)	-10,000.00
LL10 DUES (\$350/ mo)	-4,200.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-29,000.00
CREDIT BALANCE MEMBER	-11,700.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP	-2,000.00

Reserves net

-34,694

Reserve Increase/(Decrease)

17,421

Loan

INTEREST PAID @ 6.0%	717.00
PRINCIPAL PAID	946.00
AIRCRAFT LOAN Balance	142,548.00

Receipts

Dues & Flying	15,229.72
Bank Interest	.41

Total

\$21,663.54

Credits To Members

Fuel Away	1,458.36
Loan Pymt	555.10
Oil Filters	99.80
Garmin subscrip	159.38

Total

\$2,272.64

This Month's Photo Corner



Illinois Valley Airport breakfast. Go early because it's crazy busy.





Flying the Luscombe 8A

By Larry Bothe, 9/27/2015

As a CFI, DPE and tailwheel guy I sometimes get to fly interesting airplanes. I get calls for instructional situations that other people can't or won't get involved in. Such was the case when my phone rang about 10 days ago. A guy wanted instruction in a 1946 Luscombe 8A. OK, I have a little time in Luscombe's; I could do that. But what's going on here? Why me? After two preliminary phone calls and then actually doing the instruction, here's the story.

This older guy (turns out Joe 77, so I can still say "older") bought the 8A about 2 years ago; had never flown it. He rode in it when he bought it; that was it. He had the airplane delivered to him at the grass strip where he lives (OKY0, Owen Air Park, about 25 nm south of Cincinnati, OH). He had just built a house at the airpark and had so much finishing work to do on it that he had no time for the plane. And he was flying a friend's Cessna 170 until it got wrecked in a storm. Now the house is about done, and the 170 is gone, so he wants to fly the Luscombe. He has about 500 hours tailwheel over the years, but zero Luscombe time. His flight review is current. The insurance company required that he get at least 1 hour (only 1) of dual in the plane before they would cover him. Problem: No conveniently located instructor had any Luscombe 8A time. The few he contacted wanted a small fortune to come to his strip to do the instruction.

Some were afraid of the runway. It's grass, 2300 feet long, narrow, and is a "one-way runway". That means it is steeply uphill. You land uphill and take off downhill, regardless of the wind. If it's very windy you just don't fly. There are power lines on the uphill departure end, making a go-around an issue if you wait too long. Oh, I forgot to mention that the Luscombe has no electrical system so you have to hand-prop to start it. Hand propping is rapidly becoming a lost art these days; even most instructors have never done it.

Back in the 80's I used to fly my Skyhawk, and later a Skylane, into a 1600' one-way strip on the coast of Maine near my mother's summer cottage, so I figured I could handle the runway at Owen with my Champ. Joe assured me the 8A was in annual and in excellent shape. I (almost) always appreciate the opportunity for an adventure so I quoted Joe a reasonable travel fee plus an hourly rate for instruction, which he readily accepted. We were on!

I flew over there on a beautiful day in mid-September. The airplane really is in nice shape. It had been painted metallic silver with a yellow/black checkerboard empennage and yellow "invasion stripes" on the wings. That's sort of an odd paint job for a non-aerobatic Luscombe, but it had been painted that way by a previous owner to match a P-51 he also owned and flew on the air show circuit. The interior had also been redone with very nice light gray cushy seats.

After a quick check of the logbooks and paperwork to assure legal airworthiness it was time to go flying. A thorough preflight inspection didn't turn up anything badly negative. The 65 hp Continental started on the second blade pull, a good sign. The downhill takeoff with a slight tailwind was uneventful. The airplane will never be accused of being overpowered. Climb was anemic. We did some air work and then took the airplane to a nearby paved airport to get fuel. Joe was surprised at how easy the Luscombe was to land on pavement. After getting fuel we made one more landing on the pavement to make sure the first one wasn't just good luck, and then headed back to the grass strip. Joe made 3 more landings there just to raise his comfort level. He had some trouble with the heel brakes, which were no trouble for me because the plane doesn't have brakes on the right side. Other than a bit of over-control with the rudders Joe flew the airplane just fine. Now he needs practice to gain full proficiency.

You often hear about the terrible plight of the flight instructor; underpaid, long hours, students who try to kill them, etcetera and so forth. But just once in a while a flight instructor has a really good experience. I view my day with Joe and his 8A as an all-expense-paid fun aviation adventure, with a little money left over for my next annual. It doesn't get much better than that. Just be sure that when you seek adventure, you don't get in over your head.

One final note: This happens to be the 3rd Luscombe 8A I have flown, and I find the airplanes easy to fly. They have a bad reputation for ground-looping, but I don't think they are as bad as folklore makes them out. What Luscombes need is a new press agent. And this isn't because I don't know about ground-loops. Over the years I have gotten the "quick scenic view" twice; once in a Cub, and later in a Champ (not mine). All taildraggers must be handled with care.

Larry Bothe was an active member of the BFC for seven years back in the 1990's. He remains a social member today and usually comes to our Christmas dinner every December. Larry presently resides in Seymour, IN where he is an FAA DPE and part owner of a 1961 7EC Champ. He may be contacted at lbothe@comcast.net.

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

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	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065