

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
\$4.83/gal.

Aircraft Rates

C172R/SP = \$109.20
C182S = \$137.07

Aircraft Hours Flown Cumul.:

Dec. 2013 – July 2014	
388ES	95.8 hrs
983SP	70.0 hrs
415RC	87.9 hrs
TOTAL	253.7 hrs

Join us for our next meeting Tues., Oct. 7th.

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

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, September 2nd, 2014 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. Questions and comments were solicited but none received.

A motion was made to accept the minutes as published. The motion was seconded. The minutes were approved as published.

The Treasurer's report was reviewed for the members. The total flying time was 50 hours and ½ hr of club time was recorded. We took in \$10,353.26 in receipts, and paid out \$10,935.67 in bills. Cash in the bank decreased slightly to \$70,727.92. The reserves are fully funded and we are in great financial position. Fuel prices remain unchanged.

The president commented that our bills are paid and we are in great financial position.

A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was approved.

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

Please see details in the following sections.

The meeting adjourned at 8:11 pm.

Attendees:

Ray Kvietkus
 Chuck Jaudes
 Jack Lindquist
 Don Leonard
 Kris Queen
 Steve Snapp
 Bob Downey
 Eric Popper
 David Kluzak
 Gerry Miskowicz
 Kevin Kanarski
 Doug Beck
 Gevin Cross
 Don Patterson
 John Wrycza
 Greg VanDenHam
 David Vaught
 Nick Davis
 Hubert Elsen
 Val Vlazny
 Joshua Jones

Guests:

DJ Jayarajan

Social:

Bradley Swanson

What's Up...?

Thanks to Larry Bothe for cleaning up our operational reminders. The guidance looks cleaner and more concise as a result. Take a look and see!

Safety:

If you get bored on a xcon flight, try doing a VOR check and log it. Be on the lookout for Bears games and stadium TFR's. Evanston stadium can also have TFRs. Joliet races to start soon. Beware of a temporary tower they sometimes put up at KLOT.

Membership:

We had one visitor from Los Angeles who is a potential student pilot. He now lives 5 minutes away and is waiting to be cleared by TSA. Welcome DJ!

Marketing:

Steve S. proposes we get a BFC sticker made for the vertical stabilizer on BFC planes. It could contain the website and or main contact number.

Accomplishments:

None.

Seen on the web:

An interesting article about what maneuvering speed really is:
<http://www.avweb.com/news/features/The-Risks-of-Maneuvering-Speed-Myths222680-1.html>

Old Business

Update for 8ES sale. One person looked at the plane and decided it was not for them.

A guy called from San Diego and Ray made a verbal deal over the phone. Airplane logs were sent to this buyer who reviewed them and decided not to purchase the plane. This buyer later asked for pictures. He later said the interior was not what he was looking for.

A guy called from Oklahoma who said he was a dealer and had a client from a flight school that was interested. A verbal deal was made over the phone but they never sent the deposit money.

Ray took two additional calls from people attempting to lowballing the plane.

At this time we plan to continue to fly the plane potentially past TBO. After a year we may overhaul it and do some cosmetic updates to make it sell better.

The club identified a 2007 G1000 equipped plane with WAAS. It had 1100 hours and Ray managed to negotiate a verbal agreement at 182,000.00. Eventually the owner decided the price was no longer attractive and decided not to sell the plane for the price quoted.

Currently we have no plane we are pursuing. 8ES is not selling. For now we decided to fly the plane and not overhaul it.

New Business

Board of director's election is next month. We will have a slate of members to select from.

President Ray will step down after 9 years of service. Doug Beck has been asked to run. Jim Krzyzewski has been asked to run as vice president. The rest of the board and maintenance crews will be retained as is.

Everyone should be aware they could run for a seat if interested.

I know on good authority that the secretary is looking for a successor.

The T-Shirt design needs a collared shirt. John will send a picture of what the logo choices are. See attached PDF file.

Bradley was recognized by the membership and board for being the club cook at every meeting. He brings the food and sets up pre-meeting and cleans up and puts the grill away at every meeting. Not sure what we'd do without your help Bradley! You're the best!

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: Mike Pastore

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:

August Aircraft Report

	388ES	983SP	415RC
FLYING	17.5	14.1	18.7
TACH	1053.6	3898.8	4602.7
TBO	2000	2000	2000
TMOH	21.7	221.0	1442.9
CLUB	0.0	0.0	0.5
GAL/HR.	10.2	10.2	12.3

July Aircraft Report

	388ES	983SP	415RC
FLYING	25.1	16.4	30.6
TACH	1036.1	3884.7	4584.0
TBO	2000	2000	2000
TMOH	39.2	235.1	1461.6
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

June Aircraft Report

	388ES	983SP	415RC
FLYING	16.3	7.3	32.0
TACH	1011.0	3868.3	4553.5
TBO	2000	2000	2000
TMOH	64.3	251.5	1492.1
CLUB	0.0	0.0	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

Aircraft Reports:

N388ES

1. Oil was changed.
2. Some instrument panel lights are out.

No other issues reported, the plane flies well.

N983SP

1. Tail navigation light is out.
2. Compass fluid level low.
3. 12 hrs until oil change.
4. Oil filler door pops open.

No other problems were reported, flying well.

N415RC

1. Compass fixed.
2. Propeller knob fixed.

Oil was changed 10-15 hrs. ago.

Wheel pants still need repair. Maybe 3SP's were fixed instead?

Only put quarts of oil in 415RC; No ½ quarts.

No other problems were reported.

August 2014 Treasurer's Report

Cash

Chase Checking	15,645.60
Chase Savings	55,082.33
Total	\$70,727.92

Payments

Volartek	Loan Payment	555.10
Naper Aero	Fuel and Fees - July	3,079.01
Wrycza	5RC Taxi Lights	199.00
TEAM	5RC Service (March)	2,654.66
TEAM	5RC Compass & Prop service	148.40
AVEMCO	Insurance	4,299.50
Total		\$10,935.67

Reserves

Insurance (\$1500/ mo)	-1,500.00
Annuals (\$1000/ mo)	-7,000.00
LL10 dues (\$325/ mo)	-3,575.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP (\$750/mo.)	-31,750.00
Credit Balance Member	-10,000.00
Equipment Upgrades	-4,926.00
Reserves net	0
Reserve Increase/(Decrease)	578.00

Loan

Interest Paid @ 6%	\$398.00
Principal Paid	\$601.00
Aircraft Loan (Due Jan 2023)	\$79,082.00

Receipts

Dues & Flying	10,353.26
Equity	0
Total	\$10,353.26

Credits To Members

Fuel Away	991.90
Work Night	61.94
Office Supp	
Loan Payment	444.08
Office Supplies	53.99
Cleaning Supp.	131.47
5RC Compass	72.25
Total	\$1,755.63



This Month's Photo Corner



1909 Berlot replica based at Brodhead Airport C37



It is powered by a real Gnome rotary engine. The engine cylinders rotate around the crankshaft.

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.

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:

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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