

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 – July 2015
884BC 159.3 hrs.
983SP 116.2 hrs.
415RC 58.5 hrs.
TOTAL 334 hrs.

Join us for our next meeting
Tues., Oct. 6th

Plane wash: 5pm

Brats and burgers 6:30 pm

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 were published in the newsletter.

The Treasurer's report was reviewed for the members. The total flying time was 69.5 hours with 1.8 club time. We had \$7640.61 in receipts. A total of \$11,133.36 was paid in bills. Cash in the bank is \$19,761.51. We had \$583.52 fuel away credits. We have a loan balance of \$143,496.00. Our reserves for overhauls are under funded.

Questions and comments were solicited for the Treasurer. A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was accepted.

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
 Hubert Elsen
 Mel Finzer
 Chuck Jaudes
 Joshua Jones
 Kevin Kanarski
 Gerry Miskowicz
 Ray Kvietkus
 David Otero
 Don Patterson
 Eric Popper
 Walt Slazyk
 Kris Queen
 Steve Snapp
 Val Vlazny
 John Wrycza

Guests:**Social:**

Bradley Swanson

What's Up...?

I contacted the webmaster for the Naper Aero website <http://naperaero.net/> and asked him to update our club name.

The club logo is now on a real T-Shirt! Unfortunately I won't be at the next meeting wearing it but I will soon enough. Also its in white which is the only color the logo works with at the moment. I think some of the colors need to be colored-in white because they must be clear. I've tried blue shirts for instance and it changes the color scheme of the logo. I'll have to modify the logo next chance.

Old Business

The new approach to LL10 was discussed.

1. It will be GPS-A due to obstructions and minimums, and due to penetrations to surface.
2. It is a 'Y' approach, minimums up 120ft from before (1,440 MSL)
3. Not authorized at night due to an obstruction survey (costs \$40k to do).
4. Old approach will cease to exist
5. New approach slated to go live November 12, 2015

New Business

The state of the board for the upcoming year is to retain the existing officers excepting Don Leonard who would like to step down from Secretary.

Be more courteous w/ scheduling aircraft for long periods of time, and then leaving it in the hangar. Someone may want to take the plane up for a half day trip or some practice.

If you're only able to fly VFR, it is okay to extend scheduling (a day) on each end to have more of a chance of favorable weather.

If not using aircraft be sure to cancel reservation promptly so other members can use the planes.

Anyone with Admin rights can update medical info in AircraftClubs.com website.

Cooking – thanks go out to Bradley for cooking! Thanks Bradley –ed.

Safety:

Safety Officer role

- This position should be held by a CFI and we would like to see it more active than before.
- We ask flight instructors to volunteer to run programs in the winter months when we have more time for a safety seminar.
- Josh Jones has volunteered to take on the Safety Officer role if this would be ok with Kris Queen.

Lewis airport (KLOT) will have a tower from 09/17/2015 – 09/30/2015, due to local NASCAR races. Hours will be from 0700 to 2000 daily

N983SP - Congratulations for taking 3SP past TBO – our current procedures are working well!

Membership:

No new members.

Marketing:

Need to analyze the extracted pilot data from the database provided by Don Leonard.

Pilots, please make sure to check the pamphlet box outside the clubhouse and make sure it has flyers. There are more in the counter drawers and/or ask Steve Snapp to print more.

We have new membership options to propose to the club

Trial memberships.

A partial payment buy-in option.

- Initial payment then amortize remainder (\$300/month?).
- We would have to work on contract language so that if they don't pay, they forfeit the equity payments submitted. Doug Beck will provide suitable language.
- The current bylaws say 'payable immediately upon admittance to club so we would have to amend the bylaws for installment payments.
- We need to work out a couple of scenarios, then present back to club next month.

The club has an issue of not converting prospects into full members due to the \$4,250 buy-in. We must address this issue in some way. D.J. was our last new member who joined last November.

To recap, our first effort to increase membership was buying glass panel G1000 aircraft in the hopes this would make our club more attractive.

Second will be to offer installment payment buy-in option.

Thirdly we may reduce club down to two aircraft, which would cut our expenses and retain those who really want to be in this club. Most of us don't want to see this happen but we must be practical about it.

Accomplishments:

No news.

Seen on the web:

Gettin' Older Some challenges and a few advantages being a senior pilot.
<http://www.avweb.com/news/features/Gettin-Older-224766-1.html>

What color should the oil be?

<http://www.avweb.com/news/savvyaviator/194208-1.html>

Can a mechanic hold our plane hostage for being "un-airworthy"?

<http://www.avweb.com/news/savvyaviator/191921-1.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: Walt Slazyk

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:

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

	884BC	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

June Aircraft Report

	388ES	983SP	415RC
FLYING	22.6	20.3	0.0
TACH	1312.0	4083.2	4739.6
TBO	2000	2000	2000
TMOH	688.0	36.6	1306.0
CLUB	0.0	0.0	0.0
*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. Standby battery was found left on. Make certain to shut this off after your flight. A replacement battery is \$2,400.00.
2. An oil change and pitot static check will be done at Lumanair at the end of the month.
3. The new wingtip is to be installed and retrieve our maintenance logs.
4. The beacon light and left NAV light was installed.
5. The shimmy problem reported was due to grass stuck under the nose wheel pants.
6. Clear plastic light pipe was not installed after annual.
7. The fire extinguisher has no tag. This is thought to not be a certification issue.

No other issues reported, the plane flies well.

N983SP

1. Nose wheel is reported to shimmy. A Lord dampener has been installed for about a year and a half now. It should last 10 years or lifetime.
2. The oil was changed.

The engine TBO was discussed. Generally we plan to run it about 10% over TBO and evaluate the overhaul at that point. An oil analysis should be done at every oil change starting now. The cost is about 15.00 at Blackstone labs.

N415RC

Its has been about 30 hours since the teardown. The plane is good for full operation now. Plan to use mineral oil until the next oil change. Its using about a quart every 2-3 hours of operation. If this rate continues it could be the break in procedure or the oil breather tube. Doug flew the plane last week for two hours with no apparent oil loss.

1. The new prop is smooth and functions well.
2. You may need to adjust the prop RPM on climb out if it redlines.
3. The oil pressure indicator reads at the bottom of the green, which is what it has done in the past.

No other issues reported, the plane flies well.

August 2015 Treasurer's Report

Cash

Chase Checking	9,644.71
Chase Savings	10,116.80
Total	\$19,761.51

Payments

Swanson	Worknight Food & Supp Jul/Aug	117.90
Naper Aero	Fuel and Fees - Jul	2,331.26
Aircraft.com	Reservation System - monthly	36.00
Volartek	Loan Payment	1,110.21
AVEMCO	Aircraft Insurance	5,871.58
Freiburg Ins	Director & Officer Insurance	1,386.00
Naper Fly Club	Aircraft engine oil	280.41
Total		\$11,133.36

Reserves

INSURANCE (\$1500/ mo)	-1,500.00
ANNUALS (\$1000/ mo)	-9,000.00
LL10 DUES (\$350/ mo)	-3,850.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-28,250.00
CREDIT BALANCE MEMBER	-11,700.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP	-2,000.00
5RC additional repair	8,000.00
Reserves net	-40,515
Reserve Increase/(Decrease)	-3,494

Loan

INTEREST PAID @ 6.0%	722.00
PRINCIPAL PAID	943.00
AIRCRAFT LOAN Balance	143,496.00

Receipts

Dues & Flying	7,640.18
Bank Interest	.43
Total	\$7,640.61

Credits To Members

Fuel Away	583.52
Loan Pymt	555.10
Beacon bulb	58.50
Brilliance	102.51
Total	\$1,299.63

This Month's Photo Corner



N983SP and Walt Slazyks' lovely wife on the ramp at Mackinac Island.



The runway at Telluride Colorado 9,070' the highest commercial airport in the U.S.

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:

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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