

# BLUE SIDE UP!

The Newsletter of  
the  
Business Men's  
Flying Club

April 2012

Volume 50, Issue 4

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LL10 Avgas 100LL

**\$5.09/gal.**

### Surcharge Rates

C172R	\$65.00 +
C172SP	\$65.00 + 32.70
C182S	\$85.00 + 40.22

### Aircraft Hours

November 1, 2011 to  
March 31, 2012

388ES	86.5 hrs
983SP	79.9 hrs
415RC	63.0 hrs

**TOTAL 229.4 hrs**

**NEXT MEETING:**  
**Work Nite and Food!**  
**Tuesday,**  
**May 1, 2012**  
**7:30PM**



John Wrycza's Lake Buccaneer Amphibian



Illinois River bridge

**Attendance & Minutes**

The Business Men's Flying Club held its monthly meeting on Tuesday, March 6th, 2012 at Naper Aero. The meeting began at 7:42 pm. President Ray was given a new gavel; I think he'll go at least another term or two!

The meeting minutes were accepted as published with no issues found.

The treasurer presented the summary of payments made for 5RC overhaul, the annual inspection for 8ES and mentioned 3SP's annual was yet to be paid for. A member asked about the loan status to which Ray responded that we will see what the bank says at the end of this year. It may be that BFC members will finance the club loan.

The treasurers report was accepted as published.

Aircraft reports were taken. See below for details.

5RC should not be leaned during cruise but can be for taxi. This applies during the break in time only.

A member asked about the grass runway and John W. had mentioned he used it recently.

Meeting adjourned at 8:18 pm.

**Aviation photo's needed!**

What are you flying? Send me a picture for the cover of the newsletter. Club planes count too!

**Attendees**

Ray Kvietkus	Chuck Jaudes
Jack Lindquist	Don Leonard
John Wryzca	Steve Snapp
Hubert Elsen	Don Patterson
Val Vlazny	Kris Queen
Fiore D'Orazio	Bob Downey
Brad Swanson	Eric Popper
John Bowles	Nick Davis
Steve Highland	Don Patterson
Mike Manly	Mel Finzer
Greg VanDenham	Tom Kean

**Guests**

**Social**

Work Credits have been assigned for Annuals. The Club really appreciates the hard work and savings these members have provided.

<b>John Wryzca</b>	8
<b>Val Vlazny</b>	4
David Kearns	0
Bill Stoffels	0
Brad Swanson	0
Doug Beck	4
<b>Don Patterson</b>	4
Mike Manly	0
Steve Snapp	1
Josh Krecek	0
Fiore D'Orazio	0
Kevin Kanarski	0
Ken Best	0
Al Loek	0
Don Leonard	9
Joe McBride	0
Tom Kean	0
Eric Popper	0
Hubert Elsen	1
Kris Queen	1
Mike Csernak	0
Steve O'Connor	0
Mel Finzer	1
Nick Davis	0
Bob Downey	1
Steve Highland	1

## Aircraft Reports

### N388ES

1. Pitot static port check is complete. The transponder is weak but still passes the test.
2. Audio panel squeal is confirmed by two other people (over the age of 50).
3. Auto pilot does not beep on disconnect in NAV mode.
4. 15 hours until next oil change.

### N983SP

1. Weight and balance info on website is incorrect.
2. Front cowl fasteners are a work in progress.
3. Fire extinguisher tags about to expire.
4. Static wick is broken. Waiting on the part.
5. Muffler is repaired, mags were overhauled, a tire was replaced, new brake pads, fixed a leaky engine seal. John has new engine mounts.
6. All panel lights now work.

### N415RC

1. Back in service.
2. We got a 'free' camshaft, engine mounts replaced, crankcase sent to be line bored, exhaust system overhauled, new engine mounts and fluid hoses, new plugs, and mags overhauled.
3. All AD's are complied with.
4. Wheel pants still off. They will be installed when they are ready.
5. Audio panel squelch knob still missing.
6. Kris says the seat hydro lock is broken but Eric says its fine.
7. New oil temp sender installed. Cost was 70.00 vs 1500.00!!
8. Tach or prop governor might be off and should be calibrated.
9. DG lights are INOP.
10. Tannis heater sump pad came off and needs re-install. Eric has the pad.
11. No fire extinguisher installed, Bradley will take care of this.

#### March AIRCRAFT REPORT

	388ES	983SP	415RC
FLYING	35.0	20.7	18.4
TACH	569.5	3338.4	4064.0
TBO	2000	2000	2000
TMOH	505.8	781.4	1981.6
CLUB	2.1	0.0	9.4
GAL/HR.	10.2	10.2	12.3

#### 8ES hours on new tach

**SMOH – engine time since major overhaul**

**TBO – engine time between overhauls**

**TMOH – engine time to major overhaul**

#### February AIRCRAFT REPORT

	388ES	983SP	415RC
FLYING	9.8	23.5	0.0
TACH	534.5	3317.7	4045.6
TBO	2000	2000	2000
TMOH	540.8	802.1	2.6
CLUB	0.1	0.0	0.0
GAL/HR.	10.2	10.2	12.3

#### 8ES hours on new tach

**SMOH – engine time since major overhaul**

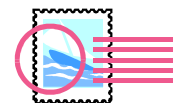
**TBO – engine time between overhauls**

**TMOH – engine time to major overhaul**

### Reminders

- Windshield washing: Please use a CLEAN soft CLOTH. Paper scratches the windshield.
- Don't park at the pumps for extended periods.
- Red BFC compressor available to fill tires.
- Apply brakes momentarily on climb out to save on tire wear.
- Log oil added in the airplane logbook.
- Tap the brakes on climb out to save the tires.
- Watch your HEAD when moving around under those wings!
- Wash off the bugs after your flight so they don't have a chance to weld themselves to the paint. Your saving 10min of work means 30 for the next member.

## March 2012 Treasurer's Report



### CASH

Harris Checking	45047.62
<b>Total</b>	<b>\$ 45,047.62</b>

### PAYMENTS

Fuel and Fees	Naper Aero	1833.37
Loan Payment	Harris	1043.91
5RC Eng Prop Gov	G&N Aircraft	1215.00
8ES Annual	R. Ewers	924.00
5RC Engine Overhaul	G&N Aircraft	31350.00
<b>TOTAL</b>		<b>\$36,366.28</b>

### RESERVES

Maintenance	-7,831.00
Insurance (\$1500/ mo)	-3,000.00
Annuals ( \$1000/ mo)	-10,000.00
LL10 dues (\$290/ mo)	-1,740.00
Inactive	-11,976.72
Engine Overhaul 8ES/3SP (1750 mo)	-10,500.00
<b>Reserve net</b>	<b>-2,169.00</b>
<b>Reserve Increase/Decrease</b>	<b>\$-29,567.00</b>

### LOANS

Aircraft Loan, Due December 2012	93,900.00
Principal Paid	550.00
Interest Paid @ 6.5%	494.00

### RECEIPTS

Dues & Flying	4,968.36
Equity	4,250.00
<b>TOTAL</b>	<b>\$ 9,218.36</b>

### CREDITS

Fuel Away	372.54
Work Night	0.00
Postage	0.00
Plane Repair	463.56
Supplies (envelopes, ink, paper)	25.00
<b>TOTAL</b>	<b>\$861.10</b>

## **Old Business**

There has been no change in the status of the loan. The loan of our hanger to the other club was well received. We have our hanger back now.

## **New Business**

The airport manager reminds us there is no long term parking on the grassy areas. Parking inside the hanger is ok as is parking at the far north end of the field.

Greg VanDenham will scan the log books to ensure we always have a copy. A proposal was made to scan them every year.

## **Accomplishments:**

None at this time.

## **Membership:**

We have no openings at this time, one person is interested. Ray mentioned that we are in good shape right now with no openings, no resignations, and no one coming in.

## **Guests:**

No guests.



## **Refreshment List:**

The BFC refreshment list was created as another way of recognizing special aeronautical achievements.

The person scheduled for refreshments should bring beverages and dessert to the club meeting. If unable to attend, he or she should arrange to trade meeting dates with someone else on the list.

## **What's Up...?**

I was lucky enough to be offered a ride in John Wryzca's Lake Buccaneer amphibian. As John would say "it's a 4-wheel drive airplane" in that it can take off and land on water as well as hard surface. It features retractable gear and a constant speed prop. Some of its more exotic features are a deployable water rudder, gasoline powered heat, splash shield for the radio stack, and bilge pumps. Remember all those low altitude things your instructor told you to stay away from; power lines, bridges, WATER, smoke stacks, boats, and trees? Well it's a normal occurrence flying in a seaplane. A steep turn is not something for the faint of heart; think of a jet ski with wings!?!? It happens fast enough to feel the centrifugal force as in a car; but your not in a car. John calls a glassy water touchdown a splash n go... but there was no splash, just a gentle swishing noise... too cool! Once down off the step it sits down "in the water". There is something strange about sitting level in the water while in the airplane. It was a great experience John, something I won't forget. Thanks for the ride!!

## **Safety**

- Beware of Presidential TFR's.
- Tire pressure check is always recommended for all airplanes.
- Remember to lean the airplane during Taxi.
- New FAR; do not cross runways without specific taxi clearance.
- New Class B Airspace configuration around O'Hare.
- Be careful of FOD from the garbage and other sources.
- If you damage the aircraft, please man up and report it.

## **Refreshment List**

James Swanson	January 2012
Kris Queen	February 2012
Val Vlazny	March 2012
	April 2012
	May 2012
	June 2012
	July 2012

**Note: Please arrange a substitute if unable to provide.**

**Business Men's  
Flying Club****Business Men's  
Flying Club  
P.O. Box 2631  
Naperville, IL 60567**

## ***About Our Organization***

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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 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**

<b>Nick Davis</b>	<b>630-393-0539 *</b>
<b>Matthew Kenner</b>	<b>630-851-3135</b>
<b>Raymond Kvietkus</b>	<b>630-579-1643</b>
<b>Michael Pastore</b>	<b>630-606-3692 *</b>
<b>Eric Popper</b>	<b>630-841-3065 *</b>

\* These instructors offer limited training

### **CHIEF MAINTENANCE OFFICER**

**John Wrycza      630-697-3559**

### **PLANE CAPTAINS**

<b>N388ES</b>	<b>Don Patterson</b>	<b>815-436-5771</b>
<b>N983SP</b>	<b>Val Vlazny</b>	<b>708-246-5822</b>
<b>N415RC</b>	<b>Eric Popper</b>	<b>630-841-3065</b>