

BLUE SIDE UP!

The Newsletter of
the
Business Men's
Flying Club

June 2012

Volume 50, Issue 6

LL10 Avgas 100LL

\$5.09/gal.

Surcharge Rates

C172R \$65.00+28.40 = 93.40

C172SP \$65.00+32.70 = 93.40

C182S \$85.00+34.93 = 119.93

Aircraft Hours

November 1, 2011 to

May 31, 2012

388ES 126.5 hrs

983SP 133.4 hrs

415RC 132.9 hrs

TOTAL 392.8 hrs

**NEXT MEETING:
Work Nite and Food!**

**Tuesday,
July 10, 2012
5:00pm work - 7:30
meeting**



Col. Bill Harris, 94, WWII Ace, 15 kills, same paint scheme as his P38 Lightning.



He flew on the mission that killed Admiral Isoroku Yamamoto.

Attendance & Minutes

The Business Men's Flying Club held its monthly meeting on Tuesday, June 5th, 2012 at Naper Aero. The meeting began at 7:55 pm.

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

The treasurer presented the summary of payments made for maintenance items and mentioned we had 90 flying hours for the month. Ray mentioned that we are in good shape financially. The treasurers report was accepted as published.

Aircraft reports were taken. See below for details.

Meeting adjourned at 8:41 pm.

Aviation photo's needed!

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

Let me know who is on the refreshment list so I can keep it up to date.

Photo credits: pictures from Al Loek at Wright-Patterson AFB.

Attendees

Ray Kvietkus	Don Leonard
Jack Lindquist	Don Patterson
John Wryzca	Steve Snapp
Bradley Swanson	Eric Popper
Hubert Elsen	Mike Manly
Kevin Kanarski	Mel Finzer
Steve Highland	Greg VanDenHam
John Bowles	Nick Davis
Doug Beck	Joe McBride
Todd Mick	

Guests

Social

James Swanson

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

John Wryzca	10
Val Vlazny	5
Don Leonard	9
Bill Stoffels	0
Brad Swanson	2
Doug Beck	5
Don Patterson	4
Mike Manly	0
Steve Snapp	2
Josh Krecek	0
Fiore D'Orazio	0
Kevin Kanarski	1
Ken Best	0
Al Loek	0
Joe McBride	1
Tom Kean	0
Eric Popper	2
Hubert Elsen	1
Kris Queen	1
Mike Csernak	1
Steve O'Connor	0
Mel Finzer	3
Nick Davis	1
Bob Downey	2
Steve Highland	2
Greg VanDenHam	8
Todd Mick	1

Aircraft Reports

N388ES

1. Pitot static port check is complete. The transponder is weak but still passes the test.
2. Audio panel squeal was not reported since last month.
3. Auto pilot does not beep on disconnect in any mode. Ray and Eric have investigated and confirmed this.
4. About 20 hrs until next change. Need to send Bob E. a note to ensure all AD's have been complied with.
Rear seat found in a reclined position. Adjustable with a T-handle... I never knew this?!?!?

May AIRCRAFT REPORT

	388ES	983SP	415RC
FLYING	21.2	33.8	35.6
TACH	609.5	3391.9	4133.9
TBO	2000	2000	2000
TMOH	465.8	727.9	1911.7
CLUB	0.0	0.3	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

N983SP

1. No complaints about the plane lately.
2. Transponder wing antenna fell off at the last wash. This was fixed since.
3. Annunciator panel left vac light out. We ordered new panel since then. Around 600.00, John W. to repair and sell on ebay. Thanks John!!
4. Oil temp was reported bad but seems ok.
5. DG seems to precess a lot; about 800.00 to replace it.
6. John W. offered to fix pilot side 2x4 by anchoring it down.
7. Hanger light bulb replaced with a 150w rough service. Thanks Ray!!

April AIRCRAFT REPORT

	388ES	983SP	415RC
FLYING	18.8	19.7	34.3
TACH	588.3	3358.1	4098.3
TBO	2000	2000	2000
TMOH	487.0	761.7	1947.3
CLUB	1.0	0.3	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

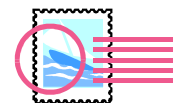
N415RC

1. No problem reported.
2. Water leak reported but Eric checked this and found no issue.
3. Logbook needs a sticker for annual inspection.
4. Audio panel squelch knob still missing.
5. Steve now says hydro lock is not a problem.
6. The gps cover is missing but a cup holder showed up.
7. Tannis heater pad will need replacing now.
8. Wheel pants are on!!

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.

June 2012 Treasurer's Report



CASH

Harris Checking	37240.59
Total	\$37,240.59

PAYMENTS

5RC Brake Service, 8ES Tire	R. Ewers	205.44
Loan Payment	Harris Bank	1,055.15
Fuel and Fees - Apr	Naper Aero	3,879.46
Insurance	Avemco	4,214.50
Service to 3 aircraft	R. Ewers	188.18

TOTAL **\$9,542.73**

RESERVES

Maintenance	-14,444.00
Insurance (\$1500/ mo)	-1,500.00
Annuals (\$1000/ mo)	-4,000.00
LL10 dues (\$290/ mo)	-2,320.00
Inactive	-11,976.72
Engine Overhaul 8ES/3SP (1500 mo)	-3,000.00
Reserves net	0
Reserve Increase/Decrease	\$-866.00

LOANS

INTEREST PAID @ 6.5%	505
PRINCIPAL PAID	550
AIRCRAFT LOAN (Due Dec 2012)	92,800

RECEIPTS

Dues & Flying	8,676.35
Equity	0.00
TOTAL	\$ 8676.35

CREDITS

Fuel Away	1939.58
Work Night	49.82
Postage	0.00
Oil	60.00
Supplies	25.56
Fire extinguisher service	216.20
TOTAL	\$3,343.67

Old Business

Picnic is 4pm this Sunday. Bring tables, chairs, something to grill, and a dish to pass.
The annual flight review by BFC was questioned by a member. This is not yet required.

New Business

The best information we have is to exit the grass runway in the middle flat spot. Jack heard we are to taxi down to the end then exit. Unknown for sure at this time.

Recommend not buckling belts after the flight. This fatigues the return springs.
Try not to slam the door on the seat belt buckle.

Do your best to lean on taxi... some members report the plugs so fouled as to present a hazard at take off. Too lean on taxi cannot hurt the engine! Use at least 3 fingers distance between the stop and knob for taxi. Clearing can be accomplished by full power run-up on both mags and lean for max rpm. Hold this for 15-20 seconds then re-check your mags.

Make sure the gas caps are re-installed after fueling the airplane. Someone who shall remain nameless, left them off only to be found on the wing in the hanger by another member. Wings create lift which means negative pressure above the wings. This is bad if you have a hole in the top of your fuel tank !?!?! :-O

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.

Refreshment List

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

Note: Please arrange a substitute if unable to provide.

Guests:

None

Membership:

Bill Stoffels would like to leave, therefore we have 1 opening at this time. Sue Wryzca might take his place.

Accomplishments:

Val is now a balloon pilot! Congratulations Val!! Bring your spit and shaving cream...

What's Up...?

Need to expand the Foreflight email list. We have quite a few members flying with IPAD these days. Try mounting your IPAD on the co-pilots yoke and tilt it toward the PIC. John W. may be Able to demo this for you.

Safety

- Beware of Presidential TFR's.
- Tire pressure check is always recommended for all airplanes.
- Remember to lean the airplane during Taxi.
- 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.

**Business Men's
Flying Club****Business Men's
Flying Club
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 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 *****Raymond Kvietkus 630-907-7721****Michael Pastore 630-606-3692 *****Eric Popper 630-841-3065 ****** These instructors offer limited training****CHIEF MAINTENANCE OFFICER****John Wrycza 630-697-3559****PLANE CAPTAINS****N388ES Don Patterson 815-436-5771****N983SP Val Vlazny 708-246-5822****N415RC Eric Popper 630-841-3065**