

# BLUE SIDE UP!

The Newsletter of  
the  
Business Men's  
Flying Club

October 2012  
Volume 50, Issue 10

LL10 Avgas 100LL  
\$5.69/gal.

#### Surcharge Rates

C172R/SP \$65.00+34.40 =99.40  
C182S \$85.00+42.31 =127.31

#### Aircraft Hours Flown

November 1, 2011 to  
August 31, 2012

388ES	185.9 hrs
983SP	237.0 hrs
415RC	204.7 hrs

**TOTAL 627.6 hrs**

**NEXT MEETING:  
Pizza!**

**Tuesday,  
November 6, 2012  
7:30 meeting**



Afternoon on the lakefront



Rochelle jump plane

**Attendance & Minutes**

The Business Men's Flying Club held its monthly meeting on Tuesday, October 2nd, 2012 at Naper Aero. The meeting began at 7:30 pm.

The airplane reports were given and the details are provided below.

Meeting adjourned at 8:00 pm.

**Aviation photo's needed!**

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

Photo credits: Robert Downey and Debbie Westley

**Attendees**

Jack Lindquist	Bradley Swanson
Ray Kvietkus	Chuck Jaudes
Val Vlazny	John Wrycza
Kevin Kanarski	Donald Patterson
Nick Davis	Kris Queen
Gregory VanDenHam	Doug Beck
Mel Finzer	

**Guests**

**Social**

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

<b>John Wrycza</b>	12
Val Vlazny	6
Don Leonard	10
Bill Stoffels	0
Brad Swanson	3
<b>Doug Beck</b>	5
<b>Don Patterson</b>	6
Mike Manly	0
Steve Snapp	2
Josh Krecek	0
Fiore D'Orazio	0
Kevin Kanarski	3
Ken Best	0
Al Loek	1
Joe McBride	1
Tom Kean	0
Eric Popper	4
Hubert Elsen	1
Kris Queen	4
Mike Csernak	2
Steve O'Connor	0
Mel Finzer	5
Nick Davis	2
Bob Downey	2
Steve Highland	2
Greg VanDenHam	8
Todd Mick	1
James Swanson	2
Matt Forsberg	1
James Krzyewski	1

## Aircraft Reports

### N388ES

1. Alternator control unit replaced. Ray will attempt to talk with travel express to reduce the club expense.
2. Vacuum pump failed but unsure if it was the one just replaced.
3. Reported flaps not extending but unconfirmed.
4. Reported GPS issue where it lost its way. A power cycle corrected it.
5. Estimated 250.00 to fix the AP beep on disconnect, decision to wait on this issue.
6. ELT battery needs replacing in November.

### N983SP

1. Recommendation made to replace the passenger door panel armrest with an aftermarket unit.
2. Pilots door handle needs some work.

### N415RC

1. Airplane is due back mid October. It will need about ½ hr checkout flight.

#### September AIRCRAFT REPORT

	388ES	983SP	415RC
FLYING	20.8	41.5	0.0
TACH	711.6	3528.7	4205.7
TBO	2000	2000	2000
TMOH	363.7	591.1	1839.9
CLUB	4.8	0.7	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**

#### August AIRCRAFT REPORT

	388ES	983SP	415RC
FLYING	42.7	33.2	0.0
TACH	690.8	3487.2	4205.7
TBO	2000	2000	2000
TMOH	384.5	632.6	1839.9
CLUB	1.7	1.1	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**

### 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.
- Land on the grass if possible to minimize tire wear.
- Watch your HEAD when moving around under those wings!
- Remember to lean the airplane during Taxi, the engine loads up and you or the next pilot will fail the magneto check.
- Wash off the bugs after your flight so they don't have a chance to weld themselves to the paint. Clean bugs off past the leading edge and look at the flaps. Mud accumulates on them after soft field work. Your saving 10min of work means 30 for the next member.

## September 2012 Treasurer's Report



### CASH

Harris Checking	45,461.16
<b>Total</b>	<b>\$45,461.16</b>



### PAYMENTS

Fuel and Fees - July	Naper. Aero	3539.31
Loan Payment	Harris Bank	1059.99
Return Equity less O/S balance	J. Swanson	3961.24
JA: 3SP Rep. Alt., AP servo, Vac pump and alternator	J. Wrycza	5000.89
JA: 8ES AP service discnt alert	J. Wrycza	421.83
5RC Sirius WX 6 months	J. Wrycza	209.94
Insurance	Avemco	4214.50

### RESERVES

#### TOTAL

**\$18,443.20**



Maintenance	-10,004.00
Insurance (\$1500/ mo)	-3,000.00
Annuals ( \$1000/ mo)	-8,000.00
LL10 dues (\$290/ mo)	-3,480.00
Inactive	-11,976.72
Engine Overhaul 8ES/3SP (\$1500 mo)	-9,000.00

<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/Decrease</b>	<b>\$452.00</b>



### LOANS

INTEREST PAID @ 6.5%	510.00
PRINCIPAL PAID	550.00
AIRCRAFT LOAN (Due Jan 2013)	<b>\$90,600.00</b>



### RECEIPTS

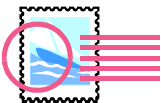
Dues & Flying	13,741.78
Equity	4250.00
<b>TOTAL</b>	<b>\$17,991.78</b>



### CREDITS

Fuel Away	1310.88
Work Night	77.70
Postage	0.00
Supplies	0.00

<b>TOTAL</b>	<b>\$1388.58</b>
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## Old Business

Christmas party will be December 2<sup>nd</sup> at 5:30pm, there will be drinks, dinner, and white elephant grab bag. We will have it at the same place as last year; McBrides in Plainfield. The menu will be presented next month.

The Board of directors, chief maintenance officer, airplane captains, and safety officer positions will be retained for next year. The only change is that Val Vlazny has stepped down as plane captain for 3SP and Doug Beck will take over. The president position was voted on and Ray Kvietkus once again won by a landslide.

## New Business

GPS upgrades were discussed. Do we want to upgrade the planes and how to pay for it.

## 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.

## Dessert List

	March
	April
	May
Kris Queen	June
Brad and James Swanson	July
	August
	September
	October
	November
	December

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

**Guests:**

**Membership:**

Two people are on the exit list therefore, we have two openings.

**Accomplishments:**

Greg VanDenHam passed ½ of his IFR checkride.

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

Thanks for taking notes and working the grill for the club Bradley!!

Check out the Flight Deck Bar and Grill on the field at KRPJ. Park on the south ramp and take the sidewalk on the south side of the hangers to the east.

## Safety

- Beware of Presidential TFR's.
- Watch for stadium TFR's especially Joliet speedway and DeKalb university.
- Tire pressure check is always recommended for all airplanes.
- New Class B Airspace configuration around O'Hare.
- Be careful of FOD from the garbage and other sources.
- Recommend a second before startup walk around.
- Avoid distractions. They cause you to deviate from your normal routine. Stick to your routine and go back a few steps if necessary.
- Please if you **must** depart right cross wind on 18 or 36, make sure you are **well clear** of the airport operations area. Left climbing turns over the numbers or mid-field are acceptable.
- If you damage the aircraft, please man up and report it.
- Double check to ensure the tow bar is NOT attached before taxi. Never leave the tow bar attached to the airplane. Do NOT set the tow bar on the wheel pants.
- **Reminder: As members we own 1/45 of these planes. It is inappropriate for any of us to decide what is to be fixed or how. That is up to the chief maintenance officer, airplane captain, and your club officers to decide.**  
**If you encounter ANY problems, notify the airplane captain immediately! The number is available in the fuel log book.**

VFR Departure Procedures – Submitted by Mike Pastore

Recently, it was noted that in several instances BFC aircraft were seen departing Naper and entering a right crosswind departure while still well within the pattern and the airport traffic area. As a reminder to our membership - ***ALL runways at Naper are designated left traffic runways for airplanes and departing and arriving turns should always be made to the left at this airport while in the pattern.***

Unfortunately, the requirements and/or recommendations as published in the AIM and AC90-66A can be vague at best. As a result, there is some confusion within the GA community in this regard. *Nevertheless, no matter how you interpret these publications, one thing that you cannot do is to turn opposite the direction of the pattern while in the 'airport traffic area'.*

So what is the 'airport traffic area' at an uncontrolled airport? In reality, the FAA will consider that to be any distance from the airport that will put you in a flight path opposite to that of any airplane that is in any normal segment of the landing pattern. How far out is that? ...plan on 3 NM from the airport. Why so far? ...because many high performance aircraft fly a very wide pattern - if not at LL10, then certainly at other larger public use airports.

Normal VFR departures while in the 'airport traffic area' should be accomplished with 45 Degree turns made in the same direction as the traffic pattern *once the aircraft is ½ NM past the end of the runway and within 300' below traffic pattern altitude.* If the direction of your on-course heading is opposite the pattern (for example, if you are departing to the west off of runway 18) then the 'BOOK' says the pilot should flight straight out until beyond the airport traffic area then, if desired, initiate a right turn.

In reality, there are acceptable alternatives to a straight out departure which don't get a lot of press. After takeoff and once you are past the end of the runway and at the prescribed altitude, turn left crosswind then left again to depart the area in the upwind leg. The pilot can also consider a crosswind departure from the upwind leg. Both of these procedures are best done at or 500' above pattern altitude.

***This all may sound a bit complex, but it is not. The whole thing renders down to this - in addition to the straight out departure; you can depart on the upwind or crosswind legs as long as your turns are in the direction of the published pattern and at safe altitudes.***

By the way – while we are on the subject, standard pattern altitude is 1,000' AGL for light singles, NOT 800'. Altitude exceptions for public use airports are published in the AFD. Pattern requirements are also published in the AFD and also on the sectional and terminal area charts. Naper standard traffic pattern altitude is 800' AGL for light singles.

Happy and safe flying!



**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**

**Nick Davis                      630-393-0539 \***

**Raymond Kvietkus          630-907-7721**

**Michael Pastore              630-606-3692 \*<sup>1</sup>**

**Eric Popper                      630-841-3065 \***

**\* These instructors offer limited training**

**<sup>1</sup> Available for club checkouts and BFR's**

### **CHIEF MAINTENANCE OFFICER**

**John Wrycza                  630-697-3559**

### **PLANE CAPTAINS**

**N388ES Don Patterson      815-436-5771**

**N983SP Doug Beck            630-544-7432**

**N415RC Eric Popper          630-841-3065**