

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airport 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.

ERV - CJP

Meeting Minutes:

The Business Men's Flying Club held its monthly meeting on Tuesday, March 12th, 2013 at Naper Aero. The Vice President called the meeting to order at 7:34 pm.

See the list of attendee's on page 3; left column.

The minutes from the last meeting are published in last month's newsletter. Comments and/or questions were solicited. A member asked why the incident involving Ken was not recorded in the minutes. Your board decided this was not in the best interest of everyone involved. A discussion regarding this issue was had. The club members and board decided that a one liner should be added without any specific names to properly record the event to show that it did happen. We voted and accepted the minutes after they are modified. The secretary will make the change and re-send out the newsletter as soon as practicable.

The treasurer's report was reviewed for the members by the treasurer. The VP asked if there were any questions. None were raised. The VP made a motion to accept the treasurer's report as published in the newsletter. The motion was accepted unanimously.

At this time, we have two openings in the club.

Both 415RC and 983SP are out for annual inspection.

The aircraft reports, old and new business was discussed.

Please see details in the following sections.

Meeting adjourned at 8:19 pm.

LL10 Avgas 100LL

\$5.54/gal.

Aircraft Rates

C172R/SP = \$107.00

C182S = \$135.00

Aircraft Hours Flown:

Dec. 1, 2012 - April 30, 2013

388ES 38.4 hrs

983SP 29.9 hrs

415RC 35.3 hrs

TOTAL 103.6 hrs

NEXT MEETING:

Tuesday, May 7, 2013

Work nite 5pm,

Dinner 7pm, meeting 7:30pm.

Attendees:

Chuck Jaudes
Jack Lindquist
Don Leonard
John Wrycza
Eric Popper
Steve Snapp
Doug Beck
Val Vlazny
Kris Queen
Gregory VanDenHam
Bradley Swansen
Donald Patterson
Gevin Cross
Steve Highland
Dave Kluzak
Mel Finzer
JP Balakrishnan

Guests:

None

Social:

Old Business

Tower closures. See article in last month's newsletter.

New Business

Discuss grass landings recommendation. We decided to remove this from the newsletter. The view is that excess vibration may be causing maintenance issues with the systems in the airplanes. Tires are cheap compared to gyroscopic instrumentation.

We plan to add a placard to each plane reminding the pilot to check items like oil change schedule.

5RC may be burning or using too much oil. Eric plans to monitor this.

Work Credits are assigned to members that maintain the planes. This includes annual inspections routine maintenance, and plane washes.

The Club really appreciates the hard work and savings these members provide!

John Wryzca	*
Doug Beck	*
Don Patterson	*
Eric Popper	*
Val Vlazny	0
Don Leonard	0
Bill Stoffels	0
Brad Swanson	0
Mike Manly	0
Steve Snapp	0
Josh Krecek	0
Fiore D’Orazio	0
Kevin Kanarski	0
Al Loek	0
Joe McBride	0
Tom Kean	0
Hubert Elsen	0
Kris Queen	0
Mike Csernak	0
Steve O’Connor	0
Mel Finzer	0
Nick Davis	0
Bob Downey	0
Steve Highland	0
Greg VanDenHam	0
Todd Mick	0
James Swanson	0
Matt Forsberg	0
James Krzyewski	0

Aircraft Reports:

N388ES

1. New door panels installed.
2. EGT does not work.
3. 8 rivets in the nose strut were sheered off. We discussed how this might have happened. See pictures below.
4. The annual inspection found the elevator horn on the pilots side had abrasion underneath. It may have been dragged on the ground but tough to believe.
5. The GPS database has been updated.

No other problems were reported.

N983SP

1. In annual inspection now. Hopefully it will be done Sunday.
2. The oil change was overdue. Pilots make sure you check the change status before your flight.
3. The display on the top Comm. Radio is nearly unreadable.
4. The pilot’s door comes unlatched and needs attention.

No other problems were reported.

N415RC

1. The plane is done with annual inspection now. John and Val going tomorrow evening to bring it home.
2. Last year the transponder was on its last leg. This year its status is unknown. It was reported as having failed in flight and needed to be re-cycled. We decided to wait until the next service if it makes it that long.
3. The following issues were addressed during the annual inspection: elevator trim re-calibration, rheostat replaced, frozen tachometer, move the tachometer to the right, the pillion light and compass light, knob on the audio panel, the trim indicator, and the odd ammeter issue.

No other problems were reported.

Flying Hours:

April Aircraft Report

	388ES	983SP	415RC
FLYING	15.0	6.2	13.0
TACH	790.4	3626.5	4272.7
TBO	2000	2000	2000
TMOH	284.9	493.3	1772.9
CLUB	0.7	0.9	0.0
GAL/HR.	10.2	10.2	12.3

March Aircraft Report

	388ES	983SP	415RC
FLYING	3.2	18.2	15.4
TACH	775.4	3620.3	4272.7
TBO	2000	2000	2000
TMOH	299.9	499.5	1772.9
CLUB	0.7	0.3	2.1
GAL/HR.	10.2	10.2	12.3

February Aircraft Report

	388ES	983SP	415RC
FLYING	15.8	15.2	9.2
TACH	772.2	3602.1	4257.3
TBO	2000	2000	2000
TMOH	303.1	517.7	1788.3
CLUB	0.0	0.2	0.7
GAL/HR.	10.2	10.2	12.3

8ES hours on new tach

TBO – engine time between overhauls

TMOH – engine time to major overhaul

April 2013 Treasurer's Report



Cash

Chase Checking		6,219.57
Chase Savings		35,000.00
Total		\$ 41,219.57

Payments

Loan payment	Volartek	555.10
Insurance	Avemco	0
Fuel and Fees - March	Naper Aero	2,781.78
5 cs Oil	Naper Flying Club	373.31
3SP Annual	Eric Dienst	2393.39
Landing Fee - charged to member	Cleveland	5.00
Legal Expense - Best	Dunn – Martin	250.00
Total		\$ 6,358.58

Reserves

Maintenance		0
Insurance (\$1500/ mo)		-4,500.00
Annuals (\$1000/ mo)		-7,000.00
LL10 dues (\$305/ mo)		-2,135.00
Inactive		-11,976.72
Engine Overhaul 8ES/3SP (\$1500/mo.)		-19,500.00
Reserves net		-3,892.00
Reserve Increase/(Decrease)		\$ 246.00

Loans

Interest Paid @ 6%		445.00
Principal Paid		555.00
Aircraft Loan (Due Jan 2023)		\$ 88,344.00

Receipts

Dues & Flying		6,604.68
Equity		0
Total		\$ 6,604.68

Credits

Fuel Away		210.52
Work Night		0
Office supplies		0
Loan payments		444.08
Total		\$ 646.39

Membership:

We have two openings at this time.

Accomplishments:

None

What's Up...?

Indiana has significantly reduced 100LL fuel tax. Check out this article:
<http://www.aopa.org/advocacy/articles/2013/130426pain-less-at-the-pump.html?CMP=ADV:1>

Safety:

See reminders section below.

Seen on the web:

IPAD flyers might consider this engine out option:

<http://www.aopa.org/members/files/pilot/2013/april/avionics.html?CMP=ADV:1>

You may want to think twice about tying that plane down.

http://www.youtube.com/watch?v=O-wjtP90d_g

Spaceship 2 makes its first powered flight:

http://www.avweb.com/avwebflash/news/SpaceShipTwo_Powered_Flight_208620-1.html

Ever seen a 747 power on stall then crash? Me neither...

http://www.liveleak.com/view?i=c32_1367332518

The prevailing theory has been cargo shift that caused a major aft CG condition.

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.

Photo credit: Robert Downey from his February flight in a rented C172.

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.

Restaurant Review:

Seeking review contributions.

Dessert List:

January –
February –
March –
April –
May –
June –
July –
August –
September –
October –
November –
December –

Note: Please arrange a substitute if unable to provide.

This Month's Photo Corner



San Francisco, California from a 172



The Golden Gate Bridge.

Safety Reminders

- 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. Your board and airplane captains are not here to judge you or make a mockery out of your situation. We all make mistakes and it can happen to anyone! Our goal will be to handle the situation discreetly and efficiently to minimize down time of the aircraft. Only those who need to know will.
 - 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.
- 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 logbook.

General Reminders:

- Windshield washing: Please use a CLEAN soft CLOTH. Paper scratches the windshield.
- Don't park at the pumps for extended periods.
- The red BFC compressor available to fill tires.
- Log oil added in the airplane logbook.
- Remember to lean the airplane during Taxi, the engine loads up and you or the next pilot will fail the magneto check.
- 36 is the preferred runway at Naper in calm winds.
- Check to ensure the oil does not need to be changed.

- NEVER, EVER fly the plane with a completely deflated strut. Check out 388ES:



- Check the tires for bald spots.... Look at 3SP's nose wheel:



- 388ES has a new door panel. **Please, please** try to use the door itself for closure rather than the latch handle pocket. The door should be closed gently. If it does not close check to make sure there is no obstruction like the rubber trim on the non-hinge side, or your coat, or maybe you forgot to fasten your seat belt first.



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 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721
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	Doug Beck	630-544-7432
N415RC	Eric Popper	630-841-3065