

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

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, April 1st, 2014 at Naper Aero. The Treasurer called the meeting to order at 7:34 pm.

The list of Attendee's is provided on page 2, left column.

The minutes from the last meeting were published in the newsletter. Corrections, comments or questions were solicited but none received. A motion was made to accept the minutes as published and was seconded. The minutes were accepted.

The Treasurer's report was reviewed for the members. The total flying time was reported along with club time. The payment made for services to the airplanes was reviewed in detail. 5RC needed a new ELT and had the weather subscription paid for. It also had a new battery installed.

All of the other details are available in the financial tables later in this newsletter. The reserves are fully funded and we have \$70,169.00 cash in the bank. The logs for 8ES were not available so no bills will be passed out tonight. Questions or comments were solicited but none received. A motion to accept the report was made then seconded. The treasurer's report was passed as published in the newsletter.

The aircraft reports were heard followed by old and new business.

Please see details in the following sections.

Meeting adjourned at 8:40 pm.

LL10 Avgas 100LL

\$5.07/gal.

Aircraft Rates

C172R/SP = \$103.20

C182S = \$129.69

Aircraft Hours Flown:

Dec. 2013 - March 2014

388ES 9.8 hrs

983SP 20.2 hrs

415RC 20.0 hrs

TOTAL 50.0 hrs

Join us for our next meeting Tuesday May 6th.

- 5pm plane wash
- 6pm dinner
- 7:30pm meeting

See you there!

Attendees:

Jack Lindquist
 Don Leonard
 Kris Queen
 Gevin Cross
 Steve Snapp
 Don Patterson
 Bob Downy
 Bradley Swanson
 Nick Davis
 Fiore D'Orazio
 Josh Krecek
 John Wrycza
 David Otero
 Val Vlazny
 Doug Beck

Guests:

James Robertson
 Brian Bussing

Social:**Accomplishments:**

None mentioned.

What's Up...?

Val is looking for volunteers to crew on his balloon this summer at the Lisle Eye's to the Sky's Fest <http://eyestotheskies.org/2014-eyes-to-the-skies-festival/>
 Volunteers get to park in the balloon parking lot which is near to the fest. Balloons fly in the morning at 6am and later in the evening. Two people are needed for morning flights but 4-6 would be better for evening flights. The shaped balloons are flown in the evening and require more help.

Thanks to Mr. Bradley for feeding the club on work nights! Without you we'd be eating shudder; fast food.

Safety:

We had spirited discussion about someone at the airport who is leaving their airplane at the pump for hours sometimes. The airport manager was made aware of this but apparently does not care to pursue it. This same pilot also does not use the radio in the pattern. I've seen this person and he drives a Piper Cherokee 180. You'd be advised to keep an eye on him.

Membership:

Jim Robertson has visited us again tonight. He plans to get his medical up to date then decide his next move.

Brian Bussing is also here tonight. He mentions that he intends to join. A motion was made to accept Brian's membership based on a completed application and a check received by the Treasurer. The vote was unanimous to accept him. We look forward to having you as a member Brian.

Seen on the web:

FAA proposes rulemaking on 3rd class medicals.

http://www.aopa.org/News-and-Video/All-News/2014/April/02/FAA-announces-rulemaking-on-third-class-medical.aspx?WT.mc_sect=tts&WT.mc_id=140404epilot

Advanced flying articles on runups, Vx and Vy I found interesting.

<http://www.advancedpilot.com/articles.html>

Old Business

A motion was made to give the board approval to sell one of the 172's and purchase a new plane. We had the floor opened for a final discussion before the vote.

A member asked if the increase in rate was set in stone. The maximum increase is capped at \$30.00 per month. The debt service rate is \$22.00 per month. There is a potential \$5.00 per hour increase in the rate on the new 172 only.

The checkout time for any member wishing to fly the new plane is estimated to be 5 hours. This is based on other members experience renting similarly equipped planes.

Previous logged experience counts with club instructors toward the 5 hours.

There will be a disruption in the planes availability while pilots complete their checkouts.

The new plane may turn in to a cross-country machine because of its capability.

The hope is that this new plane will provide some excitement for existing pilots and attract new pilots to the club.

A discussion took place regarding the 3SP acquisition and the flight time study that was done at the time. The flight time went up for a while.

A member asked about the order in which this will be done. The first thing to do would be to secure financing then sell one of the planes. The final action would be to purchase a new plane.

We have not committed to any plane yet.

The Treasurer read the motion, as was published.

The plan is to spend no more than \$100,000.00 on this acquisition.

We discussed raising the equity buy in rather than the monthly dues. The logic behind raising the monthly dues was reviewed. One of the principal reasons is that older members who are inactive would be forced to come up with the extra equity.

A member mentions the possibility of selling both 172's.

We discussed how the "other flying club" handled its purchases.

A member asked what the amortization rate was on the note. The answer is 10 years.

The loan value was discussed.

The club stipulates that when any plane reaches 4000 hours we evaluate plane upgrades.

A proposal was made to increase the equity buys rather than the monthly dues. No second was heard. Amending the current proposal would take a couple of months by the time it was published then discussed. More discussion about the 2/3rds vote required was made. The motion will be withdrawn at this time. We can adjust the particulars of the financing at a later date. The feeling was to move ahead with the selling of the 172.

A call was made for any more discussion, none was heard. We discussed the ballot and proxy order. The ballots were handed out. Kris and Jack managed the list of proxy ballots. Eleven ballots were received. The proxies were given to the secretary. I counted 35 votes and passed the ballots to our guest Brian Bussing for a re-count. He confirmed 35 votes for the motion. The motion was passed with later discussion of the financing specifics.

New Business

None.

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: Debbie Westley

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.

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 Wrycza	*
Don Patterson	*
Josh Jones	*
Eric Popper	*
Val Vlazny	0
Don Leonard	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
Gevin Cross	0
Steve Highland	0
Greg VanDenHam	0
Todd Mick	0
Matt Forsberg	0
James Krzyewski	0
Don Patterson	0
Dave Otero	0
Joshua Jones	0
J.P. Balakrishnan	0
David Kluzak	0

Aircraft Reports:

N388ES

1. The annual inspection is being performed. Should be done Friday. A new front strut was installed, the scissor joint was shimmed, and the flap stops will be adjusted to prevent the jerky retraction.
2. The new tires are installed.
3. The new battery has been installed.
4. A new compass and pedestal light was installed.
5. The seats have been recovered.
6. The new Lord shimmy dampener was \$850.00 and will be installed.

No other issues reported.

N983SP

1. Two pilots have reported the attitude indicator showing a decent in level flight.
2. The directional gyro is having issues and showing its age.
3. The starboard wing end cap is cracked.
4. The prop has a nick that will need to be dressed.

No other problems were reported.

N415RC

1. A new brush less turn coordinator is now installed.
2. The ammeter still shows negative at times.
3. The ELT was replaced with a yellow tagged version for \$375.00 shipped from ebay.
4. The wingtip has more cracks in it. Needs stop drilling or replacement.
5. The GIL battery was replaced with a Concord.
6. The brake on the co-pilots side stops abruptly at the end of its travel. This should be checked during the annual inspection.

No other problems were reported.

Flying Hours:

March Aircraft Report

	388ES	983SP	415RC
FLYING	9.8	20.2	20.0
TACH	949.1	3832.2	4487.0
TBO	2000	2000	2000
TMOH	126.2	287.6	1558.6
CLUB	0.4	0.7	0.0
GAL/HR.	10.2	10.2	12.3

February Aircraft Report

	388ES	983SP	415RC
FLYING	7.4	18.4	3.3
TACH	939.3	3812.0	4467.0
TBO	2000	2000	2000
TMOH	136.0	307.8	1578.6
CLUB	0.4	0.4	1.0
GAL/HR.	10.2	10.2	12.3

January Aircraft Report

	388ES	983SP	415RC
FLYING	2.5	4.5	11.8
TACH	931.9	3793.6	4463.7
TBO	2000	2000	2000
TMOH	143.4	326.2	1581.9
CLUB	0.0	0.0	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

March 2014 Treasurer's Report

Cash

Chase Checking	15,110.19
Chase Savings	55,059.43
Total	\$70,169.61

Payments

Volartek	Loan Payment	555.10
MSN Avionic	5RC Replace ELT	376.11
	172 Oil/ Air / Vac	
Sky Geek	filters	363.87
Sporty's	2 cs 15w50 Av oil	169.90
	Fuel and Fees -	
Naper Aero	Jan	1,375.59
	5RC SiriusXM	
SiriusXM	WX subscription	209.94
Falcon Avia	5RC battery	556.21
Postmaster	Stamps	49.00
Total		\$3,655.72

Reserves

Insurance (\$1500/ mo)	-3,000.00
Annuals (\$1000/ mo)	-14,000.00
LL10 dues (\$325/ mo)	-1,950.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP (\$1000/mo.)	-28,000.00
Credit Balance Member	-7,300.00
Equipment Upgrades	-3,943.00
Reserves net	0
Reserve Increase/(Decrease)	\$3,866.00

Loan

Interest Paid @ 6%	414.00
Principal Paid	585.00
Aircraft Loan (Due Jan 2023)	\$82,057.00

Receipts

Dues & Flying	7,517.19
Equity	0
Total	\$7,517.19

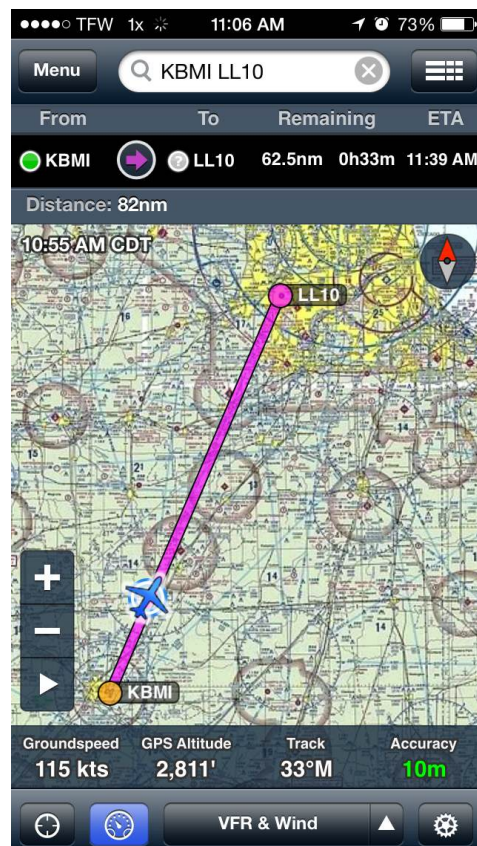
Credits To Members

Fuel Away	0.00
Work Night	
Office supplies	
Loan payments	444.08
Maintenance	0.00
Total	\$444.08

This Month's Photo Corner



Bloomington Normal KBMI



Back home.

Safety Reminders

- Beware of Presidential TFR's.
- Watch for stadium TFR's especially Joliet Speedway and DeKalb University.
- Check the tire pressure during pre-flight; 172-30psi 182-40psi
- Check oil change due sticker: it's not a showstopper, just tell the maint. officer
- Be careful of FOD from the garbage and other sources.
- Recommend a second walk around before startup.
- 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 do so at 1500' or above. 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.**

Operational 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. General rule is to lean two fingers width away from full rich.
- 36 is the preferred runway at Naper in calm winds.
- Check to ensure the oil does not need to be changed before your flight. If it is, notify the airplane captain.
- We now favor **landing on pavement rather than grass**. This has changed recently due to our unusually high gyro instrument issues. The thinking is now to spend money on tires rather than DG's; they are much cheaper. Turf landings tend to be rougher in general rather than pavement. Use your best judgment however and consider winds and safety first.
- NEVER, EVER fly the plane with a completely deflated strut. Remember the rivets sheared off in 388ES?
- Check the tires for bald spots.
- 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 before closing the door.

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 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 ₁
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	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065