

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

LL10 Avgas 100LL
\$3.97/gal.

Aircraft Rates

C172SP = \$96.90
C172S = \$91.90
C182S = \$115.79

Aircraft Hours Flown Cumul.:

Jan. 2015 – July 2015
884BC 159.3 hrs.
983SP 116.2 hrs.
415RC 58.5 hrs.
TOTAL 334 hrs.

Join us for our next meeting
Tues., Sept. 1st

Plane wash: 5pm

Brats and burgers 6:30 pm

Business meeting at 7:30pm

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, Aug. 4th, 2015 at Naper Aero. The President 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. Questions and comments were solicited but none were received. A motion was made to accept the minutes and seconded. The minutes were accepted as published.

The Treasurer's report was reviewed for the members. The total flying time was 60 hours with 6hrs club time. We had \$8,584.72 in receipts. A total of \$35,334.79 was paid in bills. Cash in the bank is \$23,254.26. We had \$633.17 in fuel away credits. We have a loan balance of \$144,439.00. Our reserves for overhauls are under funded. The fuel price has gone up to \$4.71 per gallon.

Questions and comments were solicited for the Treasurer. A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was accepted.

The aircraft reports were heard followed by old business, new business, and safety. Please see details in the following sections.

The meeting adjourned at 8:41 pm.

Attendees:

Doug Beck
 Jack Lindquist
 Don Leonard
 Hubert Elsen
 Nick Davis
 Kevin Kanarski
 Mel Finzer
 Walt Slazyk
 James Robertson
 John Wrycza
 Gerry Miskowicz
 Joshua Jones
 Don Patterson
 Al Loek
 Greg VanDenHam
 Gevin Cross

Guests:**Social:**

Bradley Swanson
 Jeff Hilsenbeck

What's Up...?

Not a whole lot.

Old Business

The rate increase has taken affect as discussed last month.

The fuel price has increased as anticipated.

The runway was supposed to have been re-striped by now. The search continues for the right contractor to complete the work. Removal of the old number is more of an issue than painting on new ones.

The new airport approach is due to be published in October.

The marketing effort was discussed last month. Jim will report on it next month.

Bradley mentioned that the other club on the field is accepting associate members.

This means a current membership is taken over by someone for 12 months to see if they like it. This is an idea this club might think about.

We discussed the potential of raising the club by in and the effects it would have on membership. The thought is negative for certain.

The President reviewed what was discussed at the BOD meeting last month.

We had many marketing ideas generated from that meeting. Jim K. has a list to be acted on. Don L. will update the club flyer and distribute. Josh J. will take care of the vinyl logo for the planes.

New Business

The cost of annuals is getting out of control said one member. The President assured us that we are fully aware of this situation. We use to have the membership participate in the annuals by removing cover plates and assisting with oil changes etc. In the last couple of years this has not happened. If the member got involved more with maintenance we could avoid these costs. If you want to help, get involved is the message we heard.

Safety:

Watch out for the dip in the asphalt in 884BC hanger.

Membership:

No news.

Marketing:

No news.

Accomplishments:

Walt S. was published in AOPA magazine.

Nick D. got his checkout in an A320 last month.

Seen on the web:

Hail damaged A320 diverts to Denver

<http://www.avweb.com/avwebflash/news/Hail-Damaged-Delta-A320-Airliner-Diverts-To-Denver-224672-1.html>

NTSB: Carburetor Cited In Harrison Ford Accident

<http://www.avweb.com/avwebflash/news/NTSB-Carburetor-Cited-In-Harrison-Ford-Accident-224664-1.html>

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: Don Leonard

Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. Bring in a dessert or beverage to share with your club members to celebrate your achievement. If it's during the summer months coordinate with the grill master.

Walt S.

Nick D.

Flying Hours:

July Aircraft Report

| | 884BC | 983SP | 415RC |
|----------|--------------|--------------|--------------|
| FLYING | 15.9 | 34.2 | 12.8 |
| TACH | 1327.9 | 4117.4 | 4739.6 |
| TBO | 2000 | 2000 | 2000 |
| TMOH | 672.1 | 2.4 | 1306.0 |
| CLUB | 0.8 | 0.9 | 4.6 |
| *GAL/HR. | 10.2 | 10.2 | 12.3 |

June Aircraft Report

| | 884BC | 983SP | 415RC |
|----------|--------------|--------------|--------------|
| FLYING | 22.6 | 20.3 | 0.0 |
| TACH | 1312.0 | 4083.2 | 4739.6 |
| TBO | 2000 | 2000 | 2000 |
| TMOH | 688.0 | 36.6 | 1306.0 |
| CLUB | 0.0 | 0.0 | 0.0 |
| *GAL/HR. | 10.2 | 10.2 | 12.3 |

May Aircraft Report

| | 388ES | 983SP | 415RC |
|----------|--------------|--------------|--------------|
| FLYING | 33.2 | 19.9 | 0.0 |
| TACH | 1289.4 | 4062.9 | 4739.6 |
| TBO | 2000 | 2000 | 2000 |
| TMOH | 710.6 | 56.9 | 1306.0 |
| CLUB | 0.0 | 0.0 | 0.0 |
| *GAL/HR. | 10.2 | 10.2 | 12.3 |

TBO - engine time between overhauls

TMOH - engine time to major overhaul

* Gallons per hour is *estimated*

Aircraft Reports:

N884BC

The annual inspection is complete. The total bill is \$4100.00 of which \$1400.00 is the inspection. The main battery was found to be bad. The club purchased another and was installed by John W. The pitot static check still needs to be complete, as does the installation of a new wingtip when it comes in.

1. The out of rig condition is thought to be minor and will be monitored.
2. The low idle condition has been adjusted.
3. The backup battery was tested good and re-installed.
4. Oil was changed.
5. The fuel sender going inop during turbulence may still be an issue.
6. The intermittent CO detector may also still be an issue.
7. Fire extinguisher tag is missing.
8. Approach plate clip is fixed.
9. EGT Probe replaced.
10. COM2 is working fine as reported by others.
11. Elevator trim was not changed.
12. ELT check should have been done but is unconfirmed.
13. The DB still needs updating.
14. The beacon light is out and will be replaced.
15. Seat belts were checked.
16. Plastic NAV light indicator on the port side is missing.
17. New tires installed. Wheel pants installed.

Check the tire pressure before your flight.

No other issues reported, the plane fly's well.

N983SP

Eric P. and Doug B. went to travel express to discuss the bill. The club got some relief on price (1400.00) but not a lot. The poor paint job will be corrected at no additional cost.

Another A&P was consulted about the airframe work and had the opinion what we were charged was reasonable given the work done. The bill has been paid.

1. Nose wheel is reported to shimmy.
2. The EGT is intermittent.
3. Fire extinguisher bracket is missing.
4. About 25hrs until the fuel line and air filter inspection is needed.

N415RC

The plane is back on line and in good repair. It must now be broken in due to the engine work. It was flown to Evansville Indiana recently and would cough now and then. The mag. check on run up showed a 175 RPM drop. The mags. were pulled and sent in for testing and found to be both bad and replaced. Jim R. flew the plane recently and found it to run well with no hesitation. The mag. check went as expected. He commented the new prop. Seemed to have less vibration than the old one. 10hrs until the next oil change. An email will be sent about the break in rules to be followed.

Only put quarts of oil in 415RC; No ½ quarts.

July 2015 Treasurer's Report

Cash

| | |
|----------------|--------------------|
| Chase Checking | 13,137.89 |
| Chase Savings | 10,116.37 |
| Total | \$23,254.26 |

Payments

| | | |
|--------------|---------------------------|--------------------|
| G&N Aircraft | 5RC Engine Tear-down Prop | 14,176.10 |
| Falcon Avia | 4BC Battery | 576.16 |
| Great River | 5RC Engine install / fuel | 3,090.42 |
| Volartek | Loan Payment | 1,110.21 |
| USPS | Postage | 49.00 |
| Falcon Avia | 5RC Oil / Filter | 102.45 |
| TEAM | 3SP Annual Inspection | 14,290.83 |
| Naper Aero | Fuel and Fees - Jun | 1,939.62 |
| Total | | \$35,334.79 |

Reserves

| | |
|------------------------------------|----------------|
| INSURANCE (\$2000/ mo) | -6,000.00 |
| ANNUALS (\$1000/ mo) | -8,000.00 |
| LL10 DUES (\$350/ mo) | -3,500.00 |
| INACTIVE MEMBER | -11,976.72 |
| ENG OVRHL 3SP/4BC(\$750/mo) | -27,500.00 |
| CREDIT BALANCE MEMBER | -11,700.00 |
| EQUIP UPGRADES | 0.00 |
| 4BC ACQUISITION EXP | -2,000.00 |
| 5RC additional repair | 0.00 |
| Reserves net | -47,422 |
| Reserve Increase/(Decrease) | -26,750 |

Loan

| | |
|-----------------------|---------|
| INTEREST PAID @ 6.0% | 727 |
| PRINCIPAL PAID | 939 |
| AIRCRAFT LOAN Balance | 144,439 |

Receipts

| | |
|---------------|-------------------|
| Dues & Flying | 8,584.29 |
| Bank Interest | .43 |
| Total | \$8,584.72 |

Credits To Members

| | |
|--------------|-------------------|
| Fuel Away | 633.17 |
| Loan Pymt | 555.10 |
| Express mail | 9.93 |
| Total | \$1,198.20 |



This Month's Photo Corner



de Havilland DH.98 Mosquito



Operational & Safety Reminders

Remember, each of us owns 1/45 of these planes. Adherence to the reminders listed below will keep us safer and help to hold down the cost of maintenance. If you have a problem with a club plane notify the plane captain or maintenance officer before you arrange for any repairs. Let those people decide the best way to have the plane fixed. Phone numbers are in the fuel logbook in the plane.

Beware of TFR's: Presidential and stadium (Joliet Speedway & Dekalb Univ.).

Windshield cleaning: Use a clean, soft cloth to clean the windshield. Paper towels scratch the soft plastic. Clean rags should be in each plane; more are in the cabinets by 983SP.

Preflight inspection: Use the checklist. It's easy to get distracted and skip important things. When finished, step back and walk around the plane to take in the big picture.

Tire pressure: Check pressure visually before each flight. If tires look low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. 30 psi all around will do for the C-172's, 40 psi for the C-182.

Engine oil: Check the oil change sticker before each flight. If due it's OK to fly, but notify the plane captain or maintenance officer. If you add oil, log it in the fuel logbook. Oil consumption tells us about the health of the engine.

Nose strut: NEVER, EVER fly with a collapsed nose strut. Remember the sheared rivets in 388ES? That cost a lot to fix.

Bald tires: Bald (no grooves) is OK; cloth showing through the rubber is not. If in doubt roll the plane to check the portion of the tires that you can't see initially.

Closing airplane doors: Please open the window and close the door by gripping the lower windowsill. Opening the window relieves the air pressure as the door comes shut. Gripping the windowsill instead of the door panel handhold prevents expensive damage to the flimsy door panel (like we had on 388ES).

Ground-lean after engine start: Our fuel-injected engines run very rich at low power, which causes the plugs to foul. That results in bad mag checks and the need to have the plugs cleaned. As soon as the engine is running smoothly after start, pull the mixture out a distance of 2 finger widths. Taxi with the engine leaned. It's OK to do the run-up with the engine leaned provided that it runs smoothly. Remember to go to full rich for takeoff.

Runways and patterns at LL10: The preferred calm wind runway is 36. We prefer that you land on the pavement because tire wear is less costly than damage to the gyro instruments due to vibration. When making a right-hand departure, climb to pattern altitude before turning right. Alternatively, make three climbing 90° left turns and cross over the field.

Parking at the fuel pumps: Please be courteous to others. Don't park at the pumps for an extended period of time.

Tow bars: Never leave a tow bar attached to a plane after you are finished moving it. Don't set the tow bar down on the nose wheel pant; remove it.

Finally, if you damage a plane, man up and report it to the plane captain, maintenance office or a board member right away. You will not be judged (it can happen to anyone), and only those who need to know will hear about it. Our goal is to handle the problem discreetly, efficiently, and get the airplane back in service ASAP. Thank you.

BFC
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 172SP N983SP
2. Cessna 172S N884BC
3. Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

WebMaster: Greg VanDenHam

QuarterMaster/VP: Jim Krzyzewski

GrillMaster: Bradley Swanson

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 * |
| Jeff Hilsenbeck | 630-660-0821 |

* These instructors offer limited training

¹ Available for club checkouts and BFR's

Chief Maintenance Officer:

| | |
|-------------|--------------|
| John Wrycza | 630-697-3559 |
|-------------|--------------|

Plane Captains:

| | | |
|--------|---------------|--------------|
| N884BC | Don Patterson | 815-436-5771 |
| N983SP | Joshua Jones | 630-605-6044 |
| N415RC | Eric Popper | 630-841-3065 |