

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 7:30 PM. The Club has 45 equity members sharing three planes.

ERV - CJP

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, August 2nd, 2016 at Naper Aero. The President called the meeting to order.

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

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. Total flying time was 65 hours. Six tenths of an hour club time. We made \$7878.51 in payments and \$13,467.45 in receipts. We had \$361.00 in fuel credits. The loan balance is \$132,806.00, cash in the bank \$63,492.56. See the complete financial details later in this newsletter. The fuel price has decreased to \$4.00 per gallon.

The treasurer's report was approved unanimously as presented.

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

Please see details in the following sections.

The meeting adjourned.

LL10 Avgas 100LL

\$4.00/gal.

Aircraft Rates

C172SP = \$107.50

C172S = \$102.50

C182S = \$126.53

Cumulative Hours Flown :

July 2016

884BC 158.1 hrs.

983SP 92.8 hrs.

415RC 147.5 hrs.

TOTAL 398.4 hrs.

Join us for our next meeting:

Tues., September 6th 2016

Plane wash 5:00pm

Dinner 7:00pm

Business meeting at 7:30pm

See you there!

Attendees:

Jack Lindquist
 Doug Beck
 Don Leonard
 Mel Finzer
 Don Patterson
 James Robertson Jr.
 Walt Slyzak
 Greg VanDenHam
 David Vaught
 Val Vlazny
 John Wrycza
 Nick Davis
 Hubert Elsen
 Kevin Karnarski

Guests:**Social:**

Bradley Swanson

What's Up...?

Many thanks to Jack for his tireless service to the club! Especially as of late due to bill collections duty.

Old Business

The rumor is that all electrical service is being upgraded to fix the VASI on 18. Still no new approach for Naper although the old one is still active if you ask for it.

New Business

The NFC would like to have another pancake breakfast on Sept. 24th from 8:30 am to 11:30 am.

The ADS-B situation was discussed at length. A proposal was made to start a reserve to upgrade planes.

The BOD will discuss recommendations to address the exit list and viability of a 3-plane club.

Safety:

Doug shared a story about a trip to Tennessee where he used a plug in cell phone charger that generated enough noise to impair the COM radios. Don't let this happen to you.

Membership:

No change.

No potential members at the meeting.

Marketing:

Nothing new.

Accomplishments:

None.

Seen on the web:

'Doc' takes flight at last - AOPA

<https://www.aopa.org/news-and-media/all-news/2016/july/18/doc-takes-flight-at-last>

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: Kris Queen

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.

Flying Hours:

July Aircraft Report

	884BC	983SP	415RC
FLYING	18.7	25.0	21.3
TACH	1611.9	4288.6	4999.0
TBO	2000	2000	2000
TMOH	388.1	-168.8	1046.6
CLUB	0.0	0.0	0.6
*GAL/HR.	10.2	10.2	12.3

June Aircraft Report

	884BC	983SP	415RC
FLYING	35.8	19.0	44.5
TACH	1593.2	4263.6	4977.7
TBO	2000	2000	2000
TMOH	406.8	-143.8	1067.9
CLUB	0.1	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

May Aircraft Report

	884BC	983SP	415RC
FLYING	27.9	10.6	17.6
TACH	1557.4	4244.6	4933.2
TBO	2000	2000	2000
TMOH	442.6	-124.8	1112.4
CLUB	1.4	0.8	0.4
*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:

N983SP

1. Possible spark plug issues.
2. Begin oil analysis, first sample sent in.
3. The enter key on the GPS is difficult to press.

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

N884BC

1. Annual inspection complete and ELT checked.
2. GPS DB good until August.
3. New checklist book installed; thanks John!
4. Standby battery check passes.
5. Log entry missing for the fuel pump.
6. Autopilot says pitch trim error sometimes. Cycle breaker to correct it.
7. Both fuel cap chains should be fixed now.

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

N415RC

1. A new regulator and rebuilt alternator was installed. A negative charge is displayed on TO but not in flight.
2. Oil changed.
3. Audio panel knob still missing.
4. We have a new timer button.
5. The new seat covers should be here by now.

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

July 2016 Treasurer's Report

Cash		
Chase Checking		18,365.04
Chase Savings		45,127.52
Total		\$63,492.56
Payments		
Naper Aero	Fuel and Fees - June	2,908.25
Volartek	Loan Payment	1,110.21
Swanson	Worknight Supplies	51.63
JA Air Center	4BC Check List	59.00
Freiburg Ins	Director / Officer Ins	1,386.00
Kastor	4BC Mag Serv,Rplc doorhinge pin	1,171.29
Accurate Rep	4BC Check List Lamination	64.00
Southern Sky	4BC Annual Inspection	1,128.13
Total		\$7,878.51
Reserves		
INSURANCE (\$1500/ mo)		-4,500
ANNUALS (\$1000/ mo)		-4,000
LL10 DUES (\$350/ mo)		-3,500
INACTIVE MEMBER		-11,977
ENG OVRHL 3SP/4BC(\$750/mo)		-36,500
CREDIT BALANCE MEMBER		-12,900
EQUITY INSTALLMENT MEMBER		-1,750
Reserves net		-11,634.00
Reserve Increase/(Decrease)		\$5,589.00
Loan		
INTEREST PAID @ 6.0%		\$669.00
PRINCIPAL PAID		\$996.00
AIRCRAFT LOAN Balance		\$132,806.00
Receipts		
Dues & Flying		13,216.00
Equity		250.00
Bank Interest		1.45
Total		\$13,467.45
Credits To Members		
Fuel Away		1,361.50
Loan Pymt		555.10
Ferrying 4BC	Auto-pilot service TN	212.40
Total		\$2,129.00

This Month's Photo Corner



415RC at Oshkosh



Mars water bomber at Oshkosh

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. Try to add only full quarts.

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

Safety Officer: Joshua Jones

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
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Queen	630-525-0232
N415RC	Eric Popper	630-841-3065