

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
\$5.16/gal.

Aircraft Rates

C172R/SP = \$104.10
C182S = \$130.79

Aircraft Hours Flown Cumul.:

Dec. 2013 – Oct. 2014
983SP 152.1 hrs
415RC 179.0hrs
TOTAL 331.1 hrs

Join us for our next meeting **Tues., Jan. 6th at 7:30**, bring a friend.

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, December 2, 2014 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 and one was received. Don P. should be added to the attendees list.

A motion was made to accept the minutes as published. The motion was seconded. The minutes were accepted as published.

The Treasurer's report was reviewed for the members. The total flying time was 35.2 hours. This is the same as last year this month. We had ½ hr club time in 415RC. We had \$17,789.55 in receipts, and paid out \$89,126.79 in bills. Cash in the bank is \$82,012.50. We had \$160.00 in sublet income for our extra hanger. The President commented about our arrangement with Fox flying club using our hanger while we search for a plane. It's still ours but we accepted their offer to pay us for its use per month. We paid off our existing loan balance. We had \$755.16 in fuel away credits. Our reserves are fully funded. About \$30,000.00 is dedicated to the new plane. We are currently saving about \$4,000.00 per year on insurance, no loan interest to pay, no GPS updates for one 172 to pay, and we are not incurring maintenance on 388ES. Our revenue for one 172 is also non-existent but that would have been less during the winter months anyway. The President recommends we keep searching for a replacement plane for now and bank our savings of \$1,300.00 per month.

Questions and comments for the Treasurer were solicited but none received. A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was accepted unanimously.

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

The meeting adjourned at 8:26pm.

Attendees:

Doug Beck
 Jim Krzyzewski
 Jack Lindquist
 Don Leonard
 Nick Davis
 Gerry Miskowicz
 John Wrycza
 Don Patterson
 Chuck Jaudes
 James Robertson Jr.
 Hubert Elsen
 Greg VanDenHam
 Val Vlazny

Guests:**Social:****What's Up...?**

The seat hydro lock in 5RC has been replaced. Should be working well now.

The IMC club monthly meeting at JA (KARR) is coming up. A one-year membership is \$20.00. With that you can rent their RedBird simulator for \$7.00 per hour.

Old Business

The holiday party is on Sunday. The VP reports 2/3rds of our members have responded. Drinks are at 5:30pm followed by dinner at 7pm. We do not plan to have a gift exchange this year. Most members are indifferent about this aspect so we will forgo it for this year. We have about 20 people so far. Hope to see you there.

BFC decal and shirts status: lady doing the work is on vacation.

Airplane purchase: still looking. The plane we looked at last year, which was based in Maine, is still for sale. The owner decided he would be able to get a better offer. So far he has been unable. We hope he will come around to our way of thinking.

We had a discussion about how ADS-B would affect the 182 with G1000 that was found recently. The board would have to go back to the membership with a proposal to purchase this plane rather than another 172. The issue about what the members actually do with their flight hours was raised. We really need to find some data in this regard. There is no reason to purchase another 182 if most of the members do not fly longer cross-countries.

New Business

None.

Safety:

If there is any issue found with a plane that could be remotely safety related, notify the airplane captain immediately.

Membership:

We have openings in our membership list if you know anyone who may be interested.

Marketing:

No news.

Accomplishments:

Dinakar Jayarajan was cleared by TSA recently and got his medical.

Seen on the web:

Hauling beer on Spitfires:

<http://planelopnik.kinja.com/the-story-of-the-ultimate-high-flying-beer-run-1669434733>

A Lynx helicopter landing at the limits of its capability:

<https://www.youtube.com/embed/bC2XIGMI2kM>

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. 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:

Aircraft Report

	388ES	983SP	415RC
FLYING	0.0	19.9	15.3
TACH	1079.2	3980.9	4693.9
TBO	2000	2000	2000
TMOH	-3.9	138.9	1351.7
CLUB	0.0	0.0	0.5
*GAL/HR.	10.2	10.2	12.3

October Aircraft Report

	388ES	983SP	415RC
FLYING	10.3	29.5	31.5
TACH	1079.2	3961.0	4678.6
TBO	2000	2000	2000
TMOH	-3.9	158.8	1367.0
CLUB	1.1	0.7	0.1
*GAL/HR.	10.2	10.2	12.3

September Aircraft Report

	388ES	983SP	415RC
FLYING	15.3	32.7	44.3
TACH	1068.9	3931.5	4647.0
TBO	2000	2000	2000
TMOH	6.4	188.3	1398.6
CLUB	0.4	0.4	0.5
*GAL/HR.	10.2	10.2	12.3

8ES hours on new tach

TBO - engine time between overhauls

TMOH - engine time to major overhaul

* Gallons per hour is *estimated*

Aircraft Reports:

N983SP

1. Oil filler door has been taped shut temporarily. This will be fixed ASAP.
2. Cowl is worn due to vibration and use. This is thought to be causing the oil filler door issue. A member related a story about a failed private pilot practical test due to the examiner being unwilling to fly in the plane.
3. Rubber motor mounts may be needed at the next annual.
4. We have about 350 hrs until Lycoming TBO.
5. The service bulletins will be taken care of at the next annual inspection.
6. Intermittent flap retraction problem was reported. A mechanic will take a look at this along with the oil door problem.

No other problems were reported, flies well.

N415RC

1. The fuel gauge issue and seat retractor problem is being looked at.
2. The brake linkage going to the co-pilot side has play in it. This will be fixed at the annual inspection.
3. The retraction winch in the hanger may have issues.
4. The hanger door may need attention.

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

No other problems were reported, airplane flies well.

A proposal was made by the President to move annual inspections back toward January rather than leave them close to Spring. This will minimize the down time when the planes might be flown. The plan will be to do the annual inspection for 5RC in February then do 983SP soon after.

November 2014 Treasurer's Report

Cash

Chase Checking	21,912.99
Chase Savings	60,099.51
Total	\$82,012.50

Payments

Volartek	Loan Payment - Final	555.10
Davis	Loan Pay off	34,338.70
Volartek	Loan Pay off	42,923.35
Naper Aero	Fuel and Fees - October	3,853.64
Kean	Equity Return	4,250.00
AVEMCO	Insurance	3,206.00

Total	\$89,126.79
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Reserves

INSURANCE (\$1000/ mo)	-1,000.00
ANNUALS (\$700/ mo)	-6,700.00
LL10 DUES (\$350/ mo)	-700.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP (\$750/mo)	-9,000.00
CREDIT BALANCE MEMBER	-11,000.00
EQUIP UPGRADES	-11,185.00
AIRCRAFT REPLACEMENT	-30,451.00

Reserves net	0
Reserve Increase/(Decrease)	-71,332

Loan

Interest Paid @ 6%	389.00
Principal Paid	610.00
Aircraft Loan Payoff	\$77,262.00
Aircraft Loan Balance	0

Receipts

Dues & Flying	13,374.31
Equity	4,250.00
Bank Interest	5.24
Hangar - NFC	160.00

Total	\$17,789.55
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Credits To Members

Fuel Away	755.16
Work Night	
Office Supp	
Loan Payment	444.08

Total	\$1,199.24
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This Month's Photo Corner



The moon over Lake Michigan



Navy Pier at night

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:

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The Club has 45 equity members sharing two planes:

1. Cessna 172SP N983SP
2. 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:

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

Quartermaster:

Jim Krzyzewski