

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

LL10 Avgas 100LL
\$5.54/gal.

Aircraft Rates
C172R/SP = \$97.90
C182S = \$125.47

Aircraft Hours Flown:
Nov 1, 2011 to Nov 30, 2012
388ES 213.5 hrs
983SP 275.3 hrs
415RC 228.6 hrs
TOTAL 717.4 hrs

NEXT MEETING:
Tuesday, February 5, 2013
7:30 PM

Last Month's Meeting

Attendance & Minutes:

The Business Men's Flying Club held its monthly meeting on Tuesday, January 9th, 2013 at Naper Aero. President Ray called the meeting to order at 7:31 pm.

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

Comments and questions on the minutes were solicited but none received. The minutes were accepted as published in the newsletter. We had a side conversation regarding how long the club has been around. Ray has the original papers of incorporation that show 1956.

The Treasurer presented his summary to the club. Flying time was minimal this month but no surprise. The reimbursement from the insurance company came in. The loan was paid off today with Harris Bank. We are changing to Chase Bank tomorrow. Electronic transfers may be possible for those who bank online. The loan is internally financed at 6%. This saves the club .5%. A motion was made to accept the treasurers report, it was seconded, accepted.

Proposals were made to change the rules and bylaws in the club. See below under new business for details.

Gevin Cross, our guest, wanted to become a member. His proposal was approved and he replaces David Kerns who moved to Arizona. Gevin completed his check ride with Ray today. Congratulations Gevin!

The airplane reports were given and the details are provided below in the aircraft reports section.

Meeting adjourned at 8:27 pm.

Work Credits are assigned for members who help maintain the planes. This includes annual inspections routine maintenance, and plane washes.

The Club really appreciates the hard work and savings these members provide! This is especially true of the plane captains and CMO. They add to my comfort level when I fly. Thank a plane captain today!

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
Ken Best	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 Krzewski	0

* You guys are a m a z i n g!!!!

Old Business

None.

New Business

The board is concerned about pilots who don’t fly for 6 months then accomplish 3 takeoffs and landings then pack up their family for a long trip. This pilot is current but not proficient. It is for this reason we propose to change section 3 90 day currency rule.

Change to Section 3 – Pilot Currency

90 day currency replaced by the following:

6 month currency for operations at LL10:

A pilot must complete at least 1 hour of billable flight time every 6 months in a BFC airplane. If this requirement is not met, a currency check flight with a BFC instructor is required before further flight of BFC aircraft. Flight time is make and model specific. 182 pilots must complete 1 hour in the 182. Currency in the 182 will grant currency in the 172. The board of directors will monitor currency and use the reservation system to prevent reservations by pilots who lose currency.

A motion was made to accept, seconded, and approved. The previous text will replace the guidance in the rules. The board will monitor this currency.

BFC bylaw changes, as proposed.

New Article VI, Section 5

Where a question has been raised about a members airmanship, the board may require the member, at his or her own expense, to be evaluated for safety or proficiency by a certificated flight instructor (CFI) designated by the Board. The evaluation may consist of ground discussions, flight testing or other appropriate measures. At the Board’s discretion, it may immediately suspend the member’s flying privileges pending successful completion of the evaluation. The designated CFI shall evaluate the member’s safety, proficiency, and airmanship and report the results to the Board. The Board may then take whatever action it deems appropriate, including suspension pending successful completion of training at the member’s expense, expulsion, or further evaluation. Nothing in this bylaw is intended to limit the Board’s or the Club’s ability to take any action without first requiring a safety or proficiency evaluation.

New Article VI, Section 6

Members are required to immediately and by the most expeditious means available, notify the club president about any damage to a club aircraft or personal injury occurring during the members operation of a club aircraft. The member shall placard the aircraft as “Not Airworthy” upon the occurrence of any aircraft damage.

The above proposed text was hard won so we decided to adopt some from FAR 91.830.5

Attendees:

Ray Kvietkus
 Jack Lindquist
 Chuck Jaudes
 Don Leonard
 John Wrycza
 Steve Snapp
 Doug Beck
 Val Vlazny
 Joshua Jones
 Mel Finzer
 David Otero
 JP Balakrishnan
 Kevin Kanarski
 Kris Queen
 Gregory VanDenHam
 Tom Kean
 Donald Patterson
 Eric Popper

Guests:

Gevin Cross

Social:

-

Aircraft Reports:**N388ES**

1. 20 hours until the next oil change.
 2. Annual inspection is due in February.
 3. The autopilot still does not beep on disconnect. Possibly a dead internal battery that keeps the units settings.
 4. The nose strut may be low on gas again.
- Question outstanding: did we get a correct log book entry for the alternator control unit replacement last month?

N983SP

1. The compass has been swung; whatever that means...
 2. The nose strut has been serviced, gassed, and dampener serviced.
- Other than this, flying well. I can vouch for this personally, I flew the plane to Rochelle recently and it ran like a top. I take great comfort in knowing our airplanes are well cared for! Many great Kudo's to our maintenance team!!

N415RC

1. Door hinge is fixed, hydro lock is now fixed. Yay! The Tannis heater is fixed, and the prop governor was warranted and fixed.
2. The audio panel knob is still missing. Take a look in your flight bags folks!!
3. The compass light still looks inop.

Flying Hours:

December Aircraft Report

	388ES	983SP	415RC
FLYING	9.6	11.4	5.4
TACH	748.8	3578.4	4235.0
TBO	2000	2000	2000
TMOH	326.5	541.4	1810.6
CLUB	0.0	0.6	1.4
GAL/HR.	10.2	10.2	12.3

November Aircraft Report

	388ES	983SP	415RC
FLYING	15.5	20.0	11.5
TACH	739.2	3567.0	4229.6
TBO	2000	2000	2000
TMOH	336.1	552.8	1816.0
CLUB	0.1	0.0	0.4
GAL/HR.	10.2	10.2	12.3

October Aircraft Report

	388ES	983SP	415RC
FLYING	12.1	18.3	12.4
TACH	723.7	3547.0	4218.1
TBO	2000	2000	2000
TMOH	351.6	572.8	1827.6
CLUB	0.1	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

December 2012 Treasurer's Report



Cash

Harris Checking	41,399.85
Total	\$ 41,399.85

Payments

Fuel and Fees - Nov	Naper Aero	3,075.70
Loan Payment	Harris Bank	1,034.00
Open bank account	Chase Bank	1,100.00
5RC Prop Strk-Avemco to reimb	Travel Express	5,610.79
Annual PO box fee	US Postal	74.00
Postage stamps	Postmaster	45.00
Christmas party	McBrides Pub	983.00
Total		\$11,922.49

Reserves

Maintenance	-1,008.00
Insurance (\$1500/ mo)	-3,000.00
Annuals (\$1000/ mo)	-11,000.00
LL10 dues (\$290/ mo)	-915.00
Inactive	-11,976.72
Engine Overhaul 8ES/3SP (\$1500/mo.)	-13,500.00
Reserves net	0
Reserve Increase/Decrease	\$ -1,289.00

Loans

Interest Paid @ 6.5%	484.00
Principal Paid	550.00
Aircraft Loan (Due Jan 2013)	\$ 88,950.00

Receipts

Dues & Flying	7,559.34
Insurance Reimb.	5,610.79
Christmas Party	41.00
Total	\$ 13,211.13

Credits

Fuel Away	0.00
Work Night	0.00
Postage	0.00
Supplies	10.70
Total	\$ 10.70

Guests:

-

Membership:

Gevin Cross is our newest member. That leaves one opening left.

Accomplishments:

David Otero checked out in the 182.

Ray completed his BFR with Hubert.

What's Up...?

Josh attended the ZAU raincheck class at the Aurora TRACON. Doug Beck mentioned its possible for club to have a session. Ray will look into this.

Seen on the web:

Police leave bomb on airplane.

http://www.avweb.com/avwebflash/news/PoliceLeaveExplosiveOnAirplane_208048-1.html

Who needs a runway?

http://www.vid4fun.com/video_player/index.php?vid=103

Wear your flak jacket...

http://www.avweb.com/avwebflash/news/Pilot_Hit_Gunfire_208075-1.html

Aviation Photos Needed:

What are you flying? Send me a picture for the cover of the newsletter. Club planes count too! Write a little blurb on the last place you flew to lunch and we'll publish it.

Photo and/or article credits: Steve Highland

Dessert List:

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

Note: Please arrange a substitute if unable to provide.

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:

My trip to Rochelle Airport, Flight Deck Bar & Grill – Steve Highland

I had heard from my fellow EAA chapter 95 members in Morris about a new restaurant that had just opened at the Rochelle airport. This is just what I was looking for, a restaurant at an airport where I could get my first "hundred dollar hamburger".

I gave my brother a call and the plan was made to go Saturday, around lunch time. Saturday came and we were ready to go, after our preflight, we were off to Rochelle. I decided to fly around Aurora and take the long way out. According to my Cloud Ahoy app, it was only twenty seven minutes airborne time.



When we got into the Rochelle area, the radio started to boil with Rochelle traffic. I called my position five miles out, then on the forty five, downwind, base, etc. then suddenly I get a call to the aircraft on base, which was me, that the runway was full of airplanes.

When I turned final, I saw several airplanes along the edge of the runway in line to take off. I was just about to go around when they said it was up to me if I wanted to go ahead and land.

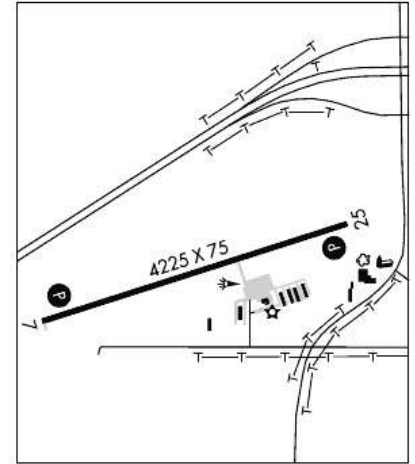
I told them that I was good if they were comfortable with me flying over them, they said yes, and that they would rate my landing for me.

It just happened to be a pretty stiff crosswind that day on runway twenty five, but I somehow managed a textbook landing despite all the eyes watching me...no pressure here, haha. Left main down, right main down, lower nose wheel and we were good. A quick turn around and back taxi brought me to the entrance to the parking area which was blocked by several more airplanes. I had to have about three more planes pull out before I could pull into the parking area. I finally taxied in and shut down the plane.

(continued on page 8...)

(My trip to Rochelle Airport, continued from page 7...)

ROCHELLE MUNI AIRPORT—KORITZ FLD (RPJ) 2 S UTC-6(-5DT) N41°53.58' W89°04.70' **CHICAGO**
 781 B S4 FUEL 100LL, JET A TPA-1581(800) NOTAM FILE RPJ **L-28H**
RWY 07-25: H4225X75 (ASPH-PFC) S-15 MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20'.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Road.
AIRPORT REMARKS: Attended Nov-Apr Mon-Fri 1400-2300Z†, May-Oct
 Mon-Fri 1400-0100Z†, Sat-Sun 1500-2000Z†. Parachute
 activity on and invof arpt. MIRL Rwy 07-25 preset on low ints
 SS-SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy
 25, PAPI Rwy 07 and PAPI Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS-3 125.2 (815) 562-2955.
COMMUNICATIONS: CTAF/UNICOM 122.8
POLO RCO 122.1R 111.2T (KANKAKEE RADIO)
ROCKFORD APP/DEP CON 126.0
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'
 W89°31.45' 099° 20.4 NM to fld. 840/3E. HIWAS.



Next problem, where is the restaurant? I walked up to a guy that was working on his plane and he pointed me in the direction to The Flight Deck Bar & Grill. After a long cold walk down the sidewalk, we had arrived at the restaurant. This place looked great! I was excited to be here, but quickly found that I couldn't relax knowing it gets dark around five. Even though it was only 2:30, we quickly ordered our food, ate, and headed back to the plane.

When we got back to the parking area, there were now only three planes, wow, how things had changed in that short amount of time we were inside. We took a couple of quick pictures, a quick look over the plane and we were headed home. We got home in plenty of time. Next time I plan to relax a little more and try to enjoy myself.

My experience at Flight Deck Bar & Grill was a great one. The food was good and reasonably prices. I would recommend it. This place will be buzzing this summer!

This Month's Photo Corner



Member Steve Highland at Rochelle Airport (KRPJ) in 983SP.



The patio of Flight Deck Bar & Grill at Rochelle Airport.

Safety

- 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.
- **Reminder: 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 log book.**

Reminders:

- Windshield washing: Please use a CLEAN soft CLOTH. Paper scratches the windshield.
- Don't park at the pumps for extended periods.
- 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.
- Its winter, don't forget to plug in the planes after your flight.

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 *
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