

# 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

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, January 7th, 2014 at Naper Aero. The President called the meeting to order at 7:47 pm.

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

The minutes from the last meeting were published in the last newsletter. Corrections, comments or questions were solicited. Work credit members list needs an update. The aircraft reports section looks like it was not updated and the total hours for 415RC looks incorrect. We voted to accept the minutes after updating and they were accepted.

The Treasurer's report was reviewed for the members. The total flying hours reported was 24, a bit of club hours, and Christmas party costs were mentioned. Other details such as fuel and fees, monies paid for repairs, credits to members, the loan payment, balance status, principal and interest, and fuel away credits were also reviewed. The reserves are fully funded; we have \$58,797.00 cash in the bank. Our loan balance is \$83,806.00. The hourly rate for the planes will be going down due to the latest fuel price data. We managed to get \$48.61 in interest on our cash. Full details are provided below. A motion was made to accept the report as published; the motion was seconded and accepted by the members.

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

Meeting adjourned at 8:37 pm.

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### LL10 Avgas 100LL

\$5.07/gal.

### Aircraft Rates

C172R/SP = \$103.20  
C182S = \$129.69

### Aircraft Hours Flown:

Dec. 2012 – Dec., 2013  
388ES 117.1hrs  
983SP 138.2hrs  
415RC 118hrs  
TOTAL 373.3hrs

**Attendees:**

Ray Kvietkus  
 Chuck Jaudes  
 Jack Lindquist  
 Don Leonard  
 Kris Queen  
 John Wrycza  
 Gevin Cross  
 Gerry Miskowicz  
 Al Loek  
 Eric Popper  
 Don Patterson  
 Jim Krzyzewski  
 Val Vlazny  
 Nick Davis  
 David Otero  
 J.P. Balakrishnan

**Guests:****Social:****Old Business**

The Chase bank QuickPay is working out well and is available to the members.

**New Business**

Our club rules require that the Board of Directors consider equipment upgrades when the airplanes reach 4000.00 hours. This is to ensure the club maintains its value to the membership. The board has considered the upgrade of one of the 172's to a newer model with a G1000 panel. This plane would be a 2005 or 2006 model with low engine time and no more than 2000 hours on the airframe. This plane will cost approximately \$175,000.00 to purchase. We would sell one of the 172's for approximately \$80,000.00 and look internally to finance an additional \$80,000.00 at a 6% return on investment. The insurance would be about \$1,600.00 per year or \$3.00 per month for each member. The \$80,000.00 loan would add about \$22.00 extra per month. The cost per club hour rental would be about the same as an existing 172 or perhaps an additional \$5.00 per hour. The board would propose this to the membership and would be looking for a 2/3rds vote in favor of this action.

We hope this will increase the value of each member's investment in the club and elevate our equipment to the state of the art in general aviation. This will provide all pilots the opportunity to fly an updated plane and generate renewed interest in the club. The members in attendance discussed the training aspects of this change. The general feel is that we must make this move to remain competitive. We must change to move forward. Most all new pilots are trained on G1000 panels.

Val mentioned his reason to join was to fly newer equipment. Gerry, our newest member, said he would fly the 182 primarily but would like the chance to fly a G1000 bird.

The thought is to try to make this upgrade now, then in a year or two look at the second 172, then the 182. All the members present were generally accepting of the idea. Gerry asked what our next move would be. That would be a call to the membership to hear the proposal then another meeting to call for a vote.

The membership must give the authority to sell an airplane. The expected due's increase would be \$25.00 per member per month or about \$300.00 more per year. We need to get 30 yes votes for this to pass. A vote with proxy counts.

Eric will consult with a broker he knows to see which 172 would sell quicker.

We discussed the history of how BFC acquired the current planes.

Someone asked about the internal financing. We would offer 8 people for \$10,000.00 each for a return of 6% interest. We were a Harris bank customer for 50 years and never missed a payment but they turned us away. We evaluated several other banks and could not find anyone who would offer us a loan at reasonable rates. This is how we ended up refinancing the current balance internally.

A question was asked if we should fix the seat in 8ES if we were selling it. It's unlikely we could close this deal by March so we would go ahead and fix it. We would also perform the annual inspections per schedule since this is an attractive selling point.

We are moving ahead with this proposal since no one present is against this.

John mentioned the training requirement at Waukegan for a Diamond Star was 10 hours.

The insurance man was consulted but is going to get back to us.

G1000 systems have traffic which we don't have in other planes.

Ray will send the secretary the resolution to propose to the membership.

We will publish it next month and look to the following month for a vote of all members.

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!

<b>John Wrycza</b>	*
<b>Don Patterson</b>	*
<b>Josh Jones</b>	*
<b>Eric Popper</b>	*
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 battery and relay was replaced. This should fix the starting problems. Ground wire to external power connector is broke but will be fixed.
2. Tannis heater was tested and it’s working.
3. No beep on A/P disconnects.
4. There are a few cowl screws missing.
5. Attitude indicator light is out.

No other issues reported.

### N983SP

1. The nose strut was re-built.
2. Screws in the Lord rubber mount are fixed.
3. The patch in the wing still needs to be done.
4. Compass light is out.

No other problems were reported.

### N415RC

1. Eric Dienst to perform the annual, otherwise Travel Express.
2. Nose wheel shimmy is worse. This will be fixed during the annual inspection.

No other problems were reported.

## Flying Hours:

## December Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	3.1	9.2	12.1
TACH	929.4	3789.1	4451.9
TBO	2000	2000	2000
TMOH	145.9	330.7	1593.7
CLUB	0.4	0.4	0.0
GAL/HR.	10.2	10.2	12.3

## November Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	13.8	7.4	10.9
TACH	926.3	3779.9	4428.9
TBO	2000	2000	2000
TMOH	149.0	339.9	1616.7
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

## October Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	16.9	21.9	7.5
TACH	912.5	3772.5	4428.9
TBO	2000	2000	2000
TMOH	162.8	347.3	1616.7
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

## December 2013 Treasurer's Report



### Cash

Chase Checking	13,750.61
Chase Savings	45,046.81
<b>Total</b>	<b>\$58,797.42</b>

### Payments

Loan Payment	Volartek	555.10
Fuel and Fees - November	Naper Aero	2,151.49
8ES Troubleshoot battery system, 3SP Nose strut & Tannis service	R. Ewers	348.00
8ES COMM2 display replaced	J. Wrycza	994.37
Annual Party	McBrides	840.00
3SP Attitude Indicator & Frt	J. Wrycza	914.71
Postage Stamps	Postmaster	46.00
PO Box fee	Postmaster	76.00
3SP Nose strut serv, cowl maint. screws and lord mounts	Travel Exprss	934.41
Insurance	Avemco	4,319.50
3SP Pick-up & Install new battery	R. Ewers	100.00
<b>Total</b>		<b>\$6,045.37</b>

### Reserves

Insurance (\$1500/ mo)	-3,000.00
Annuals ( \$1000/ mo)	-11,000.00
LL10 dues (\$325/ mo)	-975.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP (\$1000/mo.)	-25,750.00
Credit Balance Member	-6,800.00
Equipment Upgrades	0
<b>Reserves net</b>	<b>-704.00</b>
<b>Reserve Increase/(Decrease)</b>	<b>\$863.00</b>





### Loan

Interest Paid @ 6%	422.00
Principal Paid	577.00
Aircraft Loan (Due Jan 2023)	\$ 83,806.00

### Receipts

Dues & Flying	6,862.17
Equity	0.00
Christmas Party	42.00

<b>Total</b>	<b>\$ 6,904.17</b>
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### Credits To Members

Fuel Away	199.76
Work Night (December)	0
Office supplies	0
Loan payments	444.08

<b>Total</b>	<b>\$ 643.84</b>
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## Membership:

We discussed the club name and the use of business and men's. The club is not for men only and its flying for pleasure not business. Club bylaws prevent using club airplanes for any business use but incidental.

We decided to change the name to just BFC with no specific meaning to the letters.

John is to work with his contact to propose a club logo for use on shirts.

Jim to coordinate with Ray to get the logo designed.

Val mentioned that another club he is in has a full day safety seminar in March. The thought is for BFC to do the same to generate interest in the club. Ray will follow up with Val to attend this seminar.

## Accomplishments:

None.

## What's Up...?

Check out the fuel price decrease beginning December.

## Safety:

There is snow on the runway at times. Be careful when you taxi.

## Seen on the web:

NextGen GA fund will finance avionics upgrades:

<http://www.avweb.com/avwebflash/news/NextGen-GA-Fund-Will-Finance-Avionics-Upgrades221262-1.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: Hubert Elsen

## 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:

None At This Time.

## This Month's Photo Corner



Base to final in Marathon, Florida.



From left to right: Hubert and Robin Elsen, Pat Wager and Corky Imhoff.



## 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 show stopper, 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](http://www.aircraftclubs.com)

BFC Website: [www.flybfc.org](http://www.flybfc.org)

### BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 <sub>1</sub>
Michael Pastore	630-606-3692 * <sub>1</sub>
Eric Popper	630-841-3065 *

\* These instructors offer limited training

<sup>1</sup> 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