

# 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 - Dec. 2014	
983SP	152.1 hrs
415RC	179.0hrs
TOTAL	331.1 hrs

Join us for our next meeting **Tues., Feb. 3rd at 7:30**, bring a friend.

See you there!

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, January 6, 2014 at Naper Aero. The President called the meeting to order at 7:35 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.

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 24.6 hours. This is the same as last year this month. We had 1.2 hours club time, and \$8,215.54 in receipts. A total of \$6,045.58 was paid in bills. Cash in the bank is \$84,382.92. We had \$160.00 in sublet income for our extra hanger.

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.

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

The meeting adjourned at 8:30 pm.

**Attendees:**

Doug Beck  
 Jim Krzyzewski  
 Jack Lindquist  
 James Robertson  
 Mel Finzer  
 David Otero  
 Kevin Kanarski  
 JP Balakrishnan  
 Ray Kvietkus  
 John Wrycza  
 Walt Slazyk  
 Steve Snapp

**Guests:**

Dan Vargas

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

Check out our new plane! Details below.

**Old Business**

As you know 8ES has been sold and the money is now in the bank.

The club has purchased a Cessna 172S G1000 that was looked at by Kris Queen last summer at Oshkosh. He reported that it was in great condition. The owner originally wanted \$178,000.00 for the plane. A verbal agreement was made but subsequently the owner backed out. The owner realized he could get more for the plane. Eventually his response was \$200,000.00. Doug B. reached out with a counter of \$185,000.00, which was rejected. Eventually it was negotiated to the price of \$197,000.00. The aircraft had not been re-listed for sale yet and the owner said he would wait to hear back from BFC. Jack L. estimated an hourly rate increase of \$5.00 per hour and a \$31.00 per month per member increase in dues to cover this higher price.

Ray K. proposed buying a C177RG for \$65,000.00 and updating the panel for \$25,000.00. This would be much cheaper than a G1000 C172S.

David O. proposed buying a Vans RV12 new for \$120,000.00. John W. was concerned about the reliability of LSA.

Ray K. questioned the accuracy of Vref prices. The club has always accepted less than Vref for an aircraft sale.

The club does not appear to have any interest going over \$192,000.00. Doug B. will express this to the seller of the C172S G1000.

I believe (not positive) our final purchase price was \$192,000.00. Contact your favorite club instructor for details about how to get 'checked out' to fly our new bird! Happy New Year to us!

**New Business**

None.

**Safety:**

Naper Aero will have a new instrument approach that will become active this summer. Kris will walk us through the new approach.

The runway will be renumbered to account for the change in magnetic variation.

January 31<sup>st</sup> is Illinois Aviation Expo in Itasca.

Beware of the runway condition on takeoff. You can test it with an automobile if unsure. Turn your flashers on and accelerate to 40 MPH.

**Membership:**

Guest at tonight's meeting Dan Vargas.

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

**Marketing:**

No news.

## Accomplishments:

None.

## Seen on the web:

<http://www.sportaviationonline.org/sportaviation/201210/?pg=30&pm=2&u1=friend>

FAA rescinds additional simulator time IFR pilots:

<http://www.avweb.com/avwebflash/news/Instrument-Sim-Rule-Rescinded223406-1.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: 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:

### December Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	0.0	10.5	14.1
TACH	1079.2	3991.4	4708.0
TBO	2000	2000	2000
TMOH	-3.9	128.4	1337.6
CLUB	0.0	0.7	0.5
*GAL/HR.	10.2	10.2	12.3

### November Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
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

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
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

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 will be fixed.
2. Cowl is worn due to vibration and use. It will be fixed when doing the engine overhaul and the engine mounts replaced.
3. The annual inspection will be completed in January.
4. The left fuel gauge was reported as being flakey.

No other problems were reported, flies well.

### N415RC

1. The attitude indicator has been reported having problems. It is inconsistent and has tumbled.
2. One vacuum pump has over 2000 hours; amazing longevity.

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

No other problems were reported, airplane flies well.

## December 2014 Treasurer's Report

### Cash

Chase Checking	24,278.00
Chase Savings	60,104.92
<b>Total</b>	<b>\$84,382.92</b>

### Payments

Lindquist	Christmas Party	211.90
TEAM	5RC Pilot seat serv, IFR Check	1,694.60
R. Ewers	3SP - 2 engine AD's	75.00
TEAM	3SP Replace Aileron Rod	1,216.87
Naper Aero	Fuel and Fees - November	1,964.21
Postmaster	Annual PO Box Fee	78.00
Postmaster	Stamps	49.00
McBride's	Christmas Party	756.00
<b>Total</b>		<b>\$6,045.58</b>

### Reserves

INSURANCE (\$1000/ mo)	-2,000.00
ANNUALS (\$700/ mo)	-7,400.00
LL10 DUES (\$350/ mo)	-1,050.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP (\$750/mo)	-9,750.00
CREDIT BALANCE MEMBER	-10,800.00
EQUIP UPGRADES	-7,840.00
AIRCRAFT REPLACEMENT	-33,566.00
<b>Reserves net</b>	<b>0</b>
<b>Reserve Increase/(Decrease)</b>	<b>\$2,370.00</b>

### Loan

Interest Paid @ 6%	0
Principal Paid	0
Aircraft Loan Payoff	0
Aircraft Loan Balance	0

### Receipts

Dues & Flying	8,050.13
Equity	
Bank Interest	5.41
Hangar - NFC	160.00
<b>Total</b>	<b>\$8,215.54</b>

### Credits To Members

Fuel Away	206.92
Work Night	
Office Supp	
Loan Payment	0
<b>Total</b>	<b>\$202.92</b>

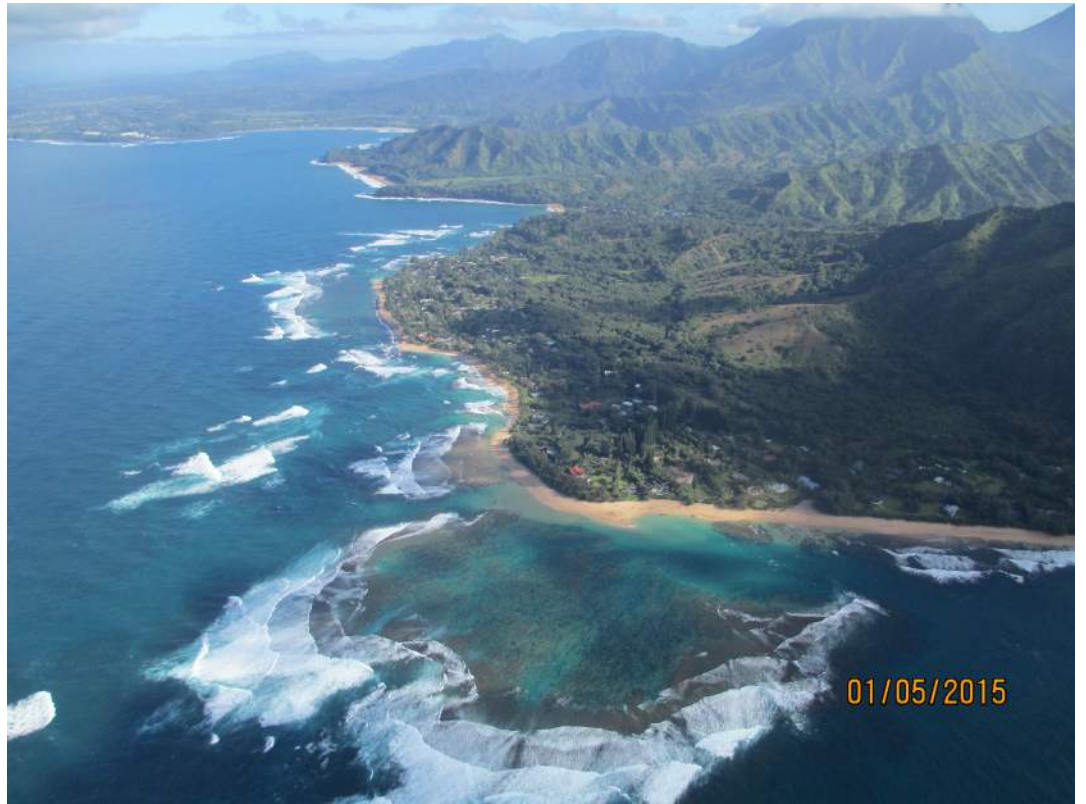


This Month's Photo Corner



Hughes 500 Kauai Hawaii





North shore





## 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](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 <sup>1</sup>
Michael Pastore	630-606-3692 * <sup>1</sup>
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:

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

### Quartermaster:

Jim Krzyzewski