

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

ERV - CJP

### LL10 Avgas 100LL

\$5.54/gal.

### Aircraft Rates

C172R/SP = \$107.00

C182S = \$135.00

### Aircraft Hours Flown:

Dec. 1, 2012 – May 31, 2013

388ES	57.4 hrs
983SP	59.9 hrs
415RC	51.3 hrs
TOTAL	168.6 hrs

### NEXT MEETING:

Tuesday, August 6, 2013

Work nite about 5pm,

Dinner 7pm,

Meeting at 7:30pm.

## Meeting Minutes:

The Business Men's Flying Club held its monthly meeting on Tuesday, July 2nd, 2013 at Naper Aero. The President called the meeting to order at 7:34 pm.

See the list of attendee's on page 2 left columns.

The minutes from the last meeting are published in the newsletter. Comments and/or questions were solicited. None were received. We voted to accept the minutes as published. The minutes were accepted.

The Treasurer's report was reviewed for the members. The flying hours were reported. The treasurer mentioned a lot of flying was done. The payments to Travel Express and Bob E. were mentioned for services to the airplanes. JA was paid to adjust the VOR on one of the planes. We have \$42,500.00 in the bank and the reserves are funded. The maintenance reserve turned a gain which we badly need. The aircraft loan status was mentioned. Comments were solicited but none received. The report was accepted as published in the newsletter.

The aircraft reports, followed by old and new business was discussed.

Please see details in the following sections.

Meeting adjourned at 8:31 pm.

**Attendees:**

Ray Kvietkus  
Chuck Jaudes  
Don Leonard  
Donald Patterson  
Kevin Kanarski  
Gregory VanDenHam  
John Wrycza  
Gevin Cross  
Bradley Swansen  
Val Vlazny  
Joshua Jones  
Kris Queen  
Doug Beck

**Guests:**

Matt Harrington  
Ron Bradley

**Social:**

## Old Business

The club picnic will be at LL10 in front of the 182 hanger. Bring a dish to pass and something to grill.

The approach into NaperAero has been fixed. The approach controller must push a button to see all private approaches. Apparently that button is faulty.

## New Business

The president discussed an article about the top reasons for claim denials from Avemco.

1. Not an approved pilot at the controls. I.E. you must be named on the policy.
2. Exclusion of the hull coverage. This insures the plane but not in flight.
3. Mechanical wear and tear. Engine failure due to maintenance issues are not covered.
4. Misrepresentation. Basically this is lying on the questionnaire we get sent once a year.
5. Outside the policy period.
6. Commercial purpose exclusion. Commercial activity is not covered.

We discussed moving one of the planes to the recently empty hanger between the 172's. We voted and the conclusion I believe is that we are moving 5RC to hanger #1 on the east side of the building to keep the planes together.

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 Wryzca</b>	*
<b>Doug Beck</b>	*
<b>Don Patterson</b>	*
<b>Eric Popper</b>	*
Val Vlazny	1
Don Leonard	1
Bill Stoffels	0
Brad Swanson	3
Mike Manly	0
Steve Snapp	1
Josh Krecek	0
Fiore D'Orazio	0
Kevin Kanarski	2
Al Loek	0
Joe McBride	0
Tom Kean	0
Hubert Elsen	1
Kris Queen	1
Mike Csernak	0
Steve O'Connor	0
Mel Finzer	1
Nick Davis	0
Bob Downey	2
Gevin Cross	2
Steve Highland	0
Greg VanDenHam	3
Todd Mick	0
Matt Forsberg	0
James Krzyewski	0
Don Patterson	3
Dave Otero	3
Joshua Jones	2

## Aircraft Reports:

### N388ES

1. The alternate air intake shroud has been fixed.
2. The nose strut appears low and needs gas again.
3. The flaps are jerky when being lowered. They may need oiling.
4. The avionics master switch leaves some devices on. It may be a sticking relay.
5. Pilots seat is worn to the foam. John W. to get a quote from Poplar Grove.
6. The batteries in the GPS have been replaced.
7. Screw missing in the port side strut root fairing.

No other problems were reported.

### N983SP

1. Oil has been changed.
2. The tachometer reads about 200 rpm low.
3. New Lord Shimmy dampener installed.
4. Tire pressure was checked by Doug B. in all 3 planes.

Except for the tachometer reading low, flying well.

No other problems were reported.

### N415RC

1. The CDI/VOR lights are ok. The rheostat is bad.
2. The transponder may need re-cycling on occasion.
3. The nose wheel is reported to shimmy.

No other problems were reported.

## Flying Hours:

### June Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	33.2	21.0	36.7
TACH	842.6	3677.5	4338.4
TBO	2000	2000	2000
TMOH	232.7	442.3	1707.2
CLUB	0.0	0.5	0.2
GAL/HR.	10.2	10.2	12.3

### May Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	19.0	30.0	16.0
TACH	809.4	3656.5	4301.7
TBO	2000	2000	2000
TMOH	265.9	463.3	1743.9
CLUB	0.8	0.5	0.5
GAL/HR.	10.2	10.2	12.3

### April Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	15.0	6.2	13.0
TACH	790.4	3626.5	4272.7
TBO	2000	2000	2000
TMOH	284.9	493.3	1772.9
CLUB	0.7	0.9	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

## June 2013 Treasurer's Report



### Cash

Chase Checking	7,466.51
Chase Savings	35,016.42
<b>Total</b>	<b>\$ 42,482.93</b>

### Payments

5RC Adj. Trim travel, Alt. service	Travel Express	778.35
3SP @ JA Air: DG heading bug, glide slope, nose strut service	J. Wrycza	497.01
8ES reinstall air heater box	R. Ewers	50.00
Fuel and Fees - May	Naper Aero	2,934.68
5RC - JA Air: VOR dimmer, Sporty's: 5RC / 3SP Oil filters	J. Wrycza	118.31
Loan Payment	Volartek	555.10
3SP Fuel injector AD and cowl mounts, 8ES Fuel injector AD	R. Ewers	125.00
<b>Total</b>		<b>\$ 5,058.45</b>

### Reserves

Maintenance	0
Insurance (\$1500/ mo)	-3,000.00
Annuals ( \$1000/ mo)	-5,000.00
LL10 dues (\$305/ mo)	-2,745.00
Inactive	-11,976.72
Engine Overhaul 8ES/3SP (\$1500/mo.)	-20,000.00
Credit Balance Member	-4,000.00
<b>Reserves net</b>	<b>-4,239.00</b>
<b>Reserve Increase/(Decrease)</b>	<b>\$5,644.00</b>

### Loans

Interest Paid @ 6%	439.00
Principal Paid	560.00
Aircraft Loan (Due Jan 2023)	\$ 87,226.00

### Receipts

Dues & Flying	10,702.36
Equity	0
<b>Total</b>	<b>\$ 10,702.36</b>

### Credits

Fuel Away	1,002.90
Work Night (May/June)	131.31
Office supplies	0
Loan payments	444.08
<b>Total</b>	<b>\$ 1,578.29</b>

## Membership:

We have 4 openings. We need some new pilots so get out there and recruit some friends.

Two prospects were contacted and one has responded.

The current rental rates at A&M over at Clow are reported to be \$158.00 per tach hr and the 182S is \$200.00. These are club rates. That makes BFC a fantastic deal for anyone who cares about their operating costs. This includes students.

## Accomplishments:

Val has flown his balloon in Illinois for the first time.

## What's Up...?

Last month I mentioned the overtightening of dipsticks. Here is some guidance offered by Larry Bothe

*"...the correct way to "tighten" a Lycoming screw-in dipstick is to gently turn it until you just feel the O-ring touch. After the O-ring touches, turn the dipstick in 1/8 of a turn more. Yes, just 1/8 of a revolution, or 45°. That's still pretty loose in terms of resistance; without a whole lot of effort you can tighten it about half a turn after you first feel the O-ring touch. Don't do that! If you tighten the dipstick until it truly feels "tight", as you might when you screw the top on a jar, then after one heat cycle (engine warm-up/cool-down) the dipstick will be very difficult to remove. If you then use pliers to remove the dipstick you sometimes also get the extension tube fitting underneath the dipstick. Avoid the difficulty and possible damage by tightening the dipstick only 1/8 of a turn."*

More guidance regarding the inflation of tires. The real numbers are in the POH of course but these are easier to remember.

*"...In Skyhawks, 30 pounds all around is very close, and for the 182, 40 psi will do it. Not exactly what the POH says, but very close and easy to remember."*

-Thanks Larry!

Pat Fierce on the field at LL10 will instruct and endorse tail wheel in his plane. He also teaches aerobatics. Gauntlet Warbirds also does this.

Be sure to thank Bradley for cooking on work nights!!

## Safety:

See reminders section below. In addition, watch out for Presidential TFR's and stadium, ball parks, raceway, TFR's. Call flight service before your flight.

AOPA: A Cherokee 6 flying with a Garmin 696 with XM weather flew through a line of thunderstorms and crashed. Remember, the weather data is up to 15 minutes old.

Grass status: Not recommended unless necessary due to wind conditions. Don't forget to use soft field techniques. Taxi to the end at LL10 before getting onto the taxiway.

## Seen on the web:

Electric LSA: <http://yuneccouk.site.securepod.com/Aircraft.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.

Photo credit: Debbie Westley

## 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 This Time.

### Desert List:

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

*Note: Please arrange a substitute if unable to provide.*

## This Month's Photo Corner



Lake in the Hills



From L/R my son Daniel, Debbie's son Aaron, Deb, and I in front of 5RC



## Safety Reminders

- 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.
- 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. Check out 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.

Business Men's  
Flying Club  
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
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:

N388ES	Don Patterson	815-436-5771
N983SP	Doug Beck	630-544-7432
N415RC	Eric Popper	630-841-3065