

# 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 Business Men's Flying Club held its monthly meeting on Tuesday, June 4th, 2013 at Naper Aero. The Vice President called the meeting to order at 7:42 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 made. We voted to accept the minutes as published. The minutes were accepted.

The Treasurer's report was reviewed for the members. The insurance, fuel, fees, and payments for services were reviewed. Some of the items paid were to Bob E. to investigate oil usage in 5RC, to JA to service the radio's. I believe, the subscription to Garmin, the loan payment, stamps, and JA again to replace the battery in the GPS's for all 3 planes. The final payment for 5RC annual was also made. He also mentioned the fuel away credits to members and the total left on the loan.

Questions or comments were solicited but none were received.

The Treasurers 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 8:13 pm.

### 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, July 2, 2013

Work nite about 5pm,

Dinner 7pm,

Meeting 7:30pm.

**Attendees:**

Chuck Jaudes  
Don Leonard  
Jack Lindquist  
Donald Patterson  
Kevin Kanarski  
Hubert Elsen  
Eric Popper  
Gregory VanDenHam  
John Wrycza  
Mel Finzer  
Gevin Cross  
Nick Davis  
Jim Krzyzewski  
Dave Otero  
Bradley Swansen  
Val Vlazny

**Guests:**

Matt Harrington  
Ron Bradley

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

None

**New Business**

The picnic will be July 21<sup>st</sup> tentatively. Lets see how many can make that date?  
Naper will be buying fuel soon. The new price is \$5.60 per gallon.

Go ahead with the next meeting being the 2<sup>nd</sup> of July. Seems like most people can make it.

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	2
Mike Manly	0
Steve Snapp	1
Josh Krecek	0
Fiore D’Orazio	0
Kevin Kanarski	1
Al Loek	0
Joe McBride	0
Tom Kean	0
Hubert Elsen	1
Kris Queen	0
Mike Csernak	0
Steve O’Connor	0
Mel Finzer	1
Nick Davis	0
Bob Downey	2
Gevin Cross	2
Steve Highland	0
Greg VanDenHam	2
Todd Mick	0
Matt Forsberg	0
James Krzyewski	0
Don Patterson	2
Dave Otero	3
Joshua Jones	1

## Aircraft Reports:

### N388ES

1. About 12 hours until the next oil change.
2. CDI/GPS desired track alignment issue.
3. A member reported the pilot’s seatbelt will not latch properly.
4. The AP still does not beep on disconnect.
5. The plane was found 10# low in one tire.
6. Front strut may be low.

No other problems were reported.

### N983SP

1. Front strut is low.
2. The heading bug no longer moves.
3. ILS glide slope on NAV1 is INOP.
4. CDI/GPS desired track alignment issue.
5. The prop has a nick. Plane is at JA for work.

No other problems were reported.

### N415RC

1. CDI/GPS desired track alignment issue.
2. The transponder may need re-cycling on occasion.
3. The turn coordinator was reported slow or intermittent. We discussed this and determined that a brush less might be best long term. We can do without for the time being and look for a deal. We voted that if Eric finds a deal, go ahead and buy the unit to replace the current one when it dies.
4. The trim wheel has been fixed. It was not moving in the throw and the indicator was set wrong. It was about 10 hour labor to correct it.
5. The oil consumption issue was discussed. It’s not clear if we have an issue yet. It could be that new pilots are over filling the oil. Its not leaking and we don’t believe its burning oil either. Bob E. and Eric looked at the oil ring issue and determined its fine.
6. A loose wire was found by the ammeter by TravelAir.
7. Two pilots have reported the tach blank out issue. Travel express says there is no issue with it.

No other problems were reported.

## Flying Hours:

### 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

### March Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	3.2	18.2	15.4
TACH	775.4	3620.3	4272.7
TBO	2000	2000	2000
TMOH	299.9	499.5	1772.9
CLUB	0.7	0.3	2.1
GAL/HR.	10.2	10.2	12.3

8ES hours on new tach

TBO – engine time between overhauls

TMOH – engine time to major overhaul

## May 2013 Treasurer's Report



### Cash

Chase Checking		1,822.60
Chase Savings		35,016.42
<b>Total</b>		<b>\$ 36,839.02</b>

### Payments

Insurance	Avemco	4242.50
Fuel and Fees - April	Naper Aero	2,536.91
Loan payment	Volartek	555.10
5RC Check oil usage	R. Ewers	50.00
3SP Service Bendix / King	JA Air	920.10
5RC Garmin subscription	Garmin	531.24
Stamps	Postmaster	46.00
3 planes Bendix memory buttons	JA Air	608.91
5RC Annual	TEAM	2,627.78
<b>Total</b>		<b>\$ 12,118.54</b>

### Reserves

Maintenance		0
Insurance (\$1500/ mo)		-1,500.00
Annuals ( \$1000/ mo)		-4,000.00
LL10 dues (\$305/ mo)		-2,440.00
Inactive		-11,976.72
Engine Overhaul 8ES/3SP (\$1500/mo.)		-21,000.00
Credit Balance Member		-3,800.00
<b>Reserves net</b>		<b>-7,878.00</b>
<b>Reserve Increase/(Decrease)</b>		<b>\$4,381.00</b>

### Loans

Interest Paid @ 6%		442.00
Principal Paid		557.00
Aircraft Loan (Due Jan 2023)		\$ 87,787.00

### Receipts

Dues & Flying		7,721.57
Equity		0
<b>Total</b>		<b>\$ 7,721.57</b>

### Credits

Fuel Away		625.46
Work Night		0
Office supplies		80.00
Loan payments		444.08
<b>Total</b>		<b>\$ 1,149.54</b>



## Membership:

We have 4 openings. We need some new pilots so get out there and recruit some friends. We are a good club with good financials and are on AOPA's APA site.

Two guests attended this meeting: Ron Bradley and Matt Harrington. Hope you choose to become members!

## Accomplishments:

Despite the weather, Eric's busy work schedule and Ray's vacation schedule, these instructors managed to help me (Don L.) complete my BFR and checkout in 415RC. Thanks guys!!

## What's Up...?

It's not necessary to overtighten the dipsticks. A snug is all that is required. They tend to tighten a bit on their own.

Val is looking for ground crew for Lisle fest "Eye's in the sky's". Contact him if available.

## 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.

Lets try to check the tire pressure at the airplane washes. That will ensure they are at least checked then.

Found during Don Patterson's preflight of 388ES. Way to go Don!



## Seen on the web:

The FAA is updating the practical test standards.

[http://www.avweb.com/avwebflash/news/FAASeeksInputOnNewTestStandards\\_208849-1.html](http://www.avweb.com/avwebflash/news/FAASeeksInputOnNewTestStandards_208849-1.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.

Photo credit: Gevin, Larry B., and Don P.

## 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.

### Dessert 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



Waiting out the storm in Carbondale. Good call Gevin!



Mike Pastore's 1947 Cessna 140 and Larry Bothe's 1961 Champ at Kokomo, Indiana Wings & Wheels Fly-In June 8<sup>th</sup>.

## 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. Its posted on the panel.
- 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:

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](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