

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

ERV - CJP

### LL10 Avgas 100LL

\$3.99/gal.

### Aircraft Rates

C172SP = \$107.40

C172S = \$102.40

C182S = \$126.40

### Cumulative Hours Flown :

May 2016

884BC 103.6 hrs.

983SP 48.8 hrs.

415RC 81.7 hrs.

TOTAL 234.1 hrs.

Join us for our next meeting:

**Tues., July 5th 2016**

Plane wash 5:00pm

Dinner 7:00pm

Business meeting at 7:30pm

See you there!

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, June 7th, 2016 at Naper Aero. The Treasurer called the meeting to order.

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

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. See all the financial details later in this newsletter. The reserves show a \$6000.00 increase. The fuel price remains the same. The treasurer's report was approved unanimously as presented.

The aircraft reports were heard followed by old business, new business, and safety.

Please see details in the following sections.

The meeting adjourned.

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**Attendees:**

Jack Lindquist  
 Gevin Cross  
 Robert Downey  
 Mel Finzer  
 Chuck Jaudes  
 Josh Krecek  
 Ray Kvietkus  
 Al Loek  
 Gerry Miskowicz  
 Don Patterson  
 Eric Popper  
 James Robertson Jr.  
 Walt Slyzak  
 Greg VanDenHam  
 David Vaught  
 Val Vlazny  
 John Wrycza

**Guests:****Social:**

Bradley Swanson

**What's Up...?**

Thanks again Bradley for being cook master!

**Old Business**

The brochure has not been updated further.

Poker run was held on Saturday 6/11.

The Naper runway 18 VASI is still inoperative.

Runway/taxiway repairs complete except for hangar stripes. Big improvements to the hangar approaches!

Thank your airplane relocation team for their efforts to coordinate the relocation to ARR and subsequent return of the planes to LL10. I won't attempt to mention all the people that helped pull this off because frankly, I don't know.

**New Business**

A cookout this summer was proposed to recruit new members. Anyone care to head up this effort?

There was no interest by the members in attendance to hold a summer picnic.

**Safety:**

Suggest you call Midway/O'Hare approach for flight following when touring the lakefront this summer. Lots of festivals and ball games are going on.

**Membership:**

No change.

Mario Villanueva (prospective new student pilot) flew with Bob Downey and commented that it was "bumpy".

Steve Sehy still needs an orientation flight.

**Marketing:**

Nothing new.

**Accomplishments:**

None.

## Seen on the web:

FAA Will Reportedly Offer \$500 ADS-B Rebate - AVweb flash Article

<http://www.avweb.com/avwebflash/news/FAA-Will-Reportedly-Offer-500-ADS-B-Rebate-226341-1.html>

Third-Class Medical Reform Passes Again - AVweb flash Article

<http://www.avweb.com/avwebflash/news/Third-Class-Medical-Reform-Passes-Again-226397-1.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. 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:

### May Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	27.9	10.6	17.6
TACH	1557.4	4244.6	4933.2
TBO	2000	2000	2000
TMOH	442.6	-124.8	1112.4
CLUB	1.4	0.8	0.4
*GAL/HR.	10.2	10.2	12.3

### April Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	16.6	9.8	31.2
TACH	1529.5	4234.0	4915.6
TBO	2000	2000	2000
TMOH	470.5	-114.2	1130.0
CLUB	0.0	0.0	0.4
*GAL/HR.	10.2	10.2	12.3

### March Aircraft Report

	<b>884BC</b>	<b>983SP</b>	<b>415RC</b>
FLYING	25.9	13.8	10.0
TACH	1512.9	4224.2	4884.4
TBO	2000	2000	2000
TMOH	487.1	-104.4	1161.2
CLUB	0.0	2.7	2.8
*GAL/HR.	10.2	10.2	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

\* Gallons per hour is \*estimated\*

## Aircraft Reports:

### N983SP

1. GPS database updated.

No other issues reported, the plane fly's well.

### N884BC

1. Checklist pages becoming damaged. John W. to obtain laminated checklist pages.
2. GPS DB updated.
3. Autopilot says pitch trim error sometimes. Cycle breaker to correct it.
4. Port side chain is off, starboard fixed.

No other issues reported, the plane fly's well.

### N415RC

1. John suggests selling the old spinner to pay for seat repairs.
2. Comm/Nav #2 needs to be replaced.
3. Audio panel knob still missing.

No other issues reported, the plane fly's well.

## May 2016 Treasurer's Report

### Cash

Chase Checking	20,336.71
Chase Savings	30,122.87
<b>Total</b>	<b>\$50,459.58</b>

### Payments

Naper Aero	Fuel and Fees - Apr	1,989.21
Volartek	Loan Payment	1,110.21
AVEMCO	Insurance	5,413.00
NFC	Raffle Prizes	42.00
Sporty's	All planes- Oil and Oil Filters	338.10
E. Dienst	3SP Annual Inspection	1,434.00
JA Air Center	4BC Door Hinge Pin	21.25
Swanson	Worknight Supplies	55.31

<b>Total</b>	<b>\$10,403.08</b>
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### Reserves

INSURANCE (\$1500/ mo)	-1,500
ANNUALS ( \$1000/ mo)	-6,000
LL10 DUES (\$350/ mo)	-2,800
INACTIVE MEMBER	-11,977
ENG OVRHL 3SP/4BC(\$750/mo)	-35,000
CREDIT BALANCE MEMBER	-12,800
EQUITY INSTALLMENT MEMBER	-1,250

<b>Reserves net</b>	<b>-20,867.00</b>
<b>Reserve Increase/(Decrease)</b>	<b>\$1,924.00</b>

### Loan

INTEREST PAID @ 6.0%	\$679.00
PRINCIPAL PAID	\$987.00
AIRCRAFT LOAN Balance	\$134,793.00

### Receipts

Dues & Flying	12,075.97
Equity	250.00
Bank Interest	1.25

<b>Total</b>	<b>\$12,327.22</b>
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### Credits To Members

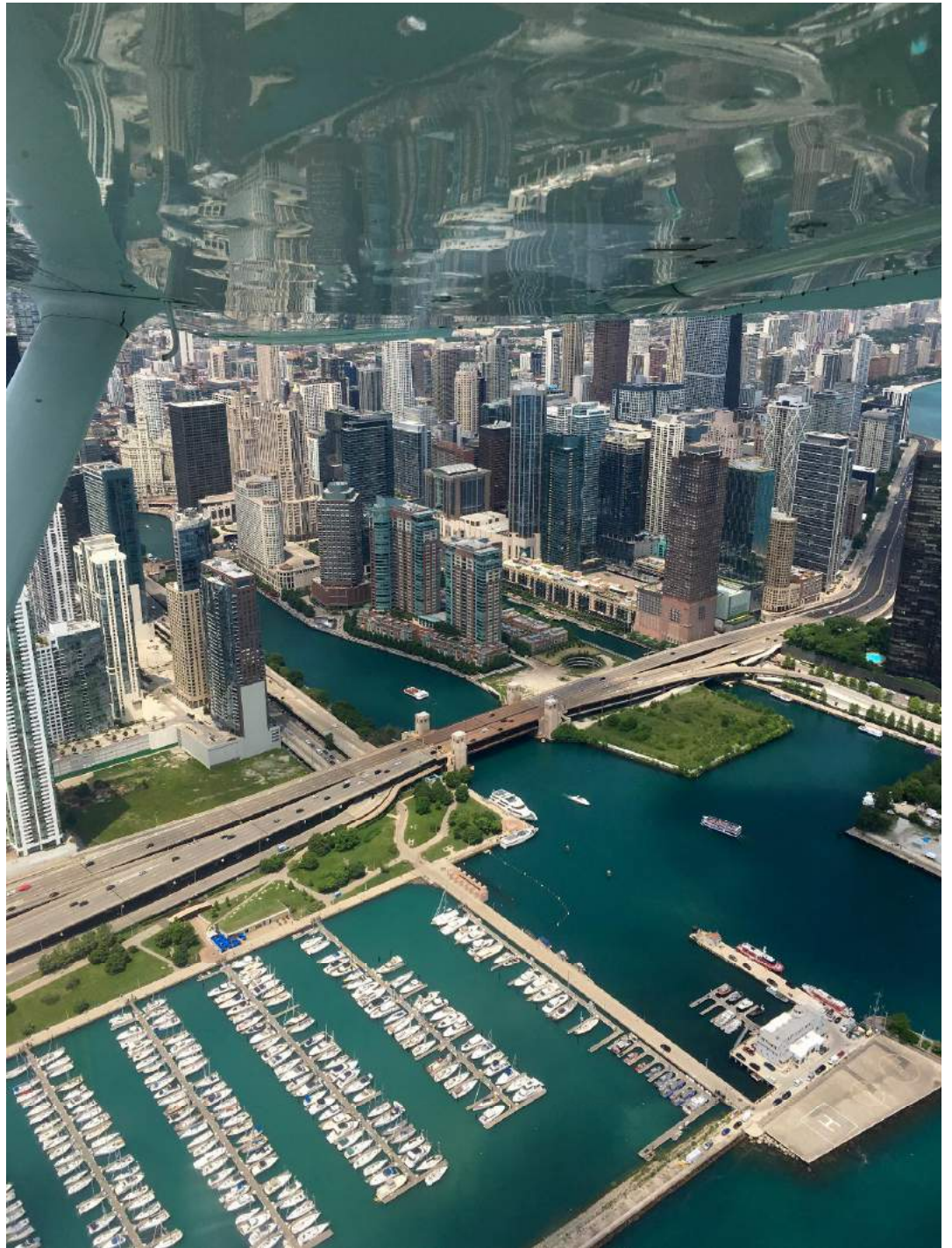
Fuel Away	656.31
Loan Payment	555.10
Office Supplies	

<b>Total</b>	<b>\$1,211.41</b>
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This Month's Photo Corner



Chicago's Millennium Park





## 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. Try to add only full quarts.

**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:

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 172SP N983SP
2. Cessna 172S N884BC
3. Cessna 182S N415RC

**Aircraft Reservations:** [www.aircraftclubs.com](http://www.aircraftclubs.com)

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

**Safety Officer:** Joshua Jones

**WebMaster:** Greg VanDenHam

**QuarterMaster/VP:** Jim Krzyzewski

**GrillMaster:** Bradley Swanson

### 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 *
Jeff Hilsenbeck	630-660-0821

\* 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:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Queen	630-525-0232
N415RC	Eric Popper	630-841-3065