

# 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  
\$5.07/gal.

#### Aircraft Rates

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

#### Aircraft Hours Flown Cumul.:

Dec. 2013 - May 2014	
388ES	45.6 hrs
983SP	28.8 hrs
415RC	34.5 hrs
TOTAL	108.9 hrs

Join us for our next meeting Tuesday, July 1<sup>st</sup>.

- 5pm plane wash
- 7pm dinner
- 7:30pm meeting

See you there!

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, June 3rd, 2014 at Naper Aero. The Treasurer called the meeting to order at 7:41 pm.

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

The minutes from the last meeting were published in the newsletter. Corrections, comments or questions were solicited. A member suggested the flying time may be calculated incorrectly and should be checked. I agreed that it would. A motion was made to accept the minutes as published and was seconded. The minutes were accepted as is with no changes.

The Treasurer's report was reviewed for the members. The total flying time was 72.7 hours. This was a much better month for the club. Payments were made for the 696 GPS database updates plus annual inspection costs. The insurance was paid and equity returns to Mike Manly. All the other details are available in the financial tables in this newsletter. The reserves are fully funded and we have \$60,440.47 cash in the bank. Questions or comments were solicited. The treasurer mentioned an expense for new keys. A member asked what these were for. We had to purchase 3 additional sets of keys. We try to get these keys back from members who have left but we don't always get them back. These were to replace lost sets. The President commented that all the bills are paid and we are in good financial shape. A motion to accept the report and was seconded. The Treasurer's report was accepted as published in the newsletter.

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

Please see details in the following sections.  
Meeting adjourned at 8:40 pm.

**Attendees:**

Ray Kvietkus  
 Chuck Jaudes  
 Jack Lindquist  
 Don Leonard  
 Hubert Elsen  
 Gevin Cross  
 Joshua Jones  
 Don Patterson  
 Bradley Swanson  
 John Wrycza  
 Bob Downey  
 Doug Beck  
 Greg VanDenHam  
 James Robertson  
 Mel Finzer  
 JP Balakrishnan  
 Kevin Kanarski  
 Gerry Miskowicz  
 Eric Popper

**Guests:**

David Vaught

**Social:****Accomplishments:**

Val soloed his balloon for the first time. He's looking for someone to be a chase crew when does this in the future. For those concerned with their safety, he says his chase truck is a much newer vehicle than his every day car. Congrats Val!!

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

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

Val is still looking for volunteers to help at the Lisle Eye's to the Sky's Fest THIS coming WEEKEND <http://eyestotheskies.org/2014-eyes-to-the-skies-festival/>  
 Volunteers get to park in the balloon parking lot which is near to the fest. Balloons fly in the morning at 6am and later in the evening. Two people are needed for morning flights but 4-6 would be better for evening flights. The shaped balloons are flown in the evening and require more help. He needs a total of 42 for the 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> of July.

We are looking to purchase 1 wheel pant for 8ES. If anyone knows of one for sale, tell an airplane captain or someone on the board.

We need a volunteer to make a For Sale sign for 8ES.

We are still on the hunt for a low time 2006-2008 G1000 equipped 172. We plan to spend between 180-200,000.00 on this purchase. If you have a lead, let someone on the board know.

Thanks to Mr. Jim Krzyzewski (our quartermaster) for keeping clean towels in the planes. These will keep our windshields scratch free. Paper towels are for wiping oil dipsticks and hands.

Thanks to Mr. Bradley for feeding the club on work nights!

**Safety:**

Beware of TFR's, call flight service before your flight.

Sometime in July Lewis KLOT will have a temporary tower put up to handle traffic. Check Notam's before you fly there.

Watch out for the Cherokee pilot who basically runs NORDO and leaves his plane at the pump for hours. He'

Note 8ES GPS problem in flight and sluggish attitude indicator.

**Membership:**

David Vaught is present tonight and ready to join the club. A motion was made to accept David conditional on his passing a club checkout and his equity buy-in. The motion was seconded and passed. Welcome David!!

Walt Slazic(sp) who belongs to a flying club at Dupage stopped by to see what we are about. Welcome David, we hope you consider becoming a member of our club.

## Seen on the web:

NTSB animation of the Asiana crash at KSFO:

<https://www.youtube.com/watch?v=8MFPSfGoT1U#t=14>

## Old Business

No picnic this year due to lack of interest.

We are still on the hunt for a low time 2006-2008 G1000 equipped 172. We plan to spend between 180-200,000.00 on this purchase.

Ray sent an ad to controller.com to sell 8ES but has not seen it go live yet. First ad is free.

We need a volunteer to make a For Sale sign for 8ES. We hope to get between 80-100,000.00 for her. One suggestion is to put flyers in the plane so pilots can pin them to bulletin boards at fly-in's.

We have 2 of the three wheel pants. We are looking to purchase 1 main wheel pant if someone knows of one available.

Some members commented that it's nice to not be down 1 airplane this summer. Maybe selling in September is not so bad.

A rumor was heard about JA buying 50 172s from UND (University of Dubuque) to refurbish and sell. That may drive the market price for used 172's down.

## New Business

None.

## 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: Kris Queen

## 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.

## Flying Hours:

### May Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	25.1	24.8	22.8
TACH	994.7	3861.0	4521.5
TBO	2000	2000	2000
TMOH	80.6	258.8	1524.1
CLUB	0.0	0.0	0.0
GAL/HR.	10.2	10.2	12.3

### April Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	20.5	4.0	11.7
TACH	969.6	3836.2	4498.7
TBO	2000	2000	2000
TMOH	105.7	283.6	1546.9
CLUB	1.9	0.8	1.5
GAL/HR.	10.2	10.2	12.3

### March Aircraft Report

	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	9.8	20.2	20.0
TACH	949.1	3832.2	4487.0
TBO	2000	2000	2000
TMOH	126.2	287.6	1558.6
CLUB	0.4	0.7	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



## Aircraft Reports:

### N388ES

1. Attitude indicator was replaced.
2. Oil change was completed.
3. The GPS occasionally loses its position but always recovers.
4. Six pack instrument lights are out. The engine gauges are ok. May be the dimmer controller again. The alternate light source is ok for night until its fixed.
5. COM2 squelch open knob does not work.
6. AP does not beep on disconnect.
7. Tire pressure was checked tonight. One found 10# too high and another too low.

No other issues reported, the plane flies well.

### N983SP

1. Eric has not yet quoted a price to patch the wing.
2. DG was replaced under warrantee.
3. Oil change was done.
4. Compass light was changed.
5. Rear passenger air vent is fixed.
6. Pilots should clean bugs off the plane after every flight.

No other problems were reported.

### N415RC

1. Annual inspection is complete.
2. New wingtips were painted but poorly. Intend to re-paint them but after the heavy flying season.
3. Ammeter still spikes down occasionally. Check the voltage on the 696 and OAT/timer to verify there is no electrical issue. The opinion at this time is the gauge is bad not the electrical system.
4. EGT set needle is twisted but the gauge works fine. Pilots leave the pointer alone so it does not get stuck in the way of the operating needle.
5. Port side Navigation light indicator was ordered.
6. New brake rotors were installed.
7. No reports of wheel shimmy.

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

No other problems were reported.

## May 2014 Treasurer's Report

### Cash

Chase Checking		5,371.83
Chase Savings		55,068.65
<b>Total</b>		<b>\$60,440.47</b>

### Payments

Volartek	Loan Payment	555.10
Naper Aero	Fuel & Fees - April	2,246.10
Garmin	5RC Garmin DB	531.24
TEAM	5RC Annual Ins.	5,859.81
PSI	8ES Attitude Ind.	869.00
Avemco	Insurance	4,299.50
Chase Bank	Fee	34.00
M. Manly	Equity Return	4,000.00
<b>Total</b>		<b>\$18,471.01</b>

### Reserves

Insurance (\$1500/ mo)		-1,500.00
Annuals (\$1000/ mo)		-4,000.00
LL10 dues (\$325/ mo)		-2,600.00
Inactive member		-11,976.72
Engine Overhaul 8ES/3SP (\$750/mo.)		-29,500.00
Credit Balance Member		-8,400.00
Equipment Upgrades		-2,464.00
<b>Reserves net</b>		<b>0</b>
<b>Reserve Increase/(Decrease)</b>		<b>-7,388.00</b>

### Loan

Interest Paid @ 6%		\$407.00
Principal Paid		\$592.00
Aircraft Loan (Due Jan 2023)		\$80,876.00

### Receipts

Dues & Flying		7,078.38
Equity		4,000.00
<b>Total</b>		<b>\$11,078.38</b>

### Credits To Members

Fuel Away		69.00
Work Night		57.82
Office supplies		0
Loan payments		444.08
Maintenance	Keys	26.54
Maintenance		
<b>Total</b>		<b>\$597.44</b>

## This Month's Photo Corner



Kris Q. and Steve S. with two friends at the AOPA fly-in at KMQJ



Must be lunch.



7:55 AM 79%

VFR & TFRs

LL10 MORSERESV 40.1...

FROM	TO	CRS	TOTALS	LEG	REMAINING	ETA
SC...TER	KUWL	220°M	208nm 21.7g 1h40m	11nm 1.0g 4m31s	197nm 0h42m	8:37 AM
KUWL	39...56W	223°M	210nm 21.9g 1h41m	2nm 0.2g 0m54s	105nm 0h43m	8:38 AM
39...56W	RE...REA	271°M	226nm 23.4g 1h48m	16nm 1.5g 7m00s	121nm 0h49m	8:45 AM
RE...REA	KMQJ	282°M	235nm 24.2g 1h52m	9nm 0.8g 3m43s	130nm 0h53m	8:48 AM

Distance 235nm ETD Today, 9:00 AM Fuel 24.2g  
ETE 1h52m Winds aloft included (4 kts headwind)

Edit NavLog Profile

7:50 AM CDT

Stratus, 3 towers

MORSERESV

INDIANAPOLIS METROPOLITAN (UMP) AWOS-3 119-375

INDIANAPOLIS

INDIANAPOLIS RGNL (MQJ) AWOS-3 119-375

CTC INDIANAPOLIS APP WITHIN 20 NM ON 127.15317.8

Groundspeed 148 kts Distance to Next 37nm GPS Altitude 6,260' Zulu Time 12:55 Z ETA Dest 8:48 AM Accuracy (Stratus) 1m

Airports Maps Plates Documents Imagery File & Brief ScratchPad More

Flight plan using ForeFlight.

## 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 showstopper, 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 LL10 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.
- When closing the doors on our planes, please use the door itself rather than the handhold in the door panel. Do this by first opening the window (to relieve the air pressure as the door comes shut) and then close the door by holding onto it at the lower window ledge. This procedure will prevent expensive door panel damage like we had on 388ES.



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 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 <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:

N388ES	Don Patterson	815-436-5771
N983SP	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065

### Quartermaster:

Jim Krzyzewski