

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

Meeting Minutes:

The Business Men's Flying Club held its monthly meeting on Tuesday, March 12th, 2013 at Naper Aero. President Ray Kvietskus called the meeting to order at 7:37 pm.

See the list of attendee's on page 3; left column.

The minutes from the last meeting are published in last months newsletter. The president asked if anyone noticed an error or if something needed changing. No issues were raised. A motion was made and seconded to accept the minutes as published. It was accepted unanimously.

The treasurers report was reviewed for the members by Jack Lindquist. The president asked if there were any corrections or issues to the report as published in the newsletter. No issues were raised. The treasurers report was accepted unanimously.

The aircraft reports, old and new business were discussed. Please see details in the following sections.

Meeting adjourned at 8:39 pm.

LL10 Avgas 100LL

\$5.54/gal.

Aircraft Rates

C172R/SP = \$107.00

C182S = \$135.00

Aircraft Hours Flown:

Dec. 1, 2012 - Jan. 31, 2013

388ES 23.4 hrs

983SP 23.7 hrs

415RC 22.3 hrs

TOTAL 69.4 hrs

NEXT MEETING:

Tuesday, April 2, 2013

7:30pm general meeting.

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!

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

* You guys are **amazing!!!!**

Old Business

The rate increase went into effect March 1st.

New Business

The next meeting in April will be a work night weather permitting. We know this is not going to happen, its cold and we have only 1 flying airplane at this time.

The FAA plans to close various towers in our area of operation. Some airports plan to hire contract controllers. Our safety officer will publish a short note for this newsletter to tell us the details and make some recommendations. See the related article in this issue.

Attendees:

Ray Kvietkus
 Jack Lindquist
 Don Leonard
 John Wrycza
 Steve Snapp
 Doug Beck
 Val Vlazny
 Kris Queen
 Gregory VanDenHam
 Bradley Swansen
 Donald Patterson
 Josh Krecek
 Ken Best
 Todd Mick
 Gevin Cross
 Dave Otero
 Steve Highland
 Dave Kluzak

Guests:**Social:****Aircraft Reports:****N388ES**

1. The oil was changed.
2. The pilots side left brake was spongy but fixed.
3. Annual inspection is due this month. The plane will be taken to DKB this Sunday.
4. The autopilot still does not beep on disconnect. Possibly a dead internal battery that keeps the units settings.

No other problems were reported.

N983SP

1. The pitot static check was completed and is good for 2 years.
2. The nose strut is still low and needs work. Try to keep the weight off the nose wheel for best operation. We plan to have all the strut components looked at during the annual inspection.
3. The pilots door comes unlatched and needs attention.

No other issues were reported.

N415RC

1. The compass light is still out. The pillion light is also out.
2. The knob provided by Larry Bothe did not fit. Thanks anyway Larry!
3. The transponder signal was lost for about 20 minutes during a recent flight.
4. The annual inspection is due in April, Travel express will be performing it.
5. The lighting rheostat may be going bad. The dash lights cut out occasionally.

No other issues were reported.

Flying Hours:

February Aircraft Report

	388ES	983SP	415RC
FLYING	15.8	15.2	9.2
TACH	772.2	3602.1	4257.3
TBO	2000	2000	2000
TMOH	303.1	517.7	1788.3
CLUB	0.0	0.2	0.7
GAL/HR.	10.2	10.2	12.3

January Aircraft Report

	388ES	983SP	415RC
FLYING	7.6	8.5	13.1
TACH	756.4	3586.9	4248.1
TBO	2000	2000	2000
TMOH	318.9	532.9	1797.6
CLUB	0.0	0.3	0.0
GAL/HR.	10.2	10.2	12.3

December Aircraft Report

	388ES	983SP	415RC
FLYING	9.6	11.4	5.4
TACH	748.8	3578.4	4235.0
TBO	2000	2000	2000
TMOH	326.5	541.4	1810.6
CLUB	0.0	0.6	1.4
GAL/HR.	10.2	10.2	12.3

8ES hours on new tach

TBO – engine time between overhauls

TMOH – engine time to major overhaul

February 2013 Treasurer's Report



Cash

Chase Checking	17,945.72
Chase Savings	25,100.00
Total	\$ 43,045.72

Payments

Fuel and Fees - January	Naper Aero	1,890.37
Fuel and Fees - January	Naper Aero	273.68
Loan payment	Volartek	555.10
Void check		
3SP nose strut service	Travel Express	357.75
172 door panels & arm rests	J. Wrycza	922.53
Insurance	Avemco	4,242.50
Total		\$ 8,241.93

Reserves

Maintenance	1,456.00
Insurance (\$1500/ mo)	-1,500.00
Annuals (\$1000/ mo)	-13,000.00
LL10 dues (\$305/ mo)	-1525.00
Inactive	-11,976.72
Engine Overhaul 8ES/3SP (\$1500/mo.)	-16,500.00
Reserves net	0
Reserve Increase/(Decrease)	\$ 1,525.00

Loans

Interest Paid @ 6%	450.00
Principal Paid	549.00
Aircraft Loan (Due Jan 2023)	\$ 89,451.00

Receipts

Dues & Flying	6,615.68
Equity	0
Bank fee	101.00
Total	\$ 6,716.68

Credits

Fuel Away	0
Work Night	0
Office supplies	14.17
Loan payments	444.08
182 POH (3)	188.14
Total	\$ 646.39

Membership:

We have one opening at this time.

Accomplishments:

As told by Bradley, his son James Swanson recently flew in Whales England. He was checked out in a Piper Tomahawk. The cost for an hour of flight including the instructor was about 300.00 US. James gave them a look at the Chicago sectional chart and the other pilots were shocked at the numbers of airports we have. Maybe James or Bradley will write an article for the newsletter?

What's Up...?

Not much I guess.

Safety:

As most of you know the governmental budget cuts (known as Sequestration) will be effecting some of the local and regional control towers at airports we club members visit.

The official listing of airport tower closings and the effective date can be found here:

<http://download.aopa.org/advocacy/130327funding-ceases.pdf>

For those members who fly locally in IL and the surrounding states, here are some local towers:

BMI - Bloomington, IL - May 5th

- Peoria approach typically handles traffic into/out of the Bloomington area

UGN - Waukegan, IL - May 5th

- Chicago approach will likely still handle traffic reporting and approaches

GYG - Gary, IN - April 21st

- Does anyone go there?

ENW - Kenosha, WI - May 5th

- Probably faster to drive there...

JVL - Janesville, WI - May 5th

- Never noticed that much traffic for fly-in breakfast/lunches

Take a look at the listings and see if there are any airports you frequent that have a tower closing. If so, remember we routinely fly in/out of a non-towered airport. The same rules will apply to these new tower less airports. Some of those rules are:

- Check the airport directory to determine the proper traffic patterns, CTAF, weather and pertinent airport information.
- Make proper radio calls when approaching the airport, entering the traffic pattern, on downwind, base, final, etc.
- Monitor the CTAF for other traffic and active runway usage.
- Fly the pattern and avoid straight in approaches while VFR.
- Keep your eyes open for other traffic.

I invite everyone to take the AOPA Safety Quiz "Operations at Non-towered Airports" as a quick self check on your current knowledge of operations.

<http://www.aopa.org/asf/asfquiz/quizzes.cfm?SA=Quizzes&QuizId=97>

If you need a refresher on any topics after taking the quiz or would just like to brush up in general, I recommend these courses/readings:

- Operations at Non-towered Airports -
<http://www.aopa.org/asf/publications/sa08.pdf>
- Radio Communications Refresher -
<http://flash.aopa.org/asf/radiocomm/swf/flash.cfm>
- Runway Safety Markings Flash Cards -
http://www.aopa.org/asf/publications/flashcards/RWcards_lo.pdf

If you have any other questions about the tower closures there is a ton of information out on the AOPA website and other pilot specific sites. Also, don't hesitate to ask a fellow club member.

Safe Flying!

Kris

Seen on the web:

Air China Airbus 330 severe thunderstorm arrival

http://www.youtube.com/watch?annotation_id=annotation_511791&feature=iv&src_vid=fgHjVvgLXV8&v=UCxUC6XL36Y

F35B flight testing, no cat. Launch or arrestor hook needed.

http://www.youtube.com/watch_popup?v=Ki86x1WKPM&feature=colike

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 and/or article credits: 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. Seeking review contributions.

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



My friend Al's first flight.



The Main Hanger, Decatur (KDEC) Illinois for brunch.

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 log book.

The runway at Naper was not plowed recently; why? The talk is that the plow company needs to see 2" before it will plow. No one can confirm this however. The issue of when should we abort a takeoff due to snow on the runway. The general answer is there are no rules regarding this in our bylaws. It comes down to pilot proficiency. If in doubt, just don't. Wait for a better day!!!

General Reminders:

- Windshield washing: Please use a CLEAN soft CLOTH. Paper scratches the windshield.
- Don't park at the pumps for extended periods.
- 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.
- 36 is the preferred runway at Naper in calm winds.
- Its winter, don't forget to plug in the planes after your flight.

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

BFC Website: www.flybfc.org

BFC Instructors:

Nick Davis	630-393-0539 *
Raymond Kvietkus	630-907-7721
Michael Pastore	630-606-3692 * ¹
Eric Popper	630-841-3065 *

* These instructors offer limited training

¹ 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