

# 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

\$5.16/gal.

### Aircraft Rates

C172SP = \$104.10

C172S = \$109.10

C182S = \$130.79

### Aircraft Hours Flown Cumul.:

Dec. 2013 – Dec. 2014

884BC 13.2 hrs.

983SP 153.3 hrs.

415RC 179.0 hrs.

TOTAL 345.5 hrs

Join us for our next meeting **Tues., April 7th at 5pm**. This will be our first plane wash of the flying season weather permitting.

See you there!

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, March 3rd, 2015 at Naper Aero. The President called the meeting to order at 7:29 pm.

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

The minutes from the last meeting were published in the newsletter. Questions and comments were solicited and one was received regarding 884BC attitude indicator being inaccurate. This should be changed to the airplane being out of rig.

A motion was made to accept the minutes as modified. The motion was seconded. The minutes were accepted as published. The Secretary will correct the minutes.

The Treasurer's report was reviewed for the members. The total flying time was 14 hours on 3 planes of which 13 were on 884BC. We had \$7,094.21 in receipts. A total of \$19,409.32 was paid in bills. \$12,188.00 was for 884BC sales tax. Cash in the bank is \$31,960.60. The reserves are not fully funded as previously mentioned. Approximately \$31,000.00 was used from the reserves to help fund the acquisition of the new plane. We have a loan balance of \$149,085.00 see details below.

Questions and comments for the Treasurer were solicited but none received. A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was accepted.

The aircraft reports were heard followed by old business, new business, and safety. Please see details in the following sections.

The meeting adjourned at 8:27 pm.

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**Attendees:**

Doug Beck  
 Jim Krzyzewski  
 Jack Lindquist  
 Don Leonard  
 James Robertson  
 Mel Finzer  
 Kevin Kanarski  
 John Wrycza  
 Kris Queen  
 Hubert Elsen  
 Nick Davis  
 Gerry Miskowicz  
 Joshua Jones  
 Don Patterson

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

## What's Up...?

John Wrycza donated a dolly, which can be used to roll a plane with a flat tire from the runway to the hanger if needed. Thanks John!!

Pilots remember to latch the gate closed before pulling 983SP out of the hanger.

Nick Davis is available for checkouts in 884BC on weekdays not weekends.

## Old Business

Josh will be holding another 884BC training class soon and subsequent classes until we get our pilots trained. Pilots must either purchase the class from King and watch the videos or attend one of the club classes where the instructors proctor the viewing. About 22 have taken the ground class and 10 have checked out in 884BC.

We had a discussion about how long to ask pilots to refrain from reservations more than 1 day. We decided to ask this to give everyone the chance to check out in the plane. We had another discussion about dumping the tracking logs on the plane and perhaps publishing certain aspects in the newsletter. No names would be mentioned but there is a lot of operational data tracked by the G1000. For instance mixture leaning could be determined as well as flap over speed. This could save us the expense of fixing cracked flap rails on 388ES for instance.

## New Business

The new black airport fence is now up. Pilots flying 983SP make sure to close the gate before pulling the plane from the hanger.

Work nights begin in April weather permitting. Bradley has volunteered to cook for the club on work nights again. Take a moment to thank him for doing this. I sure appreciate a brat or burger with some chip and cookies on work nights!

Our quartermaster and VP will make sure we have towels and wax ready to go for the next work night. He purchased our last batch of paper towels; thanks Jim! Someone suggested we have a hanger cleaning night.

## Safety:

Pilots flying 983SP make sure to close the gate before pulling the plane from the hanger. Don't fly during icing conditions.

## Membership:

No guests this evening.

We have openings in our membership list if you know anyone who may be interested.

## Marketing:

We discussed the possibility of creating a flyer to advertise 884BC to recruit new members. Clow is closing their airport for the Spring and Summer flying season for runway widening. This would be a great time to post a flyer on the bulletin board down at Charlie's. The Secretary will contact our marketing chairman on this.

We discussed the hourly rate of 884BC and the buy in rate. We also discussed the solvency of BFC if the club were dissolved.

## Accomplishments:

Many have attended the G1000 ground school and some have checked out in 884BC.

## Seen on the web:

Swiss solar powered around the world flight.

<http://www.irishtimes.com/news/world/swiss-pilots-take-off-on-first-round-the-world-solar-flight-1.2131807?localLinksEnabled=false>

## 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: Debbie Westley

## 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:

February Aircraft Report			
	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	13.2	1.2	0.0
TACH	1179.2	4004.0	4727.8
TBO	2000	2000	2000
TMOH	820.8	115.8	1317.8
CLUB	0.9	0.1	0.0
*GAL/HR.	10.2	10.2	12.3

  

January Aircraft Report			
	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	20.0	11.4	21.8
TACH	1166.0	4002.8	4727.8
TBO	2000	2000	2000
TMOH	834.0	117.0	1317.8
CLUB	9.7	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

  

December Aircraft Report			
	<b>388ES</b>	<b>983SP</b>	<b>415RC</b>
FLYING	0.0	10.5	14.1
TACH	1079.2	3991.4	4708.0
TBO	2000	2000	2000
TMOH	-3.9	128.4	1337.6
CLUB	0.0	0.7	0.5
*GAL/HR.	10.2	10.2	12.3

8ES hours on new tach.  
 TBO – engine time between overhauls  
 TMOH – engine time to major overhaul  
 \* Gallons per hour is \*estimated\*

## Aircraft Reports:

### N884BC

1. The airplane flies slightly out of rig to the left. Investigation has shown it can't be fixed with trim tabs fixed or movable. It may cause an issue with the AP servo's long term. Travel express will be consulted to recommend a suitable shop to address this issue.
2. Idle is a little low.
3. The battery may not hold a charge in cold weather. Should be checked.
4. About 10 hours until the next oil change.
5. Intermittent CO detector.
6. The fuel sender X's out the display in turbulence.

No other issues reported.

### N983SP

1. Flat tire and nose strut. Thanks for the dolly John!
2. Cowl is worn due to vibration and use. It will be fixed when doing the engine overhaul and the engine mounts replaced.
3. An oil change is needed.
4. The left fuel gauge was reported as being flaky. It may need a fuel-sending unit. It may also need a static wick replaced.

The plan is to send in 983SP after 415RC annual is completed at travel express.

5. New battery was installed. A discussion took place about purchasing a battery maintainer for this plane first followed by the rest. Long term this should save us money. John and Josh will propose something to the board regarding this.

No other problems were reported, flies well.

### N415RC

1. Travel express is due to start the annual inspection in 2 days.
2. Duct reinstallation was approved.
3. EGT gauge and probe are bad.
4. A flat spot was found on one tire.
5. Parts have been replaced to take the play out of the co-pilots toe brake.

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

No other problems were reported, airplane flies well.

## February 2015 Treasurer's Report



### Cash

Chase Checking	6,849.79
Chase Savings	25,110.81
<b>Total</b>	<b>\$31,960.60</b>

### Payments

Garmin	4BC Subscription- Std + Charts	995.56
AVEMCO	Insurance	3,186.00
Naper Aero	Fuel and Fees - January	1,919.55
IL Dept Rev	4BC Sales Tax -	12,188.00
IL Dept Trans	4BC Illinois Registration	10.00
Volartek	Loan Payment	1,110.21
<b>Total</b>		<b>\$19,409.32</b>

### Reserves

INSURANCE (\$1800/ mo)	-2,300.00
ANNUALS ( \$1000/ mo)	-11,000.00
LL10 DUES (\$350/ mo)	-1,750.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-23,750.00
CREDIT BALANCE MEMBER	-10,800.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP-Tax	-2,000.00
<b>Reserves net</b>	<b>-31,616</b>
<b>Reserve Increase/(Decrease)</b>	<b>-\$12,315</b>

### Loan

INTEREST PAID @ 6.0%	750
PRINCIPAL PAID	915
AIRCRAFT LOAN Balance	\$149,085

### Receipts

Dues & Flying	7,092.29
Equity	
Bank Interest	1.92
<b>Total</b>	<b>\$7,094.21</b>

### Credits To Members

Fuel Away	
Work Night	
4BC keys	17.70
4BC Retrieval	409.55
Loan Pymt	555.10
<b>Total</b>	<b>\$982.35</b>



This Month's Photo Corner



It used to fly.



Our new plane 884BC

## 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.

**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:

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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)

### BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 <sub>1</sub>
Michael Pastore	630-606-3692 * <sub>1</sub>
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:

N884BC	Don Patterson	815-436-5771
N983SP	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065

### Quartermaster/VP:

Jim Krzyzewski
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