

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, May 7th, 2013 at Naper Aero. The President called the meeting to order at 7:38 pm.

See the list of attendee's on page 2 left columns.

The minutes from the last meeting are published in last month's newsletter. Comments and/or questions were solicited. The minutes were accepted as published.

The treasurer's report was reviewed for the members by the President. He covered payments made, fuel and fees, 5 cases of oil were purchased, 3SP's annual fee was paid to Eric Dienst, the loan payment, dues and flying time, fuel away paid to members, and cash in the bank. The reserves are funded. Questions or comments were solicited but none were received. The treasurers report was accepted as published in the newsletter.

The aircraft reports, old and new business was discussed.

Please see details in the following sections.

Meeting adjourned at 8:21 pm.

Note from the secretary: this month's financial numbers are the same as last due to my including them 1 month too soon. May financial data will publish in the June newsletter.

LL10 Avgas 100LL

\$5.54/gal.

Aircraft Rates

C172R/SP = \$107.00

C182S = \$135.00

Aircraft Hours Flown:

Dec. 1, 2012 - April 30, 2013

388ES 38.4 hrs

983SP 29.9 hrs

415RC 35.3 hrs

TOTAL 103.6 hrs

NEXT MEETING:

Tuesday, June 4, 2013

Work nite 5pm,

Dinner 7pm, meeting

7:30pm.

Attendees:

Ray Kvietkus
Chuck Jaudes
Don Leonard
Steve Snapp
Donald Patterson
John Wrycza
Mel Finzer
Gevin Cross
Bob Downey
Dave Otero
Fiore D'Orazio
Joshua Jones
Gregory VanDenHam
Doug Beck
Bradley Swansen
Eric Popper
Nick Davis
Kris Queen
Al Loek

Guests:

None

Social:**Old Business**

None

New Business

David Otero wrapped the tow bars to prevent scratches. Thanks Dave!!

Where did the dark spot on 3SP nose wheel come from?

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	1
Bill Stoffels	0
Brad Swanson	1
Mike Manly	0
Steve Snapp	1
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
Don Patterson	1
Dave Otero	1

Aircraft Reports:

N388ES

1. Annual inspection is complete.
2. The strap on the cowl plug is broken.
3. The batteries in the GPS will be replaced. They are on order.
4. The AP still does not beep on disconnect.
5. Low battery warning on the GPS.

No other problems were reported. Running well.

N983SP

1. Lower com. radio cannot be read at night.
2. Front strut has been fixed (really) and tested. Installation of the Lord dampener was the fix. There are no further issues.

No other problems were reported, running well.

N415RC

1. The compass light is still reported out. The lower center console light may also be out. Was this not fixed at annual inspection?
2. The transponder may need re-cycling on occasion.
3. The turn coordinator was reported slow or not working. We are considering the purchase of a brush less unit which lasts 4000-5000 hours.
4. There may still be a bad lighting rheostat and the tail navigation light is out.
5. The autopilot was reported intermittent. May be related to the turn coordinator issue.

Eric will work with Bob E. to bore scope the engine to determine why the plane uses oil excessively. It may be a bad oil control ring. Bob plans to come on Sunday morning at this point.

The trim indicator misalignment was not addressed at annual. Will be fixed asap.

No other problems were reported.

Flying Hours:

April Aircraft Report

	388ES	983SP	415RC
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

	388ES	983SP	415RC
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

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

8ES hours on new tach

TBO – engine time between overhauls

TMOH – engine time to major overhaul

April 2013 Treasurer's Report



Cash

Chase Checking	6,219.57
Chase Savings	35,000.00
Total	\$ 41,219.57

Payments

Loan payment	Volartek	555.10
Insurance	Avemco	0
Fuel and Fees - March	Naper Aero	2,781.78
5 cs Oil	Naper Flying Club	373.31
3SP Annual	Eric Dienst	2393.39
Landing Fee - charged to member	Cleveland	5.00
Legal Expense - Best	Dunn – Martin	250.00
Total		\$ 6,358.58

Reserves

Maintenance	0
Insurance (\$1500/ mo)	-4,500.00
Annuals (\$1000/ mo)	-7,000.00
LL10 dues (\$305/ mo)	-2,135.00
Inactive	-11,976.72
Engine Overhaul 8ES/3SP (\$1500/mo.)	-19,500.00
Reserves net	-3,892.00
Reserve Increase/(Decrease)	\$ 246.00

Loans

Interest Paid @ 6%	445.00
Principal Paid	555.00
Aircraft Loan (Due Jan 2023)	\$ 88,344.00

Receipts

Dues & Flying	6,604.68
Equity	0
Total	\$ 6,604.68

Credits

Fuel Away	210.52
Work Night	0
Office supplies	0
Loan payments	444.08
Total	\$ 646.39



Membership:

We have 4 openings now. 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.

Consider that another local club was at \$132.00 per month dues is now \$175.00 per month with 50 members sharing 4 airplanes. The buy in rate is about the same, \$4,200.00. Their note came due recently and they did not do so well in their re-financing efforts.

Accomplishments:

James Swansen got an internship with Butler aviation which manages Sikorsky helicopters.

A club member (I did not catch who) flew several young eagles recently.

Steve Snapp gave 12 boy scouts rides recently.

What's Up...?

The board of directors would like to recognize John Wryzca for service above and **well beyond** the course of normal duty!! His contributions to this club are constant and ongoing. The club presented John with a gift certificate for \$100.00 to be used at his favorite restaurant. Many thanks John!!!

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. One can fly during a Presidential TFR. You must file flight plans in both directions and call approach b_e_f_o_r_e departure to activate your flight plan and get clearance and a squawk code. Make sure you squawk the code on the ground before taking the field. Call up approach once airborne so they can walk you out the door. Coming back in it's the reverse. Call approach before departing your destination to activate your flight plan and get your code. Squawk the code on the ground and contact approach once airborne. The code is squawked all the way to the ground in the TFR.

Seen on the web:

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: 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.

Janesville restaurant on the field is closed for remodeling.

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



EAA's Ford Tri-Motor right crosswind 18 at Clow



Debbie got to fly the Ford Tri-Motor!

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:

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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