

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
\$3.97/gal.

Aircraft Rates

C172SP = \$96.90
C172S = \$91.90
C182S = \$115.79

Aircraft Hours Flown Cumul.:

Jan. 2015 – May. 2015
884BC 110.2 hrs.
983SP 62.1 hrs.
415RC 45.7 hrs.
TOTAL 218 hrs

Join us for our next meeting
Tues., June 2nd

Plane wash: 5pm

Brats and burgers 6:30 pm

Business meeting at 7:30pm

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, May 5th, 2015 at Naper Aero. The Secretary called the meeting to order at 7:33 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 but none were received. A motion was made to accept the minutes and seconded. The minutes were accepted as published.

The Treasurer's report was reviewed for the members. The total flying time was 42.8 hours on 2 planes with 2.3 hours club time. We had \$10,902.74 in receipts. A total of \$13,485.01 was paid in bills. Cash in the bank is \$34,606.41. We had \$270.18 in fuel away credits. We have a loan balance of \$147,968.00 see details below.

Our reserves for overhauls are under funded but improving. We are about \$32,000.00 under funded at this point.

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.

We had a discussion about hourly rates being so low. Eric proposes the BOD investigate what is required to increase these rates to help our overhaul funding. We should also figure out if we have additional unplanned expenses coming up. Also discussed were annual inspection costs rising and what happen to owner-assisted annuals.

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

The meeting adjourned at 8:23 pm.

Attendees:

Jack Lindquist
 Don Leonard
 James Robertson
 John Wrycza
 Gerry Miskowicz
 Joshua Jones
 Don Patterson
 David Vaught
 Val Vlazny
 Gevin Cross

Guests:**Social:**

Bradley Swanson

What's Up...?

Not a whole lot.

Old Business

Battery maintainer purchases? No activity, push this on to next month. John W. and Josh own this one.

884BC needs a cowl cover. I believe we plan to wait until Fall to save some maintenance \$\$ since we are running over budget. It also needs a quick drain plug installed with an STC. To be done during the annual inspection.

We currently have 16 members who have accomplished a checkout in 884BC.

New Business

Someone, I believe it was John W. will make a request to Mrs. Clair to create some T-shirts with the club logo.

I will inquire about the brochure for BFC and possibly update it if no one else can manage.

Safety:

Gerry shared a story about doing his night currency here at LL10 and having trouble with a skunk on the runway. We really don't want to go there if at all possible right John?

Membership:

Danny Vargas is here tonight and hopes to join in the next few months as a student pilot. He has flown 1 hr. in a Cessna and another hour in a helicopter.

A comment was made regarding our new G1000 172 and the rental rate at A&M at Clow. They rent theirs for \$162.00 per hour, which is nearly \$65.00 per hour more than we rent 884BC for. Ours includes insurance for the pilot; you get none with A&M.

Marketing:

No news.

Accomplishments:

None.

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.

I **really** could use some flying pictures.

Photo credit: Don Leonard

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.

Don – Checked out in 884BC

Gevin – the same I believe.

14 other people should also be listed here.

Flying Hours:

April Aircraft Report

	884BC	983SP	415RC
FLYING	40.4	2.4	0.0
TACH	1256.2	4043.0	4739.6
TBO	2000	2000	2000
TMOH	743.8	76.8	1306.0
CLUB	0.5	0.7	0.0
*GAL/HR.	10.2	10.2	12.3

March Aircraft Report

	884BC	983SP	415RC
FLYING	36.6	36.6	9.8
TACH	1215.8	4040.6	4739.6
TBO	2000	2000	2000
TMOH	784.2	79.2	1306.0
CLUB	1.0	0.0	1.3
*GAL/HR.	10.2	10.2	12.3

February Aircraft Report

	388ES	983SP	415RC
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

TBO - engine time between overhauls
 TMOH - engine time to major overhaul
 * Gallons per hour is *estimated*

Aircraft Reports:

N884BC

1. The airplane may be slightly out of rig to the left.
2. Idle is a little low.
3. The backup battery is questionable if checked by watch.
4. About 15 hours until the next oil change.
5. Intermittent CO detector.
6. The fuel sender X's out in turbulence.
7. Tag is missing on the fire extinguisher.
8. Annual is due in June.
9. Approach plate clip on pilots yoke broken.
10. The number 3 EGT probe may be bad or not reading correctly.

The plan is to have the annual inspection done this summer.

This plane is heavier than 388ES was, so pilots be wary of this operating fully loaded in the summertime.

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

N983SP

1. The plane is back from annual. The ELT battery was replaced, intake and exhaust gaskets replaced, oil changed, brake pads replaced, static wick on the rudder replaced, the leading edge on the left wing was replaced, the right wing leading edge was partially replaced, and the mags. were sent out for repair. The wheel pants were re-painted.

No problems were reported, flies well.

N415RC

1. The engine is at G&N in Merrillville, Indiana but status unknown. Damage to the crankshaft is a concern but no confirmation of this yet. We decided to get the TopProp but have not done so. This prop offers better climb performance. To expedite getting a new prop Kris offered to buy the new prop ahead of the insurance. He is advised to not do this in case there is some issue with the insurance. Mid June to get the plane back is the estimate at this time. A 10 hr break in time will be needed once the plane comes back. Cross-country time is best.

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

April 2015 Treasurer's Report

Cash

Chase Checking	14,491.82
Chase Savings	20,114.59
Total	\$34,606.41

Payments

Postmaster	Stamps	49.00
Naper Aero	Fuel and Fees - March	3,421.63
TEAM	5RC Annual Inspection	8,326.07
TEAM	3SP Nose Tire replcmt	469.26
Volartek	Loan Payment	1,110.21
Swanson	Work Night Supplies	49.00
Total		\$13,485.01

Reserves

INSURANCE (\$1800/ mo)	-5,900.00
ANNUALS (\$1000/ mo)	-9,000.00
LL10 DUES (\$350/ mo)	-2,450.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-25,250.00
CREDIT BALANCE MEMBER	-10,300.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP	-2,000.00
Reserves net	-32,270
Reserve Increase/(Decrease)	-2,583

Loan

INTEREST PAID @ 6.0%	741.00
PRINCIPAL PAID	924.00
AIRCRAFT LOAN Balance	147,968.00

Receipts

Dues & Flying	10,901.09
Equity	
Bank Interest	1.65
Total	\$10,902.74

Credits To Members

Fuel Away	270.18
Work Night	0.00
4BC keys	0.00
4BC / 3SP	9.16
Loan Pymt	555.10
Total	\$834.44



This Month's Photo Corner



ARR has a 737-400 operating out of it.



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

BFC Website: www.flybfc.org

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ₁
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:

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

Quartermaster/VP:

Jim Krzyzewski