

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

\$3.99/gal.

Aircraft Rates

C172SP = \$107.40

C172S = \$102.40

C182S = \$126.40

Cumulative Hours Flown :

April 2016

884BC 75.7 hrs.

983SP 38.2 hrs.

415RC 64.1 hrs.

TOTAL 178.0 hrs.

Join us for our next meeting:

Tues., June 7th 2016

Plane wash 5:00pm

Dinner 7:00pm

Business meeting at 7:30pm

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, April 5th, 2016 at Naper Aero. The President called the meeting to order at 7:30 pm.

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

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. The total flying time was 57.6 hours with .4 hours club time. We had \$8,645.03 in receipts. A total of \$6,101.84 was paid out. Cash in the bank is \$48,535.44. We had \$1,023.76 in fuel away credits, and we have a loan balance of \$135,779.00. The fuel price remains the same.

The treasurer's report was approved unanimously as presented.

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:

Doug Beck
 Jim Krzyzewski
 Jack Lindquist
 Donald Leonard
 Gerry Miskowicz
 Don Patterson
 John Wrycza
 Val Vlazny
 Josh Jones
 Robert Downey
 James Robertson Jr.
 Gevin Cross
 Mel Finzer
 David Vaught

Guests:

Steve Sehy
 Mario Villanueva

Social:

Bradley Swanson

What's Up...?

Thanks Bradley for being cook master!

Old Business

The instrument approach to LL10 is still not finalized. It is still in need of actual testing.

Clair Krzyzewski presented a draft of the new club brochure. The members had several suggestions but overall the brochure looked GREAT! Many thanks to Clair and Jim for their hard work on this!

Naper paving project to finish tomorrow.

New Business

We discussed the upcoming pancake breakfast at LL10 and the poker run. The poker run is on June 11th. The entry fee is 15 dollars and you pick up a card at each of the 10 local airports and bring them back.

June 4th and 5th is Cavalcade of planes Clow airport Bolingbrook. Clow runway enhancements are done but check NOTAMS all the same.

We discussed the open hanger and the possibility of collocating all three planes.

Safety:

Try fueling the plane on the passenger side first to avoid leaving the ladder in front of the plane.

Membership:

Steve Sehy is a student pilot visiting tonight. He is a potential member if we have an instructor with some time.

Mario Villanueva is visiting tonight and has never flown. He would like to learn to fly.

Aiman Al-Qady has joined our club recently. Welcome Aiman!

Marketing:

Nothing new.

Accomplishments:

John Wrycza became IFR current recently.

Seen on the web:

Trump's Plane & Pilot (In Depth) - YouTube

<https://www.youtube.com/watch?v=vF1JDNOLaYg>

Shimmy Dampers - AVweb Features Article

<http://www.avweb.com/news/features/Shimmy-Dampers-224047-1.html>

Nose wheel shimmy normal?

<http://blog.aopa.org/opinionleaders/category/authors/mike-busch/>

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: Gerry Miskowicz, John Wrycza.

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:

April Aircraft Report

	884BC	983SP	415RC
FLYING	16.6	9.8	31.2
TACH	1529.5	4234.0	4915.6
TBO	2000	2000	2000
TMOH	470.5	-114.2	1130.0
CLUB	0.0	0.0	0.4
*GAL/HR.	10.2	10.2	12.3

March Aircraft Report

	884BC	983SP	415RC
FLYING	25.9	13.8	10.0
TACH	1512.9	4224.2	4884.4
TBO	2000	2000	2000
TMOH	487.1	-104.4	1161.2
CLUB	0.0	2.7	2.8
*GAL/HR.	10.2	10.2	12.3

February Aircraft Report

	884BC	983SP	415RC
FLYING	9.8	6.2	4.0
TACH	1487.0	4210.4	4874.4
TBO	2000	2000	2000
TMOH	513.0	-90.6	1171.2
CLUB	0.0	0.0	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:

N983SP

1. At KDKB for the annual inspection with Eric Dienst.
2. Trim position indicator has an issue.

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

N884BC

1. Checklist pages becoming damaged. John W. to obtain laminated checklist pages.
2. Oil changed a week ago.
3. Winch in hanger is fixed we are told.
4. Unable to remove wheel pants due to stripped screws. Still an issue 4/16.
5. Obstacle and terrain DB fully updated.
6. Autopilot seems to work fine.
7. Fuel cap chains are still off.

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

N415RC

1. John suggests selling the old spinner to pay for seat repairs.
2. Garmin 696 needs a DB update.
3. A reported fuel leak was reviewed by Randy Kaster, none identified.
4. Tail tie down ring replaced.

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

May 2016 Treasurer's Report

Cash

Chase Checking	23,413.82
Chase Savings	25,121.62
Total	\$48,535.44

Payments

Naper Aero	Fuel and Fees - Mar	1,717.69
Volartek	Loan Payment	1,110.21
Aircraft.com	Reservation System - monthly	36.00
Sporty's	4BC/3SP Oil and Filters	312.15
Swanson	Worknight Supplies	111.58
Meyers Avia	5RC Annual Inspection	2,696.00
JA Air Center	4BC Bonding Strap	51.21
Aircrft Spruce	5RC NAV Lamp	67.00
Total		\$6,101.84

Reserves

INSURANCE (\$1500/ mo)	-4,500
ANNUALS (\$1000/ mo)	-9,000
LL10 DUES (\$350/ mo)	-2,450
INACTIVE MEMBER	-11,977
ENG OVRHL 3SP/4BC(\$750/mo)	-34,250
CREDIT BALANCE MEMBER	-12,100
EQUITY INSTALLMENT MEMBER	-1,000.00
Reserves net	-26,741.00
Reserve Increase/(Decrease)	\$2,543.00

Loan

INTEREST PAID @ 6.0%	\$684.00
PRINCIPAL PAID	\$981.00
AIRCRAFT LOAN Balance	\$135,779.00

Receipts

Dues & Flying	7,644.04
Equity	1,000.00
Bank Interest	.99
Total	\$8,645.03

Credits To Members

Fuel Away	1,023.76
Loan Payment	555.10
Office Supplies	32.48
Total	\$1,611.34

This Month's Photo Corner



On the ramp in Maine



On its way to the annual in Oshkosh.

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. Try to add only full quarts.

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:

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 172SP N983SP
2. Cessna 172S N884BC
3. Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

Safety Officer: Joshua Jones

WebMaster: Greg VanDenHam

QuarterMaster/VP: Jim Krzyzewski

GrillMaster: Bradley Swanson

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 *
Jeff Hilsenbeck	630-660-0821

* These instructors offer limited training

¹ Available for club checkouts and BFR's

Chief Maintenance Officer:

John Wrycza	630-697-3559
-------------	--------------

Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Queen	630-525-0232
N415RC	Eric Popper	630-841-3065