

# 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  
\$5.16/gal.

#### Aircraft Rates

C172R/SP = \$104.10  
C182S = \$130.79

#### Aircraft Hours Flown Cumul.:

|                       |           |
|-----------------------|-----------|
| Dec. 2013 - Oct. 2014 |           |
| 388ES                 | 121.4 hrs |
| 983SP                 | 132.2 hrs |
| 415RC                 | 163.7hrs  |
| TOTAL                 | 417.3 hrs |

Join us for our next meeting **Tues., Dec. 2nd at 7:30**, bring a friend.

See you there!

## Meeting Minutes:

The BFC held its monthly meeting on Tuesday, October 7th, 2014 at Naper Aero. The new President Doug Beck called the meeting to order at 7:29 pm. He announced we would follow the same format for the meeting.

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 received.

A motion was made to accept the minutes as published. The motion was seconded. The minutes were accepted as published.

The Treasurer's report was reviewed for the members. The total flying time was 71.3 hours. 388ES had 10.3 hrs; 4 past the Lycoming 2000 hr TBO. 3SP had 29.5 hrs and 5RC 31.5 hrs. We had 1.9 hrs club time mostly in 388ES. We took in \$4,250.00 in receipts, and paid out \$13,801.24 in bills. Cash in the bank is \$153,344.50. Fuel prices have gone down.

The President commented the reserves are fully funded and we are in great shape financially.

Questions and comments for the Treasurer were solicited. A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was accepted as reported.

The aircraft reports were heard followed by old business comprised of the following: sale of 388ES, club exit list, the Christmas party, and sport shirt project. New business: new airplane, current loan status, lien on 388ES, ADS-B, and how to fund plane upgrades.

Please see details in the following sections.

The meeting adjourned at 8:32pm.

**Attendees:**

Doug Beck  
 Jim Krzyzewski  
 Jack Lindquist  
 Don Leonard  
 Kris Queen  
 Nick Davis  
 Kevin Kanarski  
 Mel Finzer  
 Gevin Cross  
 Walt Slazyk  
 Gerry Miskowicz  
 John Wrycza  
 Al Loek

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

## What's Up...?

If you don't already know, our 172 388ES has been sold. This works out well for the club since we don't have to carry 3 planes into the winter. We will also save on insurance, and maintenance. The excess money will be used to build up the reserves for the day we find our next plane.

388ES was purchased by a French ferry pilot who is going to put a new engine in the plane and fly it to a resort in France. Our old friend looks to have a long life and will fly in interesting lands.

The magnetic variation in this region has changed enough to necessitate changes to the runway headings at LL10. Since it's a private airport, the airport could override the FAA's desire to redesignate the runway. Our club board has voted in favor of the FAA to change the heading. We'll have to see how the property owners vote.

Check out the link to a new movie being screened at Randall 15 IMAX.

The weather tells us its time to plug in the Tannis heaters. Please do so after every flight. Don't forget the horse covers and cowl plugs.

Someone just reported the seatback on 5RC not locking. Better check this before your next flight.

I spoke to Dr. Kitslaar during my recent medical. He is definitely interested in joining. I pointed him to our website and answered his questions.

## Old Business

388ES was sold to a French ferry pilot for \$79,000.00. Considering the age of the plane, its condition, and the time of year, this was the right price at the right time. The club will save about \$1,000.00 per quarter in insurance payments. Re-paying our debt for the internally financed amount will save about \$400.00 per month in interest payments.

A member asked how many we have on the exit list currently. We have 10 people. A question was asked if we really need 3 planes? We could opt to downsize to save costs. We currently are fully funded and have cash in the bank. We are in good financial shape and we feel, solvent.

The hanger occupied by 388ES is filled with a low wing plane at this time. This was set up by the maintenance chief to prevent our losing the hanger since we don't own it. We also have no formal lease arrangement so it's difficult to justify an empty hanger to those who want one. We pay \$160.00 per month for each hanger.

The Christmas party will be Sunday, December 7<sup>th</sup> at McBride's in Plainfield. We have 3 hours of open bar, 4 entrées to choose from which includes soup and salad for \$42.00 per person.

The sport shirt project is moving forward slowly. At this time it's a matter of finding the right non-cotton golf shirt with the BFC logo. The goal is to have a prototype for the Christmas party.

## New Business

Discussion about the new aircraft took place. Its possible we don't need a third aircraft or perhaps a sport plane would be a better solution. The President is open to all suggestions. If you have one, please make it.

The VP will conduct a survey/poll to determine a course of action. We need to figure out what kind of flying our members do. Unfortunately we don't have any history on this. The new reservation system may be a way to get some data going forward.

We discussed the possibility of getting another 182 rather than a 172. This would require a re-vote to get the authority to do this. At this time we have authorization to purchase a glass 172.

We discussed paying back the current loan, which is internally financed. This will save the club about \$400.00 per month in interest payments. A motion was made to do this; it was seconded and passed unanimously. We will re-pay our loan.

The issue about a lien on 388ES that was found by the title search was discussed. This was addressed and fixed however; we are concerned about our other two planes. We will have AOPA perform a title search on both the club planes to ensure we don't run into this issue again.

Walt S. raised a question about a fund to service ADS-B requirement coming in 2020. This prompted a discussion about where we are at and the various options we have. We have to decide whether to be just complaint or to take advantage of the ADS-B in. Jack L. mentioned we would either need to increase the dues or the hourly rate to fund this. Related to this is the problem when an older KLN-89 breaks. Do we upgrade the GPS at that time or buy a cheaper non-compliant alternative that would need replacement anyway. At this time we spend about \$6,000.00 per year on each plane just in maintenance. At the current rates we bank about \$12,000.00 per year.

In summary, I believe we decided that its best to wait until prices come down. The cost could be about \$15,000.00 per plane to upgrade. Right now they are very high and the thought is that once airplanes are being upgraded, the cost per plane should drop due to the demand. At this time the Treasurer reports we are running a modest surplus of funds that we hope to increase with 1 less plane to maintain. Other upcoming costs are the seats in 5RC are looking pretty worn. The plan is to have them recovered like we did for 388ES. Thanks for your ideas Walt!

## Safety:

We received a complaint about blowing debris into the hanger when turning around 5RC. Pilots make sure your ground help (if your lucky enough to have some) knows to wait until the plane is shut down before opening the hanger doors.

Pilots try to be careful around the prop. Careless hits with the tow bar or fuel ladder cause costly repairs. Always, always report incidents like this. It not fair to have your peers pay for your mistake.

## Membership:

No news.

## Marketing:

We discussed the sticker to advertise the BFC as a part of old business. It would be placed on the vertical stabilizer. Another possibility would be to put it into the back windows. This makes a bigger blind spot to the rear however.

The general feel is this would be a cost effective method to advertise. We are looking for someone to follow up with this and get a prototype made.

## Accomplishments:

John Wrycza just logged his 1000<sup>th</sup> flight hour – congratulations John!

## Seen on the web:

Pilot Error movie playing at Randall 15 IMAX Theater December 8th, 9th and 11th at 4:45 and 7:00PM

<http://www.pilot-errormovie.com/>

A good article about the different types of ILS category approaches.

<http://www.avweb.com/news/features/Categories-of-the-ILS223077-1.html>

## 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: Robert Downy, Ray Kvietkus, and 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 its during the summer months coordinate with the grill master.

## Flying Hours:

### October Aircraft Report

|          | <b>388ES</b> | <b>983SP</b> | <b>415RC</b> |
|----------|--------------|--------------|--------------|
| FLYING   | 10.3         | 29.5         | 31.5         |
| TACH     | 1079.2       | 3961.0       | 4678.6       |
| TBO      | 2000         | 2000         | 2000         |
| TMOH     | -3.9         | 158.8        | 1367.0       |
| CLUB     | 1.1          | 0.7          | 0.1          |
| *GAL/HR. | 10.2         | 10.2         | 12.3         |

### September Aircraft Report

|          | <b>388ES</b> | <b>983SP</b> | <b>415RC</b> |
|----------|--------------|--------------|--------------|
| FLYING   | 15.3         | 32.7         | 44.3         |
| TACH     | 1068.9       | 3931.5       | 4647.0       |
| TBO      | 2000         | 2000         | 2000         |
| TMOH     | 6.4          | 188.3        | 1398.6       |
| CLUB     | 0.4          | 0.4          | 0.5          |
| *GAL/HR. | 10.2         | 10.2         | 12.3         |

### August Aircraft Report

|          | <b>388ES</b> | <b>983SP</b> | <b>415RC</b> |
|----------|--------------|--------------|--------------|
| FLYING   | 17.5         | 14.1         | 18.7         |
| TACH     | 1053.6       | 3898.8       | 4602.7       |
| TBO      | 2000         | 2000         | 2000         |
| TMOH     | 21.7         | 221.0        | 1442.9       |
| CLUB     | 0.0          | 0.0          | 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:

### N983SP

1. Oil filler door pops open in flight.
2. Cowl is worn due to vibration and use. Related to above problem.
3. Rubber motor mounts may be needed at the next annual.
4. We have about 350 hrs until Lycoming TBO.

No other problems were reported, flies well.

### N415RC

1. Scratch in the prop was dressed and fixed. The cause was unreported but is believed to be due to a tow bar or fuel ladder hit. **Pilots try to avoid this whenever possible but \*always report\* it if you do.**
2. Suction cup marks were found on the windshield. Try to use the side window instead, windshields are very expensive to replace.
3. Pilots seatback reclines but has initial play. It has no issue during flight.

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

No other problems were reported, airplane flies well.

## October 2014 Treasurer's Report

**Cash**

|                |                     |
|----------------|---------------------|
| Chase Checking | 14,525.23           |
| Chase Savings  | 138,819.27          |
| <b>Total</b>   | <b>\$153,344.50</b> |

**Payments**

|              |                                   |                    |
|--------------|-----------------------------------|--------------------|
| Volartek     | Loan Payment                      | 555.10             |
| Wrycza       | 8ES Strobe lite, oil filter wires | 121.87             |
| TEAM         | 3SP Replace Compass ( Labor)      | 493.32             |
| Naper Aero   | Naper Aero Dues                   | 4,050.00           |
| Swanson      | Work night food - 4 months        | 203.95             |
| Naper Aero   | Fuel and Fees - September         | 3,827.00           |
| Todd Mick    | Equity Return                     | 4,250.00           |
| Sec of State | Annual Report filing              | 10.00              |
| Chase        | 8ES Sale closing fee              | 275.00             |
| Chase        | 8ES Sale Wire Transfer fee        | 15.00              |
| <b>Total</b> |                                   | <b>\$13,801.24</b> |

**Reserves**

|  |                    |
|--|--------------------|
| Insurance (\$1500/ mo)                 | -3,500.00          |
| Annuals (\$1000/ mo)                   | -6,000.00          |
| LL10 dues (\$325/ mo)                  | -350.00            |
| Inactive member                        | -11,976.72         |
| Engine Overhaul 8ES/3SP<br>(\$750/mo.) | -8,250.00          |
| Credit Balance Member                  | -10,700.00         |
| Equipment Upgrades                     | -4,855.00          |
| Aircraft Replacement                   | -107,713.00        |
| <b>Reserves net</b>                    | <b>0</b>           |
| <b>Reserve Increase/(Decrease)</b>     | <b>\$79,060.00</b> |

**Loan**

|                              |             |
|------------------------------|-------------|
| Interest Paid @ 6%           | 392.00      |
| Principal Paid               | 607.00      |
| Aircraft Loan (Due Jan 2023) | \$77,872.00 |

**Receipts**

|               |                    |
|---------------|--------------------|
| Dues & Flying | 9,783.73           |
| Equity        | 4,250.00           |
| 8ES Sale      | 79,000.00          |
| Bank Interest | 7.02               |
| <b>Total</b>  | <b>\$93,040.75</b> |

**Credits To Members**

|              |                   |
|--------------|-------------------|
| Fuel Away    | 1,486.66          |
| Work Night   | 0                 |
| Office Supp  | 0                 |
| Loan Pymt    | 444.08            |
| <b>Total</b> | <b>\$1,943.34</b> |

## This Month's Photo Corner



The Chicago skyline.



388ES overhead.







## 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:

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 172R N388ES
2. Cessna 172SP N983SP
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 <sup>1</sup>   |
| Michael Pastore  | 630-606-3692 * <sup>1</sup> |
| 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 |
|-------------|--------------|

### Plane Captains:

|        |               |              |
|--------|---------------|--------------|
| N388ES | Don Patterson | 815-436-5771 |
| N983SP | Joshua Jones  | 630-605-6044 |
| N415RC | Eric Popper   | 630-841-3065 |

### Quartermaster:

Jim Krzyzewski