

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 7:30PM. 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, September 3rd, 2013 at Naper Aero. The President called the meeting to order at 7:30 pm.

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

The minutes from the last meeting are published in the last newsletter. Comments and/or questions were solicited. One was received regarding the Garmin 696. It will be added to the next issue. We voted to accept the minutes as published with amendment. The minutes were accepted.

The Treasurer's report was reviewed for the members. The total flying hours reported was 83, other details such as club time, fuel and fees, the loan payment, dues, and payments for services were reported. The reserves are fully funded. Flying time bills will be mailed later this month. The fuel price is unchanged. 8ES is 186 hours away from engine overhaul or TBO. We typically go over 2000 hours by 10%. A member asked why not wait until the engine actually needs the rebuild. We could determine this by oil testing. The safety officer suggested scoping the cylinders at each annual and watching oil consumption to make the determination. We decided to give this some thought and wait until next month to determine a course of action. The full details of the treasurer's report are available in this newsletter.

Further comments were solicited but none received. The report was accepted as reviewed by the treasurer.

The aircraft reports, followed by old and new business were discussed.

Please see details in the following sections.

Meeting adjourned at 8:19 pm.

LL10 Avgas 100LL

\$5.77/gal.

Aircraft Rates (wet)

C172R/SP = \$110.20

C182S = \$138.30

Aircraft Hours Flown:

Dec. 2012 – Aug., 2013

388ES 80.2 hrs

983SP 90.6 hrs

415RC 80.5 hrs

TOTAL 251.3 hrs

Attendees:

Chuck Jaudes
Jack Lindquist
Don Leonard
Donald Patterson
Gregory VanDenHam
J.P. Balakrishnan
Bradley Swansen
Steve Snapp
Mel Finzer
David Otero
Joshua Jones
Kris Queen
Val Vlazny
John Wrycza

Guests:

Ed Nuernberger

Social:

Gerold Bloodsaw

Old Business

The date for the Christmas party is still not determined. The venue last year is too far away. The membership should think about another venue. We had a discussion about alternate places. Chuck will investigate a few places and report back next month.

New Business

Steve S. proposed that we appoint and fund a marketing position for the club. This person(s) will advertise our openings and look into developing propaganda such as business cards, t-shirts, demo flights, and other ideas to help us fill our membership openings.

A towel captain was proposed to stock each plane and hanger with clean towels.

A supply captain was also proposed to take care of orders.

Elections are next month. Josh will be running for plane captain for 3SP.

The runway will be seal coated 9/4/13. An email was sent to the President.

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 Wrycza	*
Doug Beck	*
Don Patterson	*
Eric Popper	*
Val Vlazny	1
Don Leonard	1
Brad Swanson	5
Mike Manly	0
Steve Snapp	3
Josh Krecek	0
Fiore D'Orazio	0
Kevin Kanarski	2
Al Loek	1
Joe McBride	0
Tom Kean	0
Hubert Elsen	1
Kris Queen	3
Mike Csernak	0
Steve O'Connor	0
Mel Finzer	2
Nick Davis	0
Bob Downey	3
Gevin Cross	2
Steve Highland	0
Greg VanDenHam	3
Todd Mick	0
Matt Forsberg	0
James Krzyewski	0
Don Patterson	3
Dave Otero	5
Joshua Jones	4
J.P. Balakrishnan	1

Aircraft Reports:

N388ES

1. Avionics master replaced.
CMO wondered if the avionics fan is on with both of two split switches.
2. The fire extinguisher is up to date.
3. The attitude indicator investigation turned up cracked vacuum lines and bad gasket. Parts ordered and will be replaced when received.

No other problems were reported.

N983SP

1. Broken passenger window spring.
2. Cowl screws missing.
3. Engine mounts may need replacing at annual.

No other problems were reported.

N415RC

1. EGT reference pointer is bent. I've seen this, how does this happen?
2. Nose wheel has shimmy issue.
3. Pilot seat has a hole in the leather *

* Estimate on the seats is \$400-500 for both seats.

No other problems were reported.

Flying Hours:

August Aircraft Report

	388ES	983SP	415RC
FLYING	22.8	30.7	29.2
TACH	889.4	3732.3	4402.3
TBO	2000	2000	2000
TMOH	185.9	387.5	1643.3
CLUB	0.0	0.1	0.0
GAL/HR.	10.2	10.2	12.3

July Aircraft Report

	388ES	983SP	415RC
FLYING	24.0	24.1	34.7
TACH	866.6	3701.6	4373.1
TBO	2000	2000	2000
TMOH	208.7	418.2	1672.5
CLUB	0.5	0.0	0.0
GAL/HR.	10.2	10.2	12.3

June Aircraft Report

	388ES	983SP	415RC
FLYING	33.2	21.0	36.7
TACH	842.6	3677.5	4338.4
TBO	2000	2000	2000
TMOH	232.7	442.3	1707.2
CLUB	0.0	0.5	0.2
GAL/HR.	10.2	10.2	12.3

8ES hours on new tach

TBO – engine time between overhauls

TMOH – engine time to major overhaul

August 2013 Treasurer's Report



Cash

Chase Checking		16,720.65
Chase Savings		35,029.49
Total		\$ 51,750.14

Payments

Fuel and Fees - June	Naper Aero	4,145.19
Loan Payment	Volartek	555.10
Tires and inner tubes	Dresser Tire	986.00
Postage	Postmaster	46.00
3SP Install Vac pump, 3SP 8ES. Install Avia switch, 5RC Install Dimmer switch	R. Ewers	400.00
3SP Vac pump, 3SP/ 8ES Avia master switches & Vac filter, 5RC Circ Breaker, Oil filters	J. Wrycza	643.13
Insurance	Avemco	4,242.50
Total		\$ 11,017.92

Reserves

Maintenance		0
Insurance (\$1500/ mo)		-1,500.00
Annuals (\$1000/ mo)		-7,000.00
LL10 dues (\$305/ mo)		-3,355.00
Inactive		-11,976.72
Engine Overhaul 8ES/3SP (\$1000/mo.)		-22,000.00
Credit Balance Member		-6,000.00
Reserves net		-82.00
Reserve Increase/(Decrease)		\$310.00

Loan

Interest Paid @ 6%		434.00
Principal Paid		565.00
Aircraft Loan (Due Jan 2023)		\$ 86,098.00

Receipts

Dues & Flying		10,704.10
Equity		0
Total		\$ 10,704.10

Credits To Members

Fuel Away		78.11
Work Night (July/Aug.)		130.04
Office supplies		0
Loan payments		444.08
Maintenance 5 cases oil		383.25
Total		\$ 1,035.48



Membership:

We have openings currently. Steve and Josh volunteered to act as marketing for the club. We will discuss a budget for this position next month.

We have a potential member with us tonight. Edgar Nuernberger; welcome Ed! Good luck talking to the other half 😊

Accomplishments:

None but more information was offered regarding tail wheel endorsement. Poplar Grove has a 10 hr. ground before flight. They have 2 tail wheel planes. Clow has a plane but no instructor. The guy on LL10 field that was mentioned is not answering his phone. Someone mentioned he is no longer training people.

What's Up...?

An update to the previously mentioned guidance as to how to brighten the display on the Garmin 696. A double press on the power on button will set the display to max brightness.

Be sure to thank Bradley for cooking dinner on work nights!! Its really nice not to worry about grabbing a bite to eat before coming out to the field.

Safety:

See reminders section below. In addition, watch out for the NASCAR race on the 15th of September.

A pilot at BrookerRidge was detained and searched by TSA. We discussed the private nature of Naper Aero and what rights we have as pilots. The safety officer will send out a link to AOPA checklist. Carry a copy with you; I do.

Seen on the web:

007 Pilot Ken Wallis passes away at 97.

<http://www.avweb.com/avwebflash/news/Wing-Commander-007-Pilot-Ken-Wallis-97-Dies220539-1.html>

Cessna working on a military jet?

<http://www.avweb.com/avwebflash/news/Cessna-Unveils-Military-Jet220588-1.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.

Photo credit: Jeff Hilsenbeck

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.

This Month's Photo Corner



Jeff Hilsenbeck flying a Beechcraft 1900 in Afghanistan



Ditto

Safety Reminders

- Beware of Presidential TFR's.
- Watch for stadium TFR's especially Joliet Speedway and DeKalb University.
- Check the tire pressure during pre-flight; 172-30psi 182-40psi
- Check oil change due sticker, its not a show stopper, just tell the maint. officer
- Be careful of FOD from the garbage and other sources.
- Recommend a second walk around before startup.
- 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 do so at 1500' or above. 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. If it is, notify the airplane captain.
- 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. Remember the rivets sheared off in 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 *
Joshua Jones	630-605-6044
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