

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 - CIP

LL10 Avgas 100LL

\$4.45/gal

Aircraft Rates as of October 1st

C172S 4BC \$119.00

C172SP 3SP \$114.00

C182S 5RC \$139.06

CY Cumulative Hours Flown

December 2017

884BC 247.3 hrs.

983SP 207.5 hrs.

415RC 242.1 hrs.

TOTAL 696.9 hrs.

2016 Totals

884BC 218.9 hrs.

983SP 131.0 hrs.

415RC 223.1 hrs.

TOTAL 573.0 hrs.

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January Meeting Minutes

Members Section

Article – Larry Bothe “retires” from being an FAA DPE

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 9th, 2018 at Naper Aero. The Vice-President called the meeting to order at 7:32 PM. The list of Attendees is provided in the sidebar on page 2.

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. Total flying time for December was 46 hours with 9.7 hours club time. The higher than normal club time was for 4BC ferrying 3SP to Carbondale and 5RC Maintenance. We made \$3,387.41 in payments and had \$8,541.66 in receipts. The loan balance is \$115,085 and cash in the bank is \$105,440.62. See the complete financial details later in this newsletter. The treasurer’s report was approved unanimously as presented.

The aircraft reports were presented by the plane captains. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:07 PM.

Join us for our next meeting:

Tuesday, February 6, 2018

Business meeting at 7:30pm

See you there!

Attendees**Members**

Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Manish Awasthi
 Walt Slazyk
 Val Vlazny
 Kris Knigga
 James Robertson Jr.
 David Vaught
 John Wrycza
 Eric Swanson
 Ray Kvietkus
 Mel Finzer
 Chuck Jaudes

Guests

Annie Price
 Emerson Beinhauer
 Michael Beinhauer
 Yijin Kang

Social

TREASURER'S REPORT

CASH

Chase Checking	15,270.96
Chase Savings	90,169.66
Total	\$105,440.62

PAYMENTS

Naper Aero	Fuel and Fees - Nov	1,997.20
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Postmaster	Stamps	98.00
Postmaster	PO Box annual Fee	86.00
IL State Treasurer	Annual Illinois Registration	60.00

Total **\$3,387.41**

RESERVES

INSURANCE (\$1500/ mo)	-3,000
ANNUALS (\$1000/ mo)	-9,000
LL10 DUES (\$350/ mo)	-1,050
INACTIVE MEMBER	-7,727
ENG OVRHL 3SP	-22,000
ENG OVRHL 4BC	-28,000
ENG OVRHL 5RC (\$750/mo)	-750
CREDIT BALANCE MEMBER	-14,700
ADS-B EQUIPMENT (\$7/hr,\$3 dues)	-2,938
EQUIPMENT UPGRADE	-16,276

Reserves net 0

Reserve Increase/(Decrease) **\$5,154.00**

LOAN

INTEREST PAID @ 6.0%	\$581
PRINCIPAL PAID	\$1,084
AIRCRAFT LOAN Balance	\$115,085

RECEIPTS

Dues & Flying	8,370.37
Equity	0.00
Bank Interest	3.29
Christmas Party	168.00

Total **\$8,541.66**

CREDITS TO MEMBERS

Fuel Away	539.62
Loan Pymt	555.10
Gift Card - Swanson	105.95
Reimb. Party Payment	588.00
Cessna Lamr Sensor	108.00

Total **\$1,896.67**

FLYING HOURS

December

884BC	
FLYING	27.4
TACH	1945.0
TBO	2000
TMOH	55.0
†CLUB	4.9
*GAL/HR.	10.2

983SP	
FLYING	0.0
TACH	4549.0
TBO	2000
TMOH	-429.2
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	18.6
TACH	5332.4
TBO	2000
TMOH	713.2
†CLUB	0.0
*GAL/HR.	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

† Includes orientation flights

* Gallons per hour for calculating hourly rate. Do not use for flight planning.

AIRCRAFT REPORTS

N884BC

- 1) Copilot tire changed
- 2) AI slow to come up

N983SP

- 1) Plane is currently down for engine overhaul and annual
- 2) Received new brake pads.

N415RC

- 1) Plane flies straight again.
- 2) Autopilot remains INOP.
- 3) Volt light still comes on. If volt meter shows 26v or more then the system is charging.

OLD BUSINESS

No old business was discussed.

NEW BUSINESS

No new business was discussed.

SAFETY

None presented.

MEMBERSHIP – GUESTS

Annie Price visited the club. Her father is a former member and she is working on her PPL.

Emerson Beinhauer joined the club. He is working on his Instrument rating. His dad, Michael, is a former member and a CFII available for club member instruction.

Yijin Kang visited the club. He has his PPL and is working on the Instrument rating.

Welcome!

MARKETING

Due to good interest in the club lately, we will be holding off on sending another mail marketing campaign until the early spring of 2018.

[What's Up...](#)

MEMBERS SECTION

This section is for you, the members, to showcase your airplane adventures in the Photo Corner and let others know of your accomplishments. We are also looking for members to submit articles for the newsletter. With the years of flying experience we have in our club we are looking for members to submit articles in the style of 'I learned about flying from that', 'Never Again' or 'Stick and Rudder'. It's in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

LARRY BOTHE "RETIRES" FROM BEING AN FAA DESIGNATED PILOT EXAMINER

Submitted by Larry Bothe

Why? Because I'm going to let my 3rd Class medical certificate expire at the end of January, and go to BasicMed. And you can't be an FAA DPE of any sort without at least a 3rd Class medical. Here's the story.

A little over a year ago, in November of 2016, I went to the hospital emergency room with chest pains. Not Good! I ended up at Columbus Regional Hospital and spent that afternoon, all the next day, and the morning of the 3rd day, undergoing all manner of testing, including a heart catheterization (run a camera up into your heart for a look). The end result from the cardiologist was that I "did not have a cardiac event" (no heart attack), there is no evidence of ever having a heart attack in the past, and I have no significant blockage. Well, OK then, that's all good, right?

Um..., not so fast. They could not come up with reason for the chest pains, and along the way I didn't do very well on some of the testing; especially the treadmill. I just don't do well on treadmills. Also, my heartbeat is somewhat irregular; has been for years. Now, combine this with the requirements to renew an FAA medical certificate. When you apply for a medical certificate you are required to disclose any visits to medical professionals in the past 3 years, and all hospitalizations, ever. If the FAA finds out that you had "chest pains", they go nuts. But I have a cardiologist report that says I'm OK; won't that make the FAA happy?

In order to find out if the good report would satisfy the FAA I consulted with the AOPA medical department while I was at Oshkosh. The head guy, Gary Crump, was there. He used to be the Federal Air Surgeon, so he might know a little about how the FAA medical bureaucracy works. He had me send him all my records from the hospital and doctor visits relative to the chest pains. After review Gary advised me that the FAA would for sure order a new battery of tests, including the dreaded treadmill. Of course, it's very possible to fail. And if you fail a medical then you have to stop flying, period, no fall-back position.

But what about BasicMed? Well, it's just like Sport Pilot and the driver's license medical. If you fail your most recent test for any class of medical then you can't use your driver's license as a medical for Sport Pilot. Once the FAA has determined, through direct examination, that you're not qualified to fly, then you're done. So I thought about what Gary Crump told me for a week, and came to the conclusion that I am not willing to run the risk of failure and have to quit flying altogether. I decided to let my 3rd Class medical

expire at the end of January, 12 days from now, and go to BasicMed so I can keep flying. In fact, I have already done BasicMed (seen my family doctor for the required exam, and taken the online course about self-certification), so I will have no lapse in being able to fly. BasicMed allows me to continue to be a CFI, and get paid for it, but not be a DPE. There is a good possibility that down the road the FAA will alter the BasicMed rule to allow DPE activity, but not in time to save me.

I thought I could continue to be a DPE for Sport Pilot only, because no Sport Pilot activities require medical certification beyond holding a valid driver's license from your state of residence. However, I learned from my boss at the FAA, Jim Martin, that in order to be a designee to perform practical tests for any certificate or rating, including Sport Pilot, at least a 3rd class medical is required. So, I'm done in 12 days.

Remember the saying "Be careful what you wish for; you might get it"? I think maybe I got it. For the past 2 years I have been complaining about having too much flying work, and not enough time for other things (wife, museum). I was trying to figure out how to reduce the number of checkrides I was doing, and I vowed not to take on any new students until the four I already had finished up. Now all of a sudden I have nothing in my schedule. As I write this I don't have a single flying appointment, of any sort. What an abrupt change! This might take some getting used to.

Before I leave this subject, would you like to know about the chest pains that started this chain of events? The cardiologist called them "pains of unknown origin", and advised that in perhaps 50% of chest pain cases they can't tell where they came from; just that the patient didn't have a heart attack. In my case it took about 9 months to find out what caused my chest pains. While reading the August, 2017 issue of *Consumer Reports* magazine, in an article about excessive and long-term drug consumption in America, there was mention that the users of a drug called Omeprazole (trade name Prilosec) for heartburn can experience severe heart-attack-like chest pains if they inadvertently miss a daily dose. I was (I'm off the drug now) one of those long-term users of Omeprazole, and I imagine I missed a dose that day.

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
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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 airplanes:

1. 1999 Cessna 172SP N983SP
2. 2007 Cessna 172S N884BC
3. 1998 Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

President: Jim Krzyzewski

QuarterMaster/VP: Gevin Cross

Secretary: Kevin Kanarski

Treasurer: Jack Lindquist

Safety Officer: Ray Kvietkus

WebMaster: Kevin Kanarski

GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Mike Pastore	630-606-3692
Jeff Hilsenbeck	630-660-0821

* These instructors offer limited training

¹ Available for club checkouts and Flight Reviews

Chief Maintenance Officer:

John Wrycza	630-697-3559
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Knigga	765-357-4735
N415RC	Don Leonard	630-803-6967