

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

\$4.13/gal

Aircraft Rates as of April 1st

C172SP	\$103.80
C172S	\$108.80
C182S	\$128.12

Cumulative Hours Flown

April 2017

884BC	64.8 hrs.
983SP	35.7 hrs.
415RC	75.3 hrs.
TOTAL	175.8 hrs.

2016 Totals

884BC	218.9 hrs.
983SP	131.0 hrs.
415RC	223.1 hrs.
TOTAL	573.0 hrs.

Join us for our next meeting:

Tuesday, June 6, 2017

Plane Wash begins at 5:00pm

Business meeting at 7:30pm

See you there!

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May Meeting Minutes

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MEETING MINUTES

The BFC held its monthly meeting on Tuesday, May 2nd, 2017 at Naper Aero. The President called the meeting to order at 7:34 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 April was 45.2 hours with 0.5 hours club time. We made \$8,342.59 in payments and had \$13,657.56 in receipts. The loan balance is \$123,611 and cash in the bank is \$83,248.68. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented.

The aircraft reports were heard. Please see details in the following sections.

The meeting adjourned at 8:19 PM.

Attendees**Members**

Gevin Cross
 Jim Krzyzewski
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 J.P. Balakrishnan
 Don Patterson
 Don Leonard
 Val Vlazny
 Gerry Miskowicz
 James Robertson Jr.
 Walt Slazyk
 Joshua Jones
 David Vaught
 Alex Siegman
 Eric Popper
 Nick Davis
 Chuck Jaudes
 Josh Krecek
 John Wrycza

Guests**Social**

Bradley Swanson

TREASURER'S REPORT

CASH		
Chase Checking		18,104.53
Chase Savings		65,144.15
Total		\$83,248.68
PAYMENTS		
Naper Aero	Fuel and Fees - Mar	1,676.13
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Chase Bank	Stop Payment	25.00
Garmin	4BC Garmin Subscription	1,245.25
Kenner	Equity Return	3,500.00
Smith	Equity Transfer	750.00
Total		\$8,342.59
RESERVES		
INSURANCE (\$1500/ mo)		-4,500
ANNUALS (\$1000/ mo)		-9,000
LL10 DUES (\$350/ mo)		-2,450
INACTIVE MEMBER		-7,727
ENG OVRHL 3SP/4BC(\$750/mo)		-43,250
CREDIT BALANCE MEMBER		-16,000
EQUITY INSTALLMENT MEMBER		-1,750
Reserves net		-1,428.00
Reserve Increase/(Decrease)		\$5,315.00
LOAN		
INTEREST PAID @ 6.0%		\$623
PRINCIPAL PAID		\$1,042
AIRCRAFT LOAN Balance		\$123,611
RECEIPTS		
Dues & Flying		9,405.26
Equity		4,250.00
Bank Interest		2.30
Total		\$13,657.56
CREDITS TO MEMBERS		
Fuel Away		63.52
Loan Pymt		555.10
Attitude Gyro – Nu-Tek A/C	5RC	591.11
Total		\$1,209.73

FLYING HOURS

April

884BC	
FLYING	19.2
TACH	1762.5
TBO	2000
TMOH	237.5
†CLUB	0.5
*GAL/HR.	10.2

983SP	
FLYING	5.9
TACH	4377.2
TBO	2000
TMOH	-257.4
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	20.1
TACH	5165.2
TBO	2000
TMOH	880.4
†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) Check strut isn't flat before flying.
- 2) New Michelin nose tire to be installed. Hopefully will fix nose shimmy.
- 3) Oil change and fuel line inspection coming up.

N983SP

- 1) Annual due this month

N415RC

- 1) AI and Prop overspeed have been corrected
- 2) Still investigating the Garmin G5 but will table it for now.

OLD BUSINESS

None

NEW BUSINESS

- Started discussion on ADS-B solutions for our planes. The board will put together options, costs and funding for the members to decide on.
- BasicMed – The club will accept BasicMed. (See article below “BasicMed and BFC”)
- Ed Rachanski from Blueprint Inc. gave an informative presentation on engine care and maintenance after the meeting.

SAFETY

Nothing to report for safety

MEMBERSHIP

Doug Smith was voted in as a new member.

MARKETING

Still planning on another brochure mailing in the spring.

What's Up...**NFC / BFC Pancake Breakfast**

May 27, 2017

8:30 – 11 am

RSVP@napervilleflyingclub.com**Illinois Aviation Conference**[Information Link](#)

May 24-25, 2017

Hilton Garden Inn

Champaign, IL

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.

PHOTO CORNER

John Wrycza changing the oil on 415RC



Photo Credit: Kevin Kanarski

[Web Resource](#)
[BasicMed Info](#)

BASICMED AND BFC

Submitted by Kevin Kanarski

The FAA medical reform, otherwise known as BasicMed, is finally here. This will allow people that may have been in danger of losing their third class medical to retain their flying privileges. It also means not having to see a separate doctor with associated extra cost for something most of our primary doctors already do. This is a good thing for us as a flying club trying to retain members and attract new ones. We had one member come off the exit list because of BasicMed. Other members have already gone through the process.

There is plenty of information available from the FAA, AOPA, and EAA about who qualifies, limitations and the process so I'm not going to repeat it here. I do want to talk about how the BFC will support BasicMed for its members. It was an easy decision for the board in favor of supporting BasicMed. It's an official FAA flight standard rule that applies to all 3 of our airplanes and our insurance treats it just like a third class medical. Just like the third (or second or first) class medicals, we need some documentation from you for BasicMed. The club will require the following documentation after you complete the medical checklist and/or the online course:

- A copy of the **physician signature page (Page 9)** from the medical examination checklist. We only need this one page showing the physician information and date of exam. No other pages from the checklist are required.
- A copy of the **Medical Self-Assessment Course Completion Certificate**.

For the reservation system, I am currently just adding the online course completion date + 2 years to the Medical date field for each pilot. This way you will get a reminder in 2 years to retake the online course. The physical exam would then be needed every other 2-year anniversary. I have a question out to Aircraft Clubs if they will be adding another date field so we can have reminders for both but haven't received a reply yet.

I have already gone through the BasicMed process. I combined it with my annual physical and presented the checklist to my doctor. He didn't have any problem filling out Section 3 of the checklist EXCEPT for the Vision item #20. My doctor doesn't have the resources to test for "color vision" or "ocular alignment" which is listed on the checklist. He said my eye doctor would need to check those. However, the form only allows one physician signature. I sent the question to AOPA and this was their reply:

"We are recommending you ask your eye doctor to write a brief report for you to take to your physician on the day of your physical exam. The form can be signed by one doctor only."

If your doctor doesn't perform eye exams then you should see your eye doctor first according to AOPA and get a report to show your primary physician. It's a bit of a hassle but I see my eye doctor annually so already had a recent exam report. Some other member's doctors do perform basic eye exams and had no issue getting the vision item checked.

The online course was 7 sections long with a quiz at the end. I think this part makes BasicMed more beneficial than the Third-Class Medical process. Your course completion and information is then sent off to the FAA. The course also applies to your WINGS credit.

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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Naperville, IL 60567

iquiry@flybfc.org

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: Joshua Jones

WebMaster: Greg VanDenHam

GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Eric Popper	630-841-3065 *
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 Queen	630-525-0232
N415RC	Don Leonard	630-803-6967