

Prop Wash

September 2001

Volume 38, Issue 8

The Newsletter of the
Business Men's Flying Club

Plane Speaking from Your Club President...

Special Interest Content:

- Rental Rate Increase Proposal
- Pilot Proficiency Requirements
- ByLaw Change Proposal for Membership Classes

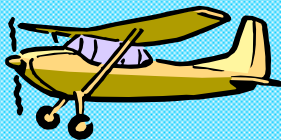


Table of Contents

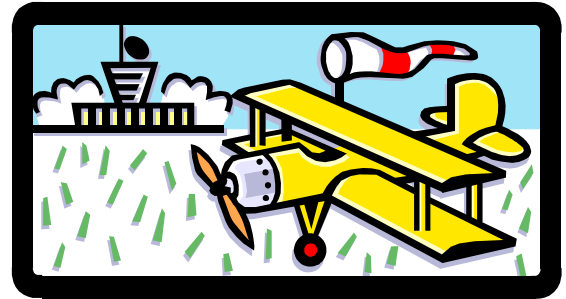
President's Message	1
Aircraft Reports	3
Treasurer's Report	4
Old Business	5
New Business	5
Membership	7
What's Up	7

All of us know that in this business, safety counts. Sadly, we hear of GA accidents - both nationally and locally - on nearly a daily basis. Just this past week, one of our brethren went down near Downers Grove. Luckily he didn't hit any houses, and all four people in the plane came away with only minor injuries. Aside from the tragic potential for loss of life and property, think of the impact such an accident could have on the solvency of our club - especially if that were to happen at Naper...especially if someone's home was hit.

Those of you that attended our last meeting know that we are seeing increased pressure from a variety of outside interests to take measurable steps in keeping the proficiency mark as high as practicable. It is of paramount importance that we do everything we can in this regard.

To put it in financial perspective, after a series of recent accidents a local club has to foot an insurance bill that runs about \$7,000 per airplane per year. For three aircraft this is nearly \$10,000 more per year than we pay! ***If this were to happen to us, we would have to raise the rental rates \$11.00 per hour just to cover this differential!***

You may be the greatest natural pilot since the Great Waldo Pepper, but if you fly 20 or 25 hours a year - or fly with weeks or months between log book entries - you're going to have a difficult time maintaining a reasonable level of proficiency. Consider this...according to the FAR's, a pilot can get his or her Private ticket today (or pass a BFR) and not fly for two whole years. Then, hop



into an airplane - solo - and be perfectly legal. Day or night.

At our last meeting, we discussed several steps the Board of Directors is taking to ensure that we retain our unique safety record and to minimize our risks. This includes the creation of an Active/Non-Current membership status, mandatory night flight instruction at LL10 for all new pilots, and new 90 day currency requirements (beyond those required by the FAR's). We are also disallowing "Mercy" flight operations with BFC aircraft. Details are contained within the newsletter, and will be incorporated into our Club Rules and Regulations. Please review these changes carefully, and let us know if you have any questions.

We can regulate till the cows come home. But - ultimately - it is up to each of us as individuals to maintain a personal level of proficiency that makes sense. I know all of you are committed to this end. I am confident that with your support we will continue to carry the BFC into the future safely... and with great pride!

Thank you all!

Mike Pastore
President
Business Men's Flying Club

Attendance & Notes on the Meeting Minutes

The Business Men’s Flying Club held its monthly meeting, Tuesday, September 4th, 2001, at the Naper Aero clubhouse. The meeting was called to order by Mike Pastore at 7:32 PM. The following members attended the meeting.

There were no corrections or retractions from the previous (August 2001) newsletter.

A motion was made and seconded to accept the August newsletter as the minutes of the last meeting.

• Jim Barna
• Ken Best
• Tom Braid
• Matt Forsberg
• Ray Kvietkus
• Matt Kenner
• Jack Lindquist
• Andrea Hoyt
• Marc Olson
• Mike Pastore
• Carl Price
• Alyson Totten (Guest)
• Bryan Totten
• Joe Weston
• Gary Hadley (Guest)
• Marty Scheckel
• Rich Patelski
• Hubert Elsen
• Munesh Makhija
• Mike Leavy
• Nicole Finzer
• Pat Wager (Wait List Guest)
• Lonnie Horne
• Ed Vogler

Work Night Credits

Andrea Hoyt	1
Anthony Marchesi *	1
Chris Sims	1
Dave Moeser	1
Fiore D’Orazio *	1
Jim Williams	1
Joe Weston	1
Lonnie Horn	1
Matt Kenner	1
Nick Davis	1
Saeed Razfar	1
Hubert Elsen	2
Marty Scheckel	2
Matt Forsberg	2
Pat Wager	2
Rich Milmont *	2
Tom Lechner	2
Bert Toppel	3
Bryan Barus	3
Don Patterson	3
Ed Vogler	3
Jim Barna	3
Jim Russell	3
Marc Olson	3
Munesh Makhija	3
Nicole Finzer	3
Tom Braid	3
Bryan Totten	4
Carl Price	4
Jack Lindquist	4
Ray Kvietkus	4
Mike Leavy	8

* Denotes Guest

Aircraft Reports



N739TU

The leak in the left fuel tank took two attempts to fix, including the complete replacement of the tank.

Latching problems continue to be encountered with both the cargo door and pilot-side door, so pay particular attention to these. It was also noted that the tires need to be swapped/rotated and that the dampener on the strut appears to be leaking fluid.

On a positive note, the carb heat control seems to be working better and is easier to engage/disengage.

N388ES

At the time of the meeting the plane was back at Lumanair with recurrent power problems (105 KIAS at full power). It was also noted that a number of other things have been reported but not completely fixed on the aircraft, among them a broken static wick, grounding straps on the elevators, and landing lights. These issues will be addressed with Lumanair.

Pilots have also noted that the DG is precessing intermittently. Most feel that this is a bearing problem and not a vacuum pump problem.

N415RC

Also at the time of the meeting, Don Patterson was stranded in Michigan due to a bad left mag. This was the same left mag that was repaired (not replaced) during the plane's recent annual

inspection.

Mike noted that the only unexpected findings during the annuals for 388ES and 415RC were the left mag (repair) and front tire (replacement) in 415RC.

Some discussion was had on the subject of the club doing every other oil change in 388ES and 415RC. The result of the discussion seemed to be a consensus that the cost savings would be minimal and that it might negatively impact our relationship with the folks at Lumanair. Mike Pastore noted that despite some of the repeat repair issues of late, Lumanair has gone above and beyond the call to facilitate the scheduling of repairs, ferry aircraft, and the like.

AUGUST AIRCRAFT REPORT			
	388ES	739TU	415RC
Flying	35.2	32.5	66.5
SMOH	743.9	649.2	828.2
TBO	2,000	2,000	2,000
TMOH	1,256.1	1,350.8	1,171.8
Club	1.9	0.9	1.4
Gallons/Hour	10.5	8.0	12.5
SMOH – engine time since major overhaul			
TBO – engine time between overhauls			
TMOH – engine time to major overhaul			



August 2001



Trea\$urer'\$ Report

Payee	Description of Payment	Amount
Ameritech	Phone Line	15.44
Avemco	Insurance	2,657.00
Naper Aero	Fuel	2,251.89
Naper Aero	Hangar & Tie-down	438.50
Harris	Aircraft Loan	3,025.18
JA	388ES - Prop Bolts	256.24
Lumanair	415RC - Oil & Landing Light	254.42
Jim Williams	Equity Refund	1,280.17
JA	415RC - Attitude Indicator	413.28
Lumanair	388ES - Oil Change	149.93
Lumanair	415RC - Oil Change	200.23
Lumanair	388ES - Starter	843.90
Harris	Loan Refinance Fee	275.00

Cash	Balance
MBNA	37,868.40
Security Bank	2,921.73
Total	40,790.13
Reserves	
388ES Engine	-7,439.00
739TU Engine	-5,842.80
415RC Engine	-9,524.30
Insurance	-900.00
Annuals	-4,500.00
LL10 Dues	-1,925.00
Inactive	-4,277.00
Loan Reserve	-5,000.00
Reserve Excess	1,382.03
Other	
Interest Paid	825.18
Principal Paid	2,200.00
Aircraft Loan	110,700.00

Receipts	
Equity	4,141.00
Dues & Flying	6,932.30
Interest from MBNA	108.01
Total	11,181.31
Credits to Members	
Fuel Away	528.38
Aircraft Manuals	585.10
Picnic Tent Rental	218.06
Cleaning Supplies	27.46
Work Night Food	43.37
415RC - Attitude Ind.	443.50



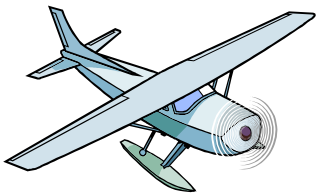
Old Business

Item #1: Medical & BFR Data

All active and prospective members are reminded of the need to provide **hard copies** of medical and BFR currency to the Club Secretary, Marty Scheckel, no later than October 2nd, 2001 (the date of the next BFC Monthly Meeting). These items can be mailed in advance or hand carried to the meeting. This information is the basis for your aircraft reservation privileges so the importance of providing accurate and definitive documentation cannot be overstated.

Item #2: Ground Training

Carl Price and Nick Davis are working on the logistics for a Fire Safety session to be held in conjunction with the November monthly meeting. They hope to present a list of other possible topics at the October 2nd meeting.



New Business

Item #1: BFC Rental Rates

The BFC Board is recommending to the membership an increase in the rental rates for all aircraft by \$5.00 per hour effective as soon as practicable. This increase is needed to cover escalating operating expenses. The two biggest influences are: fuel costs which are holding steady at \$0.20 per gallon more than our pro forma (average increase \$2.05/hour), and \$20.00/hour increase in labor costs since the beginning of this year.

The recommendation of the Board for an increase in rental rates will be voted on by the membership at the next monthly meeting on October 2nd, 2001, in keeping with the provisions of our bylaws.

Item #2: Naper Aero Equity Membership Perceptions

Based on a recent incident at the airport and subsequent conversations with residents of Naper Aero, the BFC Board has been sensitized to the issue of our status as a "guest" organization at Naper Aero and the critical need for all members to bear that in mind at all times. It is clear that the conduct of one reflects upon the

conduct of all in matters such as this. Consequently, the Board is asking for everyone's cooperation in strictly observing the unique local operations requirements at Naper Aero and to behave in a way that is consistent with our status as guests of the equity members and residents of Aero Estates.

Item #3: Insurance Questionnaire and Currency Issues

In order to comply with increased levels of regulation by our insurance carrier, it is necessary that we create a new status of membership called "Active/Non-Current". ***If a pilot on our active list falls out of currency, that member will be relegated to Active/Non-Current status and prohibited from reserving an aircraft until satisfying currency requirements.*** Their active membership slot will be kept available until these requirements are met and/or the member chooses to resign from active status (in which case his or her membership would become available in accordance with Club Bylaws). Currency is defined as compliance with applicable FAR's (BFR, Medical requirements, etc.), 90

day currency, and currency as otherwise may be stipulated in BFC rules and regulations.

Item #4: Pilot Proficiency

In support of the Board's goals in Items 2 & 3 above, as well as in the obvious interests of safety and longevity, the Board is implementing clearer standards for pilot proficiency in the BFC.

In addition to applicable FAR's, requirements for Active BFC Pilots include:

1. Mandatory night flight instruction at LL10 for all new BFC members (logbook endorsement required).
2. 90-day currency for both day AND night operations out of LL10. If a pilot falls out of currency in either category, check flight with BFC instructor required. If a pilot is day current but falls out of 90-day night currency, night flight at LL10 is ***prohibited in BFC aircraft*** until a night currency check-flight is accomplished. 90-day currency can be satisfied through flight at other locations and with other non-BFC aircraft. This program will be self-regulated, however, subject to audit by the Board of



New Business (continued from Page 6)

Directors. Pilots are expected to monitor and maintain currency in accordance with this requirement.

Item #5: Replacement of N739TU

It is the clear consensus of the Board that replacement of N739TU will become a necessity in the not too distant future. However, in light of increased operating expenses and the uncertainty of the current economic climate, this issue is tabled until further notice.

Item #6: Class I Membership

In the interests of guaranteeing the long term financial security of the BFC, the Board is recommending elimination of the Class I Membership category through attrition. This recommendation will be voted on by the membership at our next monthly meeting on October 2nd, 2001. We propose to modify Article II, Section 3 of the Club Bylaws as follows:

From: Article II, Section 3

The Club shall be a two (2) Class Club. Class I membership rights cost \$1,500.00; Class II membership rights cost \$3,750.00. These amounts are payable immediately after admission to the Club. Each member shall have one vote. A Class I member is entitled to fly the Club's primary trainer (currently a C-172N, N739TU). A Class II member is entitled to fly the Clubs primary trainer, plus intermediate performance aircraft (currently a C-172R, N388ES) and high performance aircraft (currently a C-182S, N415RC). Each member must be approved by a Club instructor to fly each aircraft. Any member may upgrade to a higher class of membership at any time. Any member may downgrade to a lower class of membership only when the class of membership being vacated will be

immediately filled by either an upgrading member or by a new member entering the Club. The Treasurer will collect or remit to the member the difference in cost between the member's current and new membership rights. Class I membership shall be limited, in any case, to eight (8) members.

To: Article II, Section 3

The Club shall be a one (1) class club with a cost of \$3,750.00 for Full Membership rights payable immediately upon admission to the Club. Each member shall have one vote and is entitled to fly all club aircraft. Each member must be approved by a Club instructor to fly each aircraft. All members which hold an established Class I Membership as of September 1, 2001 shall be allowed to retain this level of membership at the cost (\$1,500.00) and aircraft type restrictions (primary trainer, N739TU) in effect prior to this date. These members may upgrade to Full Membership status at any time. In the event a Class I Member resigns from active status or upgrades to Full Membership, their Class I Membership position shall be eliminated and hence made available to new members as a Full Membership position.

Item #7: Lifeline and Other Mercy Flight Operations

In recent discussions, our insurance carrier has strongly recommended that we disallow Life Line or other mercy flight operations with BFC aircraft. The primary issue is having these companies listed as a co-insured on our policy. In the event of a problem, our liability limits would be shared. This could effectively reduce our coverage by as much as 50% and puts our club at great financial risk. It is the strong opinion of the Board that these operations be prohibited, and LifeLine

or any other mercy flight co-insured entity be eliminated from our policy.

Item #8: Board of Directors Slate of Officers

In anticipation of the Annual Meeting on October 2nd, 2001, the Board presents the following slate of officers for the consideration of the membership:

President	Mike Pastore
Vice-President	Nick Davis
Operations Officer	Ed Vogler
Secretary	Marty Scheckel
Treasurer	Ray Kvietkus
Board Member At Large	Matt Kenner
Board Member At Large	Bryan Barus

Any members wishing to run for any office are encouraged to do so at the annual meeting on October 2nd, 2001.

Item #9: BFC Christmas Party for 2001

The annual BFC Christmas Party will be held this year on December 2nd, 2001, at Domo 77. Additional details will be published in the next couple of newsletters.



Refreshment List



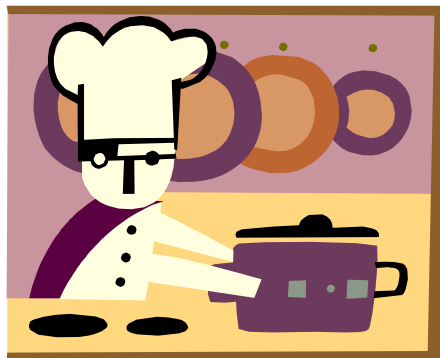
The BFC refreshment list was created as another way of recognizing special aeronautical achievements. Criteria for membership vary with the length of the list. The person scheduled for refreshments should bring beverages and desert to the club meeting. If unable to attend, he or she should arrange to trade meeting dates with someone else on the list.

Ray Kvietkus	October 2001
Hubert Elsen	November 2001
Tom Lechner	January 2002
Bryan Barus	February 2002
Ray Kvietkus	March 2002
Marty Scheckel	April 2002
Munesh Makhija	May 2002
Matt Kenner	June 2002
Hubert Elsen	July 2002

Miscellaneous

Bon Appetite!

Our own Joe Weston has recently opened a wonderful new restaurant in south Naperville. **Crème de la Crumb**, located near the intersection of Washington Street and 87th Street, is open daily from 6:30am to 3:00pm. It also stays open until 8:00PM on Fridays and Saturdays. The menu features a wide variety of items for breakfast including omelets, crepes and french toast, and a selection of soups and hot and cold sandwiches for lunch. This family-owned and operated restaurant comes highly recommended by Jim and Donna Russell and I know that those of us who live in Naperville are always on the look-out for an interesting new dining experience. Good luck to Joe, Sandie and family!



Membership



Diane Milmont has requested to be moved to an Inactive Membership Status. Diane is an accomplished pilot and we wish her the best and hope to see her flying again very soon.

Pat Wager, a student pilot, was welcomed as the newest member of the BFC. Welcome aboard Pat and good luck with your training!

We were also pleased to have Gary Hadley join us as a guest and prospective member. Gary is a researcher with Eli Lilly and holds commercial and CFII ratings. He's recently been doing some instructing at Joliet. Thanks for your interest in the club Gary!

What's Up With Who's Up



Congratulations to Hubert Elsen upon the occasion of his successful conquest of the written test for his CFII rating! Can he go for three concurrent appearances on the refreshment list??? Tune in next month and see.

Condolences

The members of the BFC would like to extend their deepest sympathies to Reza Zarafshar and his family. Reza's brother recently lost his battle with brain cancer, and the thoughts and prayers of the membership are with Reza and his family at this difficult time.



Business Men's Flying Club

Business Men's
Flying Club
P.O. Box 211
Naperville, IL
60566-0211



BFC Internet
Reservations System:
<http://www.aircraftclubs.com>

BFC Phone
Reservations System:
(800)555-TELL,
Extension 36987

Naper Aero
Clubhouse:
(630) 420-9731

We're on the Web!

See us at:

<http://www.flybfc.org/>

NEXT BUSINESS MEETING

The Business Men's Flying Club will hold its next business meeting (and Annual Meeting) on Tuesday, October 2, 2001, at Naper Aero. We will begin with our final work night of the year, beginning at around 4:30PM followed by the monthly meeting.

About Our Organization...



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential community in Naperville, Illinois. Monthly meetings are held at the airport in the club house near the South end of the runway on the first Tuesday of every month beginning at 7:30PM. The Club has three planes: a Cessna 172N, a Cessna 172R, and a Cessna 182S.

Place
Stamp
Here

