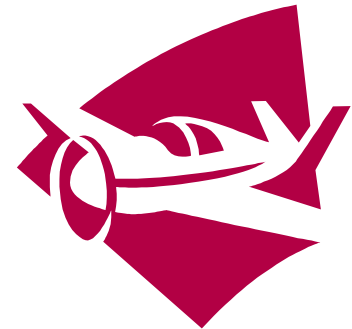


*The Newsletter of the  
Business Men's Flying Club*



## **A Little AV Humor (courtesy of the Internet)... Actual Transmissions by O'Hare TRACON**

- "Expect lower at the end of this transmission."
- "Citation 123, if you quit calling me Center, I'll quit calling you twin Cessna."
- "About three miles ahead, you've got traffic 12 o'clock, five miles."
- "If you hear me, traffic no longer a factor."
- "I am way too busy for anybody to cancel on me."
- "You got any more smart remarks, we can be doing this over South Bend...go ahead."
- "You're gonna have to key the mic. I can't see you when you nod your head."
- "It's too late for Louisville. We're going back to O'Hare."
- "Put your compass on 'E' and get out of my airspace."
- "Don't anybody maintain anything."
- "Caution wake turbulence, you're following a heavy 12 o'clock, three...no, lets make it five miles."
- "Climb like your life depends on it...because it does."
- "If you want more room, captain, push your seat back."
- "For radar identification, throw your jump seat rider out the window."
- "Air Force One, I told you to expedite!"
- "Listen up, gentlemen, or something's gonna happen that none of us wants to see."

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## Attendance & Notes on the Meeting Minutes



The Business Men's Flying Club held its monthly meeting, Tuesday, February 5th, 2002, at the Naper Aero Clubhouse. Mike Pastore called the meeting to order at 7:34 PM. The following members and guests attended the meeting.

There were no corrections or retractions from the previous (January 2002) newsletter.

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

### Members

- Jim Barna
- Bryan Barus
- Tom Braid
- Nick Davis
- Hubert Elsen
- Rudy Moore
- Jack Lindquist
- Andrea Hoyt
- Matt Kenner
- Mike Leavy
- Munesh Makhija
- Marc Olson
- Mike Pastore
- Ray Kvietkus
- Don Patterson
- Bert Toppel
- Ed Vogler
- Marty Scheckel
- Reza Zarafshar

### Guests

- Todd Mick
- Hermann Goebharter

## Work Night Credits



Munesh Makhija	3
Rick Patelski	2
Mike Leavy	1
Ed Vogler	1

# Aircraft Reports



## N739TU

The battery was recently replaced at JA. A new procedure is being recommended to check the battery's electrolytes on the same schedule as performing the oil changes.

The nose wheel shimmy dampener was leaking and was also repaired at JA – the second such repair.

The aircraft's annual is scheduled for April 1<sup>st</sup>, 2002. All members were reminded of our recent change to having JA (at DuPage Airport) perform maintenance on our fleet, and not Lumanair.

## N388ES

The great debate over wheel pants recently resolved itself when the wheel pant on the left main was inadvertently cracked in an encounter with an icy runway snow bank. The wheel pants on this aircraft will be removed for the winter.

At the time of the meeting the aircraft was 6-8 hours from it's next oil change.

The most recent electrical problems were caused by a bad switch on the right side of the master, which was repaired at JA. In other squawks, a couple of pilots noticed that the baggage door latch was intermittently sticking in the unlocked position. This is the same lock that used to be too difficult to close and now it is sometimes too loose. This item

goes in the "monitor" category.

Several people commented on the deteriorating condition of the hangar doors for N388ES, both the need for lubricant and for repair of one of the handles. Mike Pastore agreed to send a note to the airport manager noting these hangar maintenance items.

## N415RC

Operationally everything on this aircraft was noted to be in good working order.

Ray Kvietkus noted that its GPS subscription is due in March or April. This renewed the debate about whether the club should look into the possibility of downloading the updates via the Internet instead of receiving the disk updates. Ray quoted the cost difference as approximately \$600 for the disk update versus \$350 for the Internet download method. The additional

modification to the GPS to accommodate the computer download would be around \$300. Ed Vogler agreed to discuss these costs and logistics with the folks at JA.

A service bulletin was received from Cessna for the fuel quantity sender unit, a component that sends fuel quantity information to the fuel gauge. Someone else noted that there was a new service bulletin on Lycoming crankshafts that may also affect us down the road.

## Miscellaneous Items

- De-icer needs to be replaced. Jack Lindquist helpfully volunteered to procure and mix the replacement.
- Winter flyers beware of two important facts: (1) Snow cover may obscure runway lights, and (2) the snow banks are very firm and icy, so take care on taxi, take-off and landing.

<b>JANUARY AIRCRAFT REPORT</b>			
	<b>388ES</b>	<b>739TU</b>	<b>415RC</b>
<b>Flying</b>	20.0	25.2	23.6
<b>SMOH</b>	879.8	741.1	948.7
<b>TBO</b>	2000	2000	2000
<b>TMOH</b>	1120.2	1258.9	1051.3
<b>Club</b>	2.3	0.5	0.4
<b>Gallons/Hour</b>	10.3	7.9	11.5
<b>SMOH – engine time since major overhaul</b>			
<b>TBO – engine time between overhauls</b>			
<b>TMOH – engine time to major overhaul</b>			

## January 2002 Treasurer's Report



Payee	Description of Payment	Amount
Jim Waugh	Equity Refund	3,750.00
Naper Aero	Fuel	1,408.73
Naper Aero	Hangar & Fees	446.00
Harris Bank	Aircraft Loan	960.15
JA	N388ES ELT & Alt Check	228.19
JA	N388ES Pitot Static Check	246.60
Lumanair	N415RC Battery	504.81
Lumanair	N388ES Oil, Brakes, Beacon	497.22
JA	N739TU Tire & Nose Strut	170.22

Cash		Balance
	MBNA	35,507.30
	SECURITY BANK	6,564.67
<b>Total</b>		<b>42,071.97</b>
<b>Reserves</b>		
12,970	<b>9TU REPLACEMENT</b>	-11,669.90
	388ES ENGINE	-8,798.00
	415RC ENGINE	-10,910.05
	INSURANCE	-2812
	ANNUALS	-2800
	LL10 DUES	-525
	INACTIVE	-4,277
<b>Reserve Excess</b>		<b>280.02</b>
<b>Other</b>		
	INTEREST PAID	660.15
	PRINCIPAL PAID	300.00
	AIRCRAFT LOAN	105,700

Receipts	
Equity	4,197.00
Dues & Flying	6,537.47
INT MBNA	81.94
<b>Total</b>	<b>10,816.41</b>
<b>Credits to Members</b>	
Hangar Hardware	21.31
Fuel Away	142.88

## Old Business

### Waiting List Issues

Mike Pastore proposed that the membership consider the possibility of making a change to the club Rules & Regulations concerning the administration of the membership Waiting List. By way of example, Mike offered that if a prospective member passed up 2 or 3 opportunities to join the club, either in person or by proxy, that the Board could either remove their name or place them at the back of the list.

Another suggestion offered by Mike Leavy was to establish some form of refundable Application Fee. The idea here would be to make sure that the individual is serious about joining. Mike offered an example of a \$200 fee that would subsequently be applied to the new member's equity buy-in.

There was considerable discussion of the pros and cons of such a rule change. It was finally agreed that no new or extraordinary measures would be taken to change the stated procedures at this time.

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## New Business

There were no new business topics discussed at this meeting.

## 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	March 2002
Marty Scheckel	April 2002
Munesh Makhija	May 2002
Matt Kenner	June 2002
Hubert Elsen	August 2002
Marc Olson	September 2002
Pat Wager	October 2002
Tom Lechner	November 2002
Marty Scheckel	January 2003
Hubert Elsen	February 2003

## What's Up...



**Hubert Elsen** recently completed his CFII certification – way to go, Hubert!!! This stein's for you!!!



## Safety/Ground Training



**Hubert Elsen** has generously volunteered to take over the reins of the BFC ground training efforts. For his first trick Hubert is organizing an **AOPA Air Safety Presentation**, to be conducted prior to the start of our monthly meeting on March 5<sup>th</sup>, 2002. **Please be advised that we will begin promptly at 7:00PM (instead of our normal 7:30PM)** in order to accommodate the video presentation and discussion.

## Membership



**Jim Barna** tendered his resignation as an active member of the BFC. Jim is a veteran of our club and an accomplished aviator who will be genuinely missed. Jim will remain a Social Member and hopefully a frequent visitor to the patch. Best of luck Jim, and Blue Side Up!

**Todd Mick** and **Hermann Goebharter** joined us as guests and prospective members. It was a homecoming of sorts for Todd, who is a former BFC member, while Hermann is a friend of Hubert Elsen. We look forward to seeing these gentlemen at future club meetings.

## 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 on Tuesday, March 5<sup>th</sup>, 2002, at **7:00PM** in the Naper Aero clubhouse. Note that this is 30 minutes earlier than usual to allow for a safety presentation.

### *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 clubhouse 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**.

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Stamp  
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