

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

Plane Speaking from your Club President...

Special Interest Content:

- **Results of Special Voting Session on Aircraft Replacement Options**
- **Board of Director's Slate of Officers for 2003**
- **2002 Holiday Party**

What's Next?

As most of you now know, the option to replace N739TU with a "new" 172SP passed in our vote on September 3rd. We had **great** voter turn out and I want to thank all of you for taking the time to help us with this. The proposal required a two-thirds voter majority to pass (including proxies), which was met. Additionally, the count for the replacement option was three times that of either of the other two options...a good solid mandate from the rank and file.

Our next step will be to sell 9TU. Current Blue Book value for this airplane with good interior and paint is \$53,000 to \$55,000 (depending on who's "Blue Book" you look at). As we all know, both the paint and interior need work so we anticipate selling the airplane for something less than Blue Book. We're hoping for an offer in the mid to high \$40's. The budget is \$45,000, which is our minimum goal.

This week, a few of us are getting together to see if we can get a few things fixed on the airplane (especially the interior). Once this is done we'll take pictures and start advertising. We'll make up some posters for distribution to local FBO's, which is something you can all help with. We'll leave a stack at the office at Naper. When you go out for a flight, grab a few and post them at the airport you're visiting. Also, if you hear of anyone that is interested in buying a plane, have them call me.

We'll probably "test the waters" for a few weeks before doing anything further in terms of looking for a new plane. Meanwhile, we'll be talking to several banks to make arrangements for a line of credit.

If things drag on, we may look for a replacement aircraft concurrently, and make an offer on the right plane contingent on sale of 9TU. How long all this will take is uncertain. Hopefully, we'll all be riding in a "new" 172SP by Thanksgiving. Meantime, if you have any questions please do not hesitate to give me a call.

Thanks for your support!

Mike Pastore
BFC President

Table of Contents

President's Message	1
Aircraft Reports	3
Treasurer's Reports	4
Old Business	5
New Business	5
Membership	6
What's Up...	7

Attendance & Notes on the Meeting Minutes



The Business Men's Flying Club held its monthly meeting, Tuesday, September 3rd, 2002, at the Naper Aero Clubhouse. Mike Pastore called the meeting to order at 7:32 PM. The following members and guests attended the meeting.

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

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

Mike Pastore	Ed Vogler
Pat Brady	Mike Leavy
Bryan Barus	Chris Sims
Tom Braid	Fiore D'Orazio
Hubert Elsen	Ken Best
Todd Mick	Carl Price
Jack Lindquist	Joe Weston
Matt Kenner	Lonnie Horn
Saeed Razfar	Bob Betyoumaran
Harris Hooker	Ken Leibach
Ray Kvietkus	Brent Dempsey
Don Patterson	Andrea Hoyt
Bert Toppel	Steve Snapp
Matt Forsberg	Rudy Moore
Pat Wager	Jeff Richards (Guest)
Marty Scheckel	

2002 Work Night Credits



Munesh Makhija	6
Ed Vogler	6
Hubert Elsen	5
Bryan Barus	4
Ken Leibach	4
Jack Lindquist	4
Carl Price	4
Ray Kvietkus	4
Bert Toppel	4
Mike Leavy	3
Nicole Finzer	3
Matt Kenner	3
Joe Weston	3
Don Patterson	3
Fiore D'Orazio	3
Rick Patelski	2
Rudy Moore	2
Marc Olson	2
Tom Braid	2
Todd Mick	2
Marty Scheckel	2
Nick Davis	1
Saeed Razfar	1
Chris Sims	1
Mel Finzer	1
Pat Brady	1
Steve Enk	1
Lonnie Horn	1
Harris Hooker	1
Pat Wager	1
Matt Forsberg	1

Aircraft Reports



N739TU

The carb heat control now functions smoothly thanks to installation of a new induction box.

N388ES

The A/C was ferried to JA this evening for an oil change. Other than a faulty headset jack in the right rear seat, this plane has been flying well over the last month.

N415RC

The EGT probe was replaced and the plane had new spark plugs installed as well. It appears that we went significantly past the nominal number of hours for plug replacement in this aircraft (perhaps 300-400 hours past normal).

The plane is scheduled for an oil change next week.

General Notes

Ed Vogler made a general observation that we should try to get a better handle on the oil consumption of each of our aircraft. He observed that the A/C will essentially seek its "optimal" level of engine oil, and aspirate the rest. Our goal will be to establish what level is nominal for each plane and place a placard or some notation in the planes for the purpose of regulating and optimizing our oil consumption.

Ed also noted that as a club we still employ far too much braking action on all of our planes, wearing them prematurely. If the

AUGUST AIRCRAFT REPORT

	<u>N388ES</u>	<u>N739TU</u>	<u>N415RC</u>
Flying	43.1	30.1	38.2
SMOH	1141.2	906.1	1248.8
TBO	2000	2000	2000
TMOH	858.8	1093.9	751.2
Club	3.0	1.4	1.2
Gallons/Hour	10.2	7.9	12.1

SMOH – engine time since major overhaul

TBO – engine time between overhauls

TMOH – engine time to major overhaul

planes are landed at the correct speed, you should only have to brake for the last couple hundred feet of runway – allowing the A/C to dissipate speed on the landing roll.

August 2002 Treasurer's Report



CATEGORY	DESCRIPTION	AMOUNT
P A Y M E N T S	Harris Bank Aircraft Loan	3,129.54
	Naper Aero Fuel	2,165.12
	Naper Aero Hangars & Fees	564.00
	Boncosky Oil	332.56
	T. Mooncotch Equity Refund	3,750.00
	T. Lechner Equity Refund	1,500.00
	Party Center Picnic Tent Rental	228.05
	Aircraft Clubs Reservation System	299.85
	Avemco Insurance	2,812.50
	JA N388ES - Oil Change & Wind Screen	464.73
Mukenschnabel N415RC - Oil Change	159.19	
JA N415RC - Oil Pressure Transmitter	542.96	
CASH	MBNA	45,054.62
	Security Bank	10,964.67
	TOTAL	56,019.29
RESERVES	(17,584) 9TU REPLACEMENT	-12,884.00
	N388ES Engine	-10,981.00
	N415RC Engine	-13,921.90
	Insurance	-1,200
	Annuals	-4,900
	LL10 Dues	-1,750
	Inactive	-8,027
	RESERVE EXCESS	2,355.39
LOANS	Interest Paid	629.54
	Principal Paid	2,500.00
	Aircraft Loan Balance	98,500
RECEIPTS	Equity	8,515.00
	Dues & Flying	10,302.69
	Interest from MBNA	87.17
	TOTAL	18,904.86
CREDITS TO MEMBERS	Fuel Away	622.77
	Postage	22.20
	Work Night Food	35.73
	Copies	8.70

Old Business



New Business



Voting Results for Aircraft Replacement Options

As described in detail in the August newsletter, the special voting session for N739TU replacement options was held prior to the September meeting. The final result was that Option #1 was selected, which is to replace N739TU with a post-1997 Cessna 172SP. The official results by Option were as follows:

- OPTION #1: 24 votes
- OPTION #2: 4 votes
- OPTION #3: 8 votes

The Board of Directors will be meeting to discuss the next steps in executing the plans to sell N739TU and purchase the 172SP. The club is indebted to the members of the Voting Committee (**Pat Wager, Fiore D’Orazio, Pat Brady and Chris Sims**) and the Aircraft Replacement Committee (**Mike Pastore, Ed Vogler, Matt Kenner, Rick Pateski, and Mike Leavy**) for their excellent work in thoroughly researching the various options and for designing and operating a fair and open election.

2002 Holiday Party

The 2002 BFC Holiday Party is tentatively scheduled for **Sunday, December 1st, 2002**, at Domo 77 in Wheaton. (This is the same restaurant where we held the party last year). Details are being finalized and will be published in next month’s newsletter. **Hold that date!**

Maintenance Authorizations

Mike Pastore reminded the members that the club has put very specific procedures in place with JA concerning which club personnel are authorized to seek repairs on the aircraft. If you are assisting with ferrying duties you need to coordinate with the Plane Captain, Operations Officer, or other Board Member.

30-Minute Rule on Reservation Expirations

There have been a couple of incidents in the past several months where an aircraft was taken (and flown) by a pilot because the original pilot with the reservation did not show up in a timely way. All members are reminded that the club rule is that reservations automatically expire 30-minutes after the start time in the case of a no-show. A couple of courtesy procedures should help to keep these situations from getting out of hand:

- (a) a pilot who is late due to traffic or other circumstances should attempt to revise his/her reservation by phone or contact someone who can (such as a Board member).
- (b) A pilot who desires to back-fill such an apparent “no-show” reservation should place a courtesy call to the “missing” pilot, and contact a Board Member to help secure a replacement reservation.

Annual Analysis of Dues & Cost Structure

Tom Braid has generously agreed to conduct the research required

for the annual review of competitive rental rates called for by the club by-laws. Tom will be contacting local FBO’s and flying clubs to obtain this survey data and we hope to be able to publish the results by the end of the calendar year.

Slate of Officers for 2003

In anticipation of the Annual Meeting on October 1st, 2002, the Board presents the following slate of officers for the consideration of the membership:

President	Mike Pastore
Vice-President	Bert Toppel
Operations Officer	Ed Vogler
Secretary	Marty Scheckel
Treasurer	Ray Kvietkus
Board Member At Large	Hubert Elsen
Board Member At Large	Bryan Barus
Plane Captain N739TU	Marc Olson
Plane Captain N388ES	Munesh Makhija
Plane Captain N415RC	Matt Kenner

Any members wishing to run for any office are encouraged to do so at the annual meeting on October 1st, 2002.

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.

Marc Olson	October 2002
Pat Wager	November 2002
Marty Scheckel	January 2003
Hubert Elsen	February 2003
Rick Patelski	March 2003
Munesh Makhija	April 2003
Marty Scheckel	May 2003
Rick Patelski	June 2003
Pat Brady	August 2003
Munesh Makhija	September 2003
Ed Vogler	October 2003
Pat Brady	November 2003
Pat Wager	January 2004

What's Up...



Pat Brady gets to double down on his Refreshment List tenure by virtue of his recent attainment of the rating of Instrument Pilot! Way to go Pat!!! Pat's new rating also merits a tip-o-the-cap to **Chef Ramon Kvietkus**, who thereby successfully saw his first instrument student through the FAA spanking machine. Well done Mr. K!!!

In other Pat news, **Pat Wager** successfully soloed at Naper Aero recently. Excellent job Ms. Wager, and best of luck with the remainder of your primary training!

Safety



Bert Toppel reviewed an article from *Flying* magazine, which discussed the topic of the autopilot function and its connection (in certain aircraft) to electric trim. In N415RC, the autopilot can be activated by pressing the Altitude Hold button, the normal on-off button, or the Direction Hold button. If while taxiing for takeoff, for example, the Altitude Hold button is pushed accidentally, the electric trim will run itself all the way to full nose up trim. If the pilot isn't aware of what has happened, the takeoff could easily end in disaster.

The Pilot Operating Handbook details the required pre-flight checks required for safe operation of the autopilot. Check especially that the autopilot is off before takeoff and that the trim is where you expect it to be.

Membership



The club accepted the resignation of **Angie McHale** at the meeting. Angie was a student pilot who hopes to return another time to continue her flight training. As a result the club welcomed **Steve Snapp** as a new member. Steve is an Instrument rated pilot who has been doing most of his flying out of Clow International. Welcome to the crew Steve! We're sure you'll enjoy your membership in the BFC.

Jeff Richards joined us as a guest at the meeting. Jeff is a controller at Chicago Center as well as a Commercial and Instrument rated pilot. Welcome Jeff, and feel free to share the secrets to a peaceful and safe relationship with GA pilots!

**Business Men's
Flying Club**

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Flying Club**
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**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 meeting at the Naper Aero Clubhouse on **October 1st 2002**. Our standard work night schedule will apply, and as this will be the last work night of the year we would appreciate a good showing from the members.

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**.

Place
Stamp
Here