

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

***Plane Speaking
from your
Club President...***



Special Interest Content:

- President's Message
- Elected Slate of Officers for 2003
- 2002 Holiday Party

Dear Fellow BFC Member,

At the October meeting we discussed the issue of high annual inspection costs. In addition to the high cost for 8ES (\$6,306), 5RC came in at \$5,907. Unfortunately, these costs are significantly higher than budgeted - by a whopping \$6,600!

The first question is why are these charges so high? We believe the reasons are as follows:

- We're catching up on less than stellar inspections from Lumanair. Stuff that should have been fixed (example - spark plugs on both 8ES and 5RC) at last year's annual wasn't done.
- JA is more thorough than Lumanair. This is the primary reason why we changed to JA and from a safety standpoint, a good thing.
- With higher annual flying rates (projected at 450 hours for 5RC and 350 hours for 8ES), our annuals are simply going to cost more.

We have a number of options available in dealing with this matter. The most obvious is to float a special assessment of \$150 or so per member. However, after a great deal of thought the Board has decided to hold off, and to proceed as follows:

- Wait and see how we do with maintenance expenses over the next 6 months. Hopefully, with thorough annuals, overall maintenance costs will go down proportionately.
- See if we can make up some of the difference by shaving money off the purchase price of the replacement aircraft. The market is very soft, and there are a number of quality airplanes out there for \$5,000 to \$8,000 less than our budget of \$140,000.

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Attendance & Notes on the Meeting Minutes



The Business Men's Flying Club held its monthly meeting, Tuesday, October 1st, 2002, at the Naper Aero Clubhouse. Mike Pastore called the meeting to order at 7:28 PM. The following members and guests attended the meeting.

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

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

Mike Pastore	Fiore D'Orazio
Mike Leavy	Ken Best
Bryan Barus	Carl Price
Marc Olson	Joe Weston
Hubert Elsen	Rudy Moore
Ed Vogler	Bob Betyoumaran
Jack Lindquist	Steve Snapp
Floyd Moore	Bert Toppel
Nick Davis	David Oros (Guest)
Marty Scheckel	Mike Goodson (Guest)
Ray Kvietkus	Keith Priester (Guest)
Don Patterson	Jeff Richards (Guest)

2002 Work Night Credits



Ed Vogler	7
Munesh Makhija	6
Hubert Elsen	6
Mike Leavy	6
Ken Leibach	5
Carl Price	5
Bryan Barus	4
Jack Lindquist	4
Ray Kvietkus	4
Bert Toppel	4
Nicole Finzer	3
Matt Kenner	3
Joe Weston	3
Don Patterson	3
Fiore D'Orazio	3
Marc Olson	3
Rick Patelski	2
Rudy Moore	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
Dick Kilburn	1

Aircraft Reports



N739TU

The aircraft had a flat nose tire repaired, which seems to be holding air. This will eventually be replaced.

A special work night was held to detail this plane in preparation for its eventual sale. Work night credits were awarded to **Marc Olson, Ed Vogler, Ken Leibach, Hubert Elsen, Dick Kilburn and Carl Price.** Thanks to these gentlemen for their generous contribution of time and muscle power!

N388ES

Mike Pastore delivered the spectacularly bad news on this aircraft's annual inspection – which came in at about \$6,300. Some of the “big hitters” on the punch list were:

- Repairs to pilot side door
- Repairs to cracked left front baffle
- Replaced cracked induction airbox
- Overhaul of trim tab actuator
- New EGT Probe

There were many other smaller repairs as well as Service Bulletin and AD compliance work.

There is some speculation that we are now paying for what may have been long overdue repairs and substandard work from our friends at Lumanair. We may try and lobby Cessna for some relief given the magnitude of the plane's cumulative maintenance history.

SEPTEMBER AIRCRAFT REPORT

	<u>N388ES</u>	<u>N739TU</u>	<u>N415RC</u>
Flying	36.6	29.4	55.7
SMOH	1177.8	935.5	1304.5
TBO	2000	2000	2000
TMOH	822.2	1064.5	695.5
Club	0.6	2.5	0.5
Gallons/Hour	10.2	8.0	12.6

SMOH – engine time since major overhaul

TBO – engine time between overhauls

TMOH – engine time to major overhaul

In light of fact that the plane's annual was nearly three times the budgeted amount, the club is considering the possibility of a special assessment to cover some of the overage. The Board will undertake this discussion in earnest pending the outcome of the annual inspection for N415RC.

N415RC

This plane is currently at JA for it's annual inspection. As this newsletter was going to press, an emergency AD (2002-20-51) was issued for this aircraft. The AD calls for replacement of the crankshaft gear retaining bolts. A project of this magnitude will keep the plane out of service for an unspecified period of time.

Thanks to **Mike Leavy** for his continued hard work in making repairs to the winch in the hangar for N415RC.

Mike Pastore also noted that a long-standing debate with the State of Illinois Department of Revenue regarding Illinois Use Tax on N415RC has been resolved. Our thanks to Mike for defending the club against the galloping tyranny of the bureaucratic Red Tape Brigade.

September 2002 Treasurer's Report



CATEGORY	DESCRIPTION	AMOUNT
PAYMENTS	Harris Bank Aircraft Loan	1,612.42
	Naper Aero Fuel	1,957.21
	Naper Aero Hangars & Fees	564.00
	Angie Mchale Equity Refund	3,691.00
	JA N739TU - Oil Change & Landing Light	279.28
	JA N739TU - Air Induction Box	1,326.16
	JA N388ES - Electrical	617.10
	JA N388ES - Electrical	184.95
	JA N388ES - Nose Wheel Shimy	316.11
	JA N388ES - Autopilot Switch	174.24
	JA N415RC - ELT & EGT	667.81
	JA N415RC - Plugs	532.15
Nick Selig N415RC - Magneto Check	60.00	
CASH	MBNA	45,137.78
	Security Bank	11,646.23
	TOTAL	56,784.01
RESERVES	18,455 9TU REPLACEMENT	-13,154.90
	N388ES Engine	-11,412.00
	N415RC Engine	-14,361.20
	Insurance	-2,200
	Annuals	-5,500
	LL10 Dues	-1,925
	Inactive	-8,027
	RESERVE EXCESS	203.91
LOANS	Interest Paid	612.42
	Principal Paid	1,000.00
	Aircraft Loan Balance	97,500
RECEIPTS	Equity	4,275.00
	Dues & Flying	8,388.99
	Interest from MBNA	83.16
	TOTAL	12,747.15
CREDITS TO MEMBERS	Fuel Away	379.53
	Postage	7.70
	Work Night Food	37.36
	Cleaning Supplies	17.00

Old Business

A/C Replacement Update

At the time of the meeting the club had accepted a verbal offer for N739TU from a prospect in Springfield who is planning to start a flight school. Issues of securing financing and performing a pre-purchase inspection remained. This offer was at the minimum level for our budget, including a \$3,000 allowance for squawks.

There are also a few other interested parties waiting in the wings (or perhaps waiting FOR the wings).☺

Slate of Officers for 2003

The below listed Slate of Officers was elected unanimously at the October 2002 Annual Meeting:

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

2002 Holiday Party

The 2002 BFC Holiday Party is 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 distributed under separate cover with this newsletter.

New Business

There were no new business topics discussed at the October meeting.

President's Message

(Continued from Page 1)

- Lower than budgeted interest rates on the new aircraft loan (we have a letter of commitment from Harris Bank for 6.5% Vs 7.5% budgeted), plus higher than budgeted flying revenue should help considerably.
- If 8ES continues to be a maintenance hog, we may have to jump its rental rate independent of any other action.

At an appropriate point in the near future, we will re-evaluate the budget taking into account the variables noted above. If it seems necessary at that time, we will institute a special assessment (partial or whole) and/or increase the dues & rental rates. No one wants to see the costs of membership increase. But we have to be proactive in addressing these issues. The general feeling within the Board is that we'll be okay without having to change our cost structure...but...only time will tell.

Regarding the sale of 9TU, our deal with the startup flight school in Springfield has fallen apart. The buyer couldn't get insurance for his business. I am getting calls and/or e-mails at rate of about 2 per week. We have another buyer in Lafayette Indiana that is very interested. He wanted to see the plane this week, but unfortunately it's away on a cross-country trip. Hopefully, we'll be able to get him in front of 9TU next week.

We'll keep you up to date on new developments. Thanks, all!

Mike

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.

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...



Who's Up...? **Chris Sims**, that's who. Here, courtesy of Matt Kenner, is a candid photo of Chris indicating that it only took him TWO go-arounds to drop the 757 into LL10. (Either that or he's just completed the checklist item requiring him to count the number of wings on the plane).

Membership



David Oros, Mike Goodson, Keith Priester and **Jeff Richards** all joined us as guests at the October meeting. Jeff has recently completed his check ride and is holding down third place on the BFC Wait List.

Social Member **Floyd Moore** also joined us at the meeting. Welcome back, Floyd!

There were no membership changes announced at the October meeting.

**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 meeting at the
Naper Aero Clubhouse
on **November 5th**
2002.

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**