

The Newsletter of the  
Businessmen's Flying Club



## Special Interest Content:

- Plans for BFC Ground Training Program
- New Approaches to Work Night Credits
- BFC Summer Picnic on July 15, 2001

## Plane Speaking from Your Club President...

### Full Route Clearance

Those of you that are instrument rated know what that *dreaded* call means. You're sitting on the ramp, prop ticking over, ready to depart on an instrument flight. You contact departure and they come back, "Skylane 415RC, this will be a *full route clearance*. Advise when ready to copy". Despite the meticulous point to point flight plan you bled over for hours...ATC is telling you that the clearance you're getting is *nothing* like what you had filed. Everything has changed.

About two years ago, the BFC found itself in the middle of what seemed like a "full route clearance". Changes were clearly in the offing and the road from "then to now" nothing like what any of us could anticipate.

For example, people we thought we couldn't get by without have moved onward and upward in one form or the other. People like Larry Bothe, Jim Williams, and of course Mark Clements. Tom Braid, our treasurer for over a decade stepped down from the Board, and we lost Matt Kenner to the lure of professional flying. We shall always be thankful for the contributions these people, and so many others, have made to betterment of our club.

Then, just over a year ago, in a bold move that seemed – at times – certain to tear the club from its very foundation, we successfully restructured our finances and purchased two beautiful "nearly new" airplanes. Sadly, in that restructuring, we lost a number of fine members. However, without missing a beat, we managed to draw new people into the club the likes of which we could have only hoped for. These new members are top notch...competent, enthusiastic and dedicated.

Our future bodes well for the likes of them - student pilot and ATP alike.

Yes, the route has changed, the VOR's and victor airways different than originally envisioned. But, we've made it in good form. And you know what...the route that ATC gave us, the one that we *dreaded so much*, turned out to be much better than the route we *thought* we wanted to take. Go figure.

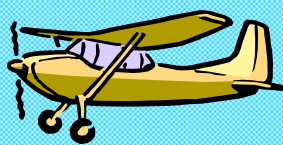
In the months to come, we have more changes coming – but none so tumultuous as those changes we faced down over the past couple of years. Mostly your Board wants to expand the horizons of the BFC. With that, we would like to bring new people into the "fold" and share the responsibility of the operations of the club with more of the general membership.

Also, of principal importance is the need to replace 9TU. All will agree that it has to happen sometime. It's just a question of when, and how. Over the next couple of months we'll investigate this very carefully, and present a sound financial recommendation to the membership for approval.

So..."Skylane 415RC, cleared direct as filed!"

Thank you all. Fly safe...and enjoy!

Mike Pastore



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## Attendance & Notes on the Minutes

The Businessmen's Flying Club held its monthly meeting, Tuesday, June 5, 2001, at the Naper Aero clubhouse. The meeting was called to order by Mike Pastore at 7:31 PM. The following members attended the meeting:

- Jim Barna
- Bryan Barus
- Ken Best
- Tom Braid
- Matt Forsberg
- Ray Kvietkus
- Mike Leavy
- Jack Lindquist
- Munesh Makhija
- Marc Olson
- Mike Pastore
- Carl Price
- Marty Scheckel
- Bert Toppel
- Bryan Totten
- Joe Weston
- Reza Zarafshar
- Floyd Moore (Social Member)
- Rich Patelski (Wait List Guest)
- Jim Bryant (Wait List Guest)
- Dave Moeser (Guest)
- Rich Milmont (Guest)

Two corrections/amendments were raised by members relative to the newsletter from the May meeting:

1. The plane captain for the 182 is Hubert Elsen and the plane captain for the 172R is Bryan Barus.
2. The POH (Pilot's Operating Handbook) is not required in 9TU because it is not airplane/serial number specific. POH's are required in 8ES and 5RC because they are airplane/serial number specific.

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



# Aircraft Reports



## N739TU

Bert Toppel reported a sporadic problem with a rough engine, perhaps due to fouled plugs. Bert also had to hand prop the plane on one occasion when flying with Andrea. No other members encountered this problem, but both will be mentioned to Lumanair when the plane returns there for its next oil change.

Marc Olson indicated that the carb heat and primer are sometimes tough to pull out. Mike Pastore agreed to look into those problems and hopefully fix them.

## N388ES

The plane recently had an oil change at JA and had two AD's addressed. One of the items, for crankshaft maintenance, revealed worn bolts on the propeller which were repaired under Cessna warranty.

After a mere eight (8) day absence, the GPS unit has been repaired and reinstalled. The unit is functioning great as of this writing.

The "abbreviated" pilot's manual is still missing in action. Although many pleas have been made for its return, the club has ordered a new copy from Lumanair.

New cowl plugs were ordered and have been received. All members are asked to pull them out from the side – not by the string. These cowl

AIRCRAFT REPORTS			
	388ES	739TU	415RC
<b>Flying</b>	21.1	23.7	18.2
<b>SMOH</b>	623.0	555.1	667.1
<b>TBO</b>	2000	2000	2000
<b>TMOH</b>	1377	1444.9	1332.9
<b>Club</b>	2.2	0	0.6
<b>Gallons/Hour</b>	10.1	8.1	11.0
<b>SMOH – engine time since major overhaul</b>			
<b>TBO – engine time between overhauls</b>			
<b>TMOH – engine time to major overhaul</b>			

plugs have an additional component – a cuff that attaches to the prop. This is to ensure that if someone forgets to remove them before starting the engine, the rotating prop will extract the plugs and fling them aside.

Members are also advised to be vigilant about the tire pressure in the right main tire, which is becoming bald and is occasionally found to be low.

## N415RC

A couple of members commented that the right front seat is still semi-reclined – a long-standing problem.

Bert Toppel mentioned that the idle speed is close to 1000 RPM and getting dangerously close to taxi speed.

Mike Pastore noted that the flap motor is unusually noisy, an observation shared by at least two other pilots. Mike took the plane to Lumanair, who indicated that it sounded fine to them. Please note that the only flap motor is on the right side. Please be vigilant in your pre-flight routines and perform an audible check of the motor.

Ray Kvietkus installed a new GPS card update the evening of the meeting.

Considerable discussion was had on the topic of whether or not there was a sound business case for performing an on-line download of new GPS data as opposed to the method of receiving update cartridges in the mail. The current subscription is \$610/year, while the download was

thought to be around \$350/year. There would in all likelihood be additional costs for adapters and one-time charges to accommodate the download method. Ray noted that the club has already renewed the subscription for the next year, so that is a sunk cost (in the absence of a refund). Mike Pastore stated that he would speak with Ed Vogler about the costs, processes, and trade-offs of the two methods and that further discussions with the membership would take place.



# Treasurer's Report



PAYMENTS			
Answer System	Ameritech	\$	15.21
Equity Refund	Matteson	\$	3,805.00
8ES Strut & Fairing	Luman	\$	1,121.49
Hangar & Tie-down	Naper	\$	438.50
Fuel	Naper	\$	1,710.39
8ES GPS Switch	JA	\$	407.59
5RC Oil Change	Luman	\$	121.40
Safe Deposit Box	Harris	\$	35.00
Insurance	Avemco	\$	2,657.00
Aircraft Loan	Harris	\$	1,309.20

RECEIPTS			
Equity		\$	868.30
Dues & Flying		\$	6,815.69
INT MBNA		\$	113.39
<b>TOTAL</b>		<b>\$</b>	<b>7,797.38</b>

CREDITS TO MEMBERS			
Fuel Away		\$	79.10
Treasurer		\$	50.00
Copy Costs		\$	24.00
Postage		\$	-
Cleaning Supplies		\$	60.93
GPS Shipping		\$	96.55
Work Night Food		\$	35.19
Hangar Winches		\$	125.78

CASH		BALANCE
	MBNA	\$ 30,543.78
	SECURITY BANK	\$ 3,630.07
RESERVES		
	388ES ENGINE	\$ (6,230.00)
	739TU ENGINE	\$ (4,995.90)
	415RC ENGINE	\$ (8,005.20)
	INSURANCE	\$ (900.00)
	ANNUALS	\$ (3,000.00)
	LL10 DUES	\$ (1,400.00)
	INACTIVE	\$ (4,627.00)
	LOAN RESERVE	\$ (5,000.00)
<b>RESERVES EXCESS</b>		<b>\$ 15.75</b>
	INTEREST PAID	\$ 809.20
	PRINCIPAL PAID	\$ 500.00
	AIRCRAFT LOAN	\$ 113,900.00



## Old Business

The completed, updated bylaws are now available on the BFC web-site in PDF format. (If you are reading this newsletter electronically and are connected to the Internet, please click the URL below to re-direct your browser to our club home page). Note that our bylaws and roster are password protected. Contact any Board Member if you need to know the username and password

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



*Due to a rainout on the date of our last meeting, there will be a work night on our regularly scheduled date of Tuesday, July 3<sup>rd</sup>. Note that we will NOT have a club meeting that night, but will conduct it as part of our picnic festivities on 7/15/01.*

## New Business

### Item #1: New Club Secretary

Mike Pastore announced the departure of Jim Williams as Club Secretary, due to his relocation to Houston, Texas (see story on Page 8). Mike also announced that yours truly, Marty Scheckel, would act as Interim Club Secretary for the remainder of Jim's term.

### Item #2: Work Night Credit Program

One of the topics of the most recent board meeting was the need for a new approach to crediting members for their efforts on work nights.

In an effort to bolster membership participation on work nights, and to reinstate the original intent of the work night credit program, we will attempt a "beta" award program. At the end

of this year, the person with the most work night credits will be awarded three (3) hours of credit towards flight in the club basic training aircraft (currently, N739TU at \$40.00/hour). This credit can be applied towards flight in any of the club aircraft. In the event of a tie, this credit shall be split equally among the winning members. Work night credit will be awarded for participation in regularly scheduled work night events. In addition, those members that provide extracurricular services to the club can apply to the board for work night credit. As well, work night credit can be awarded to a deserving member as deemed appropriate by the board without solicitation by said member. As a general guideline, each extracurricular work night credit should be the

equivalent of approximately two hours labor, and should be awarded only for efforts over and above contributions made as part of members' regular responsibilities. For example, plane captains will not be awarded credit for time ferrying aircraft for repair, and board members will not be awarded credit for work done as part of their regular board responsibilities. This beta program will be evaluated for effect at the end of this year. The board will then decide whether or not to keep the program in effect for future years.

### Item #3: Aircraft keys and manuals

Effective immediately Nick Davis will store our supply of keys and operating handbooks. Each active CFI will retain a small inventory

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## Work Night Credits

Tom Braid	2
Bryan Barus	1
Mark Clements	1
Hubert Elsen	1
Ray Kvietkus	1
Mike Leavy	6
Tom Lechner	1
Jack Lindquist	2
Munesh Makhija	1
Anthony Marchesi *	

Rich Milmont *	1
Marc Olson	1
Don Patterson	1
Carl Price	1
Saeed Razfar	1
Bert Toppel	2
Ed Vogler	1
Pat Wager *	1



## 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.

Ed Vogler	June 2001
Ray Kvietkus	August 2001
Ed Vogler	September 2001
Ray Kvietkus	October 2001
Hubert Elsen	November 2001
Tom Lechner	January 2002
Bryan Barus	February 2002
Ray Kvietkus	March 2002

## New Business (continued from Page 4)

for distribution to members as they are checked out in each individual model of aircraft. If you need books or keys, please see one of the instructors. The instructors will, in turn, replenish their stock through Nick.

### Item 4: BFC Ground Training School

Carl Price has agreed to serve as committee chairman for our Ground Training School. Guest speakers will be solicited to included BFC and non-BFC trainers.

### Item #5: Ground Support Committee

Jack Lindquist has graciously accepted to act as Committee Chair for this newly created group. This committee will be responsible for basic ground support functions including inventory of supplies and general hanger maintenance.

On the subject of supplies and hangar maintenance, our thanks goes out to Bryan Barus for his generous donation of a cabinet for towels located in the 182 hangar.

### Item #6: Reservation System

Mike Leavy is looking into way to improve our telephone reservation system. While this is being done, integrity of our existing system will not be effected.

### Item #7: Newsletter Release Dates

A concerted effort will be made by the club secretary to release the club newsletter on a more timely basis.

### Item #8: BFC Annual Cost Structures

Tom Braid has agreed to assist in evaluating our rental/dues/buy-in costs as mandated by our bylaws. As the club treasurer for 11 years or so, Tom is eminently qualified to lend his expertise to this analysis.

Tom has been polling FBOs and clubs on rates, dues, membership (all the costs of flying). This is all part of understanding the club's financial position and our ability to be proactive in planning for new planes, etc.

### Item #9: BFC Summer Picnic

Our July meeting will be held at the Picnic on Sunday afternoon, July 15th. The tent will be set up at 9:00AM on Sunday. If you can help, please drop by the airport that morning. The picnic will begin at 4:00 PM. Bring your own meat to grill and a dish to share - salads, vegetable dishes, or desserts. All BFC members, Naperville Flying Club members, Naper Aero residents, family and friends are invited. A brief business meeting and recognition session will follow the picnic.



## Attention BFC Members & Friends!!!

Many **volunteers** are needed to help set up, pitch in and take down for our upcoming picnic on July 15<sup>th</sup>. Please contact **Mike Pastore** if you can to lend a hand.



## Safety

There is an urgent need for all members to review and update the club's record of medical and BFR expirations. The club has insurance exposure on this matter, so everyone is encouraged to review the first tab in the monthly roster spreadsheet to validate this information. It is the responsibility of each member/pilot to know when his or her medical/BFR expires and to renew them in a timely way. Please contact Marty Scheckel if you have an update to this information.

## Membership

Mark Clements has decided to resign from the BFC. The importance of Mark's contributions as a member, instructor, and club president cannot be overstated. The board will be composing a letter of appreciation to Mark, which will be published in the July newsletter.

As a result of Mark's departure, Angie McHale was approved as the latest Class 2 member of the BFC. Angie is a student pilot, and has been a patient member-in-waiting along with her husband Pat. Pat, Angie and their two children live in Naperville. Welcome Angie, and best of luck with your flight training!

## What's Up With Who's Up

**Larry Bothe recently earned his Master Instructor designation. He is a CFI-G and is manager and chief flight instructor for Pardieck Aviation at Freeman Airport (SER) in Seymour. He also serves as an Aviation Safety Counselor for the FAA's Indianapolis FSDO.**

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Larry S. Bothe, an Aviation Safety Counselor for the Indianapolis FSDO and a resident of Seymour, IN. Recently, Larry was designated a Master CFI

(Certificated Flight Instructor) by NAFI, his professional aviation organization.

To help put this achievement in its proper perspective, there are approximately 78,000 CFIs in the United States. Fewer than three hundred of them have achieved that distinction thus far. The last six FAA National Flight Instructors of the Year were Master CFIs while Larry is one of only five Indiana CFIs to have earned this prestigious "Master" title.

The Master Instructor designation is a national accreditation that is earned by a candidate through a rigorous process of continuing

education. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Through their dedication to excellence, Master Instructors have earned their "black belts" in aviation education. They truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy

accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Larry will be invited, during EAA's AirVenture in Oshkosh and at Sun 'n Fun in Lakeland. Any support that can be provided will be greatly appreciated.



## Businessmen's Flying Club

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



BFC Automated  
Reservations System:  
(630) 922-3640

Naper Aero  
Clubhouse:  
(630) 420-9731

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We're on the Web!

See us at:

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

### NEXT BUSINESS MEETING

The Businessmen's Flying Club will hold its next business meeting as part of the festivities at the annual summer picnic on Sunday, July 15<sup>th</sup>, 2001 at Naper Aero, beginning at 4:00PM.

## *From the Club Secretary...*

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For those of you whom I have not yet met, my name is Marty Scheckel, and I am the newly appointed BFC Club Secretary. I'll be finishing the current term of Jim Williams, who regrettably for us will be moving to Houston, Texas with his family. Jim recently received his third promotion in the last year at National Semiconductor, and is assuming new responsibilities as the Global Account Manager for one of NSC's premier customers, Compaq Computers. Jim has served the club loyally for many years as the Club Secretary and as a valued member of the BFC. In my three-week-old tenure as interim Secretary, I can attest to the fact that Jim has made this important role look quite easy, even though it is not. Jim has put in many unseen hours of labor into maintaining the Club's records and acting as "Documentarian in

Chief". I know you all join me in thanking Jim for his many contributions and wishing him and his family health, happiness and luck in their new surroundings in The Lone Star State (also known to it's famously immodest denizens as "The Country of Texas").

**Thanks Jim!** Good luck, God Speed, and keep the dirty side down!!!



## *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.

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Place  
Stamp  
Here