

The Newsletter of the Business Men's Flying Club

In lieu of the President's Message, which normally appears in this space, the editor has provided a list of articles on the subject of winter flying which are available on the AOPA website at:

<http://www.aopa.org/members/files/topics/winterfly.html>



Special Interest Content:

- 2001 BFC Holiday Party details
- Monthly dues rate increase

Winter Flying Articles

- ["Winter Wanderland"](#) (from *AOPA Pilot*, February 1995)
- [Advisory Circular 91-13C](#), Cold Weather Operation of Aircraft
- ["The Hot and Cold of It"](#) (from *AOPA Pilot*, December 1995)
- [Advisory Circular 20-113](#), Pilot precautions and procedures to be taken in preventing aircraft reciprocating engine induction system and fuel system icing problems
- ["By the Book: Freeze-out"](#) (from *AOPA Pilot*, December 1991)
- ["Winter Chills"](#) (from *AOPA Pilot*, February 1993)
- ["Carb Ice Versus Carburetor Heat"](#) (from *FAA Aviation News*)
- ["Coldstart"](#) (from *AOPA Pilot*, February 1980)
- ["Survival Strategies: Winterskills"](#) (from *AOPA Pilot*, November 1984)
- ["Airframe and Powerplant: Winter Prep"](#) (from *AOPA Pilot*, January 1992)
- ["Never Again: Frozen Fuel"](#) (from *AOPA Pilot*, November 1995)
- ["Never Again: A Sign of Ice"](#) (from *AOPA Pilot*, November 1996)
- ["Never Again: Walls of Snow"](#) (from *AOPA Pilot*, March 1994)
- [Tips on Winter Flying](#) (from the FAA's Accident Prevention Program; FAA-P-8740-24, AFS-800 0879)

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Attendance & Notes on the Meeting Minutes



The Business Men's Flying Club held its monthly meeting, Tuesday, November 6th, 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.

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

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

Marty Scheckel
Mike Pastore
Ed Vogler
Ray Kvietkus
Matt Kenner
Bert Toppel
Tom Braid
Joe Weston
Marc Olson
Carl Price
Rich Patelski
Lonnie Horn
Nicole Finzer
Jim Waugh
Munesh Makhija
Saeed Razfar
Jack Lindquist
Pat Wager
Matt Forsberg
Mike Leavy
Andrea Hoyt
Ted Voss (Guest)

Work Night Credits



Bryan Barus	8
Mike Leavy	8
Tom Braid	7
Carl Price	6
Ed Vogler	5
Marc Olson	5
Bryan Totten	4
Jack Lindquist	4
Ray Kvietkus	4
Mike Goin	4
Matt Kenner	3
Bert Toppel	3
Don Patterson	3
Jim Barna	3
Jim Russell	3
Munesh Makhija	3
Nicole Finzer	3
Hubert Elsen	2
Marty Scheckel	2
Matt Forsberg	2
Pat Wager	2
Rich Milmont *	2
Tom Lechner	2
Rich Patelski	2
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
Nick Davis	1
Saeed Razfar	1

* Denotes Guest



Aircraft Reports

N739TU

The plane recently had a number of repairs at Lumanair, including: a replacement of the ELT battery, a repair of the tannis heater plug, and a repair to the nose wheel strut. An oil change was also done last month.

The carb heat control still sticks at times (apparently due to a design flaw). Pilots are advised to try and wiggle the control around while engaging/disengaging it to help prevent it from binding as much the next time. Plane Captain Marc Olson also advises pilots not to over-torque the friction lock when tightening it. This can cause the nut behind it to loosen and “walk” it’s way out.

A few additional squawks were also noted, including the need for the gust locks to be fixed, the ongoing problems with the cargo latch and the need to monitor the left main tire which will soon need replacement.

N388ES

The plane had an oil change the week of the November meeting at Lumanair. Ray Kvietkus reminded everyone to bring oil additive to Lumanair if you’re bringing the plane in for an oil change. We have a lot on hand and it is going to be past it’s expiration date in early 2002.

In the squawk department there were a number of

issues. The right brake squeaks loudly (fortunately the sound goes away when the engine’s running☺). The pitot tube cover is missing and presumed dead. And the plane’s tail tie-down eye bolt has been sheared off, presumably due to a hard landing as yet unclaimed. The plane is believed to be structurally sound but the cost of the repairs is unknown.

N415RC

The seat-cable problem, a long-standing squawk, was recently fixed and the plane also recently had an oil change.

Someone also noted that the tow bar is bent and in need of repair.

And Matt Kenner reminded everyone that with winter flying upon us, that it is more critical to exercise the prop correctly (three times).

OCTOBER AIRCRAFT REPORT			
	388ES	739TU	415RC
Flying	24.0	11.4	25.6
SMOH	789.2	675.6	879.6
TBO	2000	2000	2000
TMOH	1210.8	1324.4	1120.4
Club	0.0	0.7	0.0
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			



October 2001 Treasurer's Report



Payee	Description of Payment	Amount
Boncosky	Oil	265.83
Naper Aero	Annual Dues	2,025.00
Naper Aero	Fuel	643.16
Naper Aero	Hangar & Fees	438.50
Harris Bank	Aircraft Loan	2,922.80
Sec. of State	Annual Report	5.00
Diane Milmont	Equity Refund	3,750.00
Lumanair	N739TU - Fuel Tank	2,605.18
Lumanair	N415RC - Oil Change	160.27
Williams	Fuel	22.60
Lumanair	Fuel	22.94
Lumanair	N388ES - Annual Inspection	2,809.58

Cash	Balance
MBNA	38,083.61
Security Bank	1,992.40
Total	40,076.01
Reserves	
N388ES Engine	-7,892.00
N739TU Engine	-6,080.40
N415RC Engine	-10,115.40
Insurance	-2,828.00
Annuals	-3,600.00
LL10 Dues	0
Inactive	-4,277.00
Loan Reserve	-5,000.00
Reserve Excess	283.21
Other	
Interest Paid	622.80
Principal Paid	2,300
Aircraft Loan	107,900

Receipts	
Equity	2,636.30
Dues & Flying	5,038.15
Interest from MBNA	104.25
Total	7,778.70
Credits to Members	
Fuel Away	826.84
Party Deposit	70.00
Postage	17.57
Tie-down hardware	27.69
Office Supplies	18.64



Old Business

Insurance

The recent news of our comparatively modest (5.8%) annual insurance increase was hailed as good news by club president Mike Pastore. Mike feels that many of the proactive changes the board and membership have undertaken recently have been influential in how our insurance carrier perceives our club and our commitment to safety and competency.

Reference Sheets

Rich Patelski has been hard at work developing a format for a laminated card for each of our aircraft containing key reference data (V speeds, for example). Rich will be circulating these in electronic format when they are finished and the laminated version will be kept in each plane along with the flight/squawk logbook. Thanks for your important contribution Rich!

Web Presence

The departure from the BFC of our resident web master and student pilot Mike Goin will necessitate a change in our web presence. Mike Pastore noted that a revamped web site can be a key differentiator and recruitment avenue for the club going forward. Currently other members of the club are discerning whether they can make the commitment of time required to fill this void. If not, outside assistance may be required.

Holiday Party

Don't forget that the BFC Holiday

Party for 2001 is scheduled for December 2nd, 2001 and will be held at Domo 77 in Wheaton. A separate insert was sent with the October newsletter complete with menus, maps, and an explanation of the wildly popular White Elephant gift exchange.

cost that the dues are meant to cover.

After a brief discussion, the motion was seconded and passed. The increase will become effective December 1st, 2001.

New Business

Tannis Heaters

A simple reminder was offered that given the change in seasons everyone is reminded to use the tannis heaters if the temperature is expected to be consistently below freezing.

Temporary Flight Restrictions (TFRs)

The TFR regarding nuclear power plants was still in effect at the time of the meeting and had resulted in the effective closure of the Morris and Joliet airports as well as the Joliet VOR. The standard admonition applies here to consult all NOTAMs and TFRs and get a complete briefing before your flight.

Monthly Dues Increase

A motion was made to raise the club's monthly dues by \$5.00. This increase is intended to cover the recent insurance rate increase, which represents the type of fixed



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.

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	August 2002
Marc Olson	September 2002

Miscellaneous



Pat Wager has generously volunteered to assist with club communications by placing phone calls to those members without email capabilities. Pat will be doing this only in the case of special events such as training sessions, picnics, etc. The Board and the membership are most appreciative of her willingness to volunteer her time and talent. Thanks Pat!

Membership



There were three (3) resignations to announce at the November meeting: Al Pakalniskis, Mike Goin, and Jim Waugh.

Unfortunately there were no wait-listed members present or represented by proxy at the meeting. As a result none of these prospective vacancies will be filled until the December or January 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 as part of the BFC Holiday Party at Domo 77 in Wheaton on Sunday, December 2nd, 2001.

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

