

The Newsletter of the  
Business Men's Flying Club

## *Plane Speaking from Your Club President...*



### **Would You Have Made This Flight?**

In July 1999 we lost one of our fellow NFC pilots and his passenger in a crash of their Piper Archer near Yorkville. NTSB vernacular classifies this accident as a fatal "in-flight collision with the terrain". The aircraft was en route from Cincinnati to Naper Aero, with the crash occurring in IMC at 1245 central daylight time. The pilot was not instrument rated, with a total time of 304 hours.

The full NTSB report can be found in their accident database at [www.nts.gov/aviation/aviation.htm](http://www.nts.gov/aviation/aviation.htm). File CHI99FA238. As with most accidents, there is much to learn from the events preceding the crash. Consider the following:

- The pilot obtained three weather briefings prior to departure. The NTSB report indicates that he received reports of deteriorating Wx conditions with VNR (VFR not recommended) in the first two briefings, but apparently in not the last briefing prior to departure.
- The pilot obtained two in-flight wx updates from FSS. Excerpts from the NTSB site:

#### **1141:22 CDT Terre Haute AFSS**

"(unintelligible) five four foxtrot the closest airport I show is DuPage then the DuPage ah current weather has light rain ah winds one six zero at seven visibility seven with light rain scattered at one thousand four hundred broken at four thousand six hundred temperatures two three dew points two two stand by"

#### **1229:35 CDT Kankakee AFSS (just 16 minutes prior to crash)**

"DuPage had a special report at three after the hour wind one seven zero at one zero visibility one zero light rain a few clouds at niner hundred one thousand five hundred scattered ceiling two thousand

#### Table of Contents

Aircraft Reports	3
Treasurer's Report	4
Old Business	5
New Business	5
Membership	6

## Attendance & Notes on the Meeting Minutes



The Business Men's Flying Club held its monthly meeting, Tuesday, January 8th, 2002, at the Naperville Financial Center. Mike Pastore called the meeting to order at 8:00 PM. The following members and guests attended the meeting.

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

A motion was made and seconded to accept the November and December newsletters as the minutes of the last two meetings.

Members	Guests
Jim Barna	Greg Campbell
Bryan Barus	Mel Finzer
Tom Braid	Terri Rubovich
Nick Davis	Todd Mick
Hubert Elsen	George Stecyk
Nicole Finzer	Thad Gissel
Matt Forsberg	Dennis Richardson
Andrea Hoyt	Craig Vanderkolk
Matt Kenner	Herbert Imhoff Jr.
Mike Leavy	Jim Bryant
Munesh Makhija	Kevin Brady
Marc Olson	Pat Brady
Mike Pastore	
Rick Patelski	
Don Patterson	
Jim Russell	
Bert Toppel	
Ed Vogler	
Pat Wager	
Joe Weston	
Reza Zarafshar	
Saeed Razfar	

## Work Night Credits



Munesh Makhija	3
Rick Patelski	2
Ed Vogler	1

## President's Message (continued)

three hundred broken temperature two three dew point two two in the remarks they indicate there was ah a tornado last hour and a funnel cloud which dissipated was about five to ten miles north ah DuPage over"

A question to consider...if you HAD to get home, would you have pressed on with last report of few at 900 AGL (1600 MSL), scattered 2300 AGL (3000 MSL), and visibility 10?

Radar track indicates that the aircraft entered an area of convective activity just prior to crash. Witnesses report that the aircraft was flying at an altitude of 50-60 feet above the ground with no apparent engine or other mechanical problems.

Though a macabre and unpleasant subject, every now and then it is a good idea to spend some time giving thought to the frailties of our hobby. This makes us better pilots.

Happy, and Safe Flying!

**Mike Pastore**  
**President**  
**Business Men's Flying Club**



# Aircraft Reports



## N739TU

The gust lock (control wheel lock) was missing but was subsequently found. To avoid this problem in the future Ed Vogler suggests that we stow the gust lock either in the pilot seat back pocket or the pilot side pocket.

We need a cowl cover for aircraft for winters. We've been using the C-150 cover, which does not fit. The board will discuss this further.

Left main tire was replaced at JA as original tire was showing cord. We used a 6-ply tire that was in the club cabinet.

Nose shimmy dampers were checked at JA due to a reported leak. No problems were found

The VORs were calibrated.

Mike Pastore made a general comment that the members of this club OWN these airplanes. 9TU had to be grounded Sunday because of the tire problem. If you see any problems, please let the plane captain or maintenance officer know ASAP to avoid the need for grounding. If you find an oversight call/email the person who flew it before you and politely let them know.

## N388ES

Alternator problems continue to be experienced. Let Ed Vogler or Bryan Barus know of any

related squawks. A \$350 voltage regulator was changed in the airplane but the problem persisted. However, the unit we purchased also fits 5RC in case we need it in the future. A \$25 alternator relay was then replaced and the problem had not been seen since.

This aircraft is not to be used for IFR or night VFR flights until further notice.

The pilot side microphone jack was re-fitted & tightened. Also, the lower right side cowl fastener was replaced. The post on the pilot side inside trim is loose. Please do not grab on to it while entering/exiting aircraft. The squawk about nose wheel shimmy was checked out at JA. No problems were found.

## N415RC

The Scheduled oil change occurred. No other problems

were seen last month.

## Wheel Pants for 388ES and 415RC

There was discussion about whether we should remove the wheel pants for 5RC and 8ES.

Advantages: Easier to check tires, brakes on pre-flight. Avoid collection of snow.

Disadvantages: We need to spend money for someone to take them off/ put them back on or otherwise do it ourselves.

Weight and balance calculations will have to be adjusted if pants are removed.

One pilot reported that he has seen them being left off permanently in the past.

The ultimate proposal was to take them off for the winter and then put them back on. This will be discussed further at the next board meeting.

DECEMBER AIRCRAFT REPORT			
	388ES	739TU	415RC
Flying	39.9	16.7	30.0
SMOH	859.8	715.9	925.1
TBO	2,000	2,000	2,000
TMOH	1,140.2	1,284.1	1,074.9
Club	2.3	0	1.6
Gallons/Hour	9.3	8.0	11.7
SMOH – engine time since major overhaul			
TBO – engine time between overhauls			
TMOH – engine time to major overhaul			



## December 2001 Treasurer's Report



Payee	Description of Payment	Amount
State of IL	Aircraft Registration	60.00
Al Pakalniskis	Equity Refund	3,750.00
Mike Goin	Equity Refund	1,500.00
Naper Aero	Fuel	1,482.00
Naper Aero	Hangar & Fees	446.00
Harris Bank	Aircraft Loan	2,250.14
Lumanair	415RC - Service Battery	84.50
Lumanair	415RC - Seat Cable	578.33
Lumanair	388ES - Eye Bolt	27.69
Lumanair	388ES - Oil Change	191.61
US Post Office	Annual PO Box Rental	45.00
Lumanair	415RC - Annual Inspection	2,268.41
Mike Goin	Web Page Register	35.00
Domo 77	Holiday Party	781.00

Cash		Balance
	MBNA	35,425.36
	Security Bank	4,042.12
<b>Total</b>		<b>39,467.48</b>
Reserves		
	9TU	
12,743	REPLACEMENT	-11,443.10
	388ES ENGINE	-8,598.00
	415RC ENGINE	-10,638.65
	INSURANCE	-1,884
	ANNUALS	-2,300
	LL10 DUES	-350
	INACTIVE	-4,277
<b>Reserve Excess</b>		<b>-23.27</b>
Other		
	Interest Paid	650.14
	Principal Paid	1,600.00
	Aircraft Loan	106,000

Receipts	
Equity	7,819.00
Dues & Flying	6,367.89
Interest from MBNA	81.84
<b>Total</b>	<b>14,268.73</b>
Credits to Members	
Fuel Away	544.20
Hangar Hardware	5.83
Postage	34.00



## Old Business

### Reference Sheets

Rick Patelski has completed reference sheets for all three aircraft and placed copies in the airplanes as well as emailed to the members. Hard copies were distributed at the meeting. Many thanks to Rick for volunteering his time and talent to this project.

### Web Site

Mark Olson will be working on the new club web site. Billing has been changed to Mike Pastore (\$35/yr). Several changes are needed and Mark has some great ideas. Contact Marc Olson if you have any suggestions or want to help.

### BFC Financial Analysis

Munesh Makhija completed an extensive review of club finances, loan and reserves. Summary was that we have all reserves fully funded for now and are on track for the future as well. The membership is grateful to Munesh for his commitment of time and effort in completing this analysis.

### 9TU replacement

The board would like to establish a 9TU

replacement fund. We are probably looking at a 172SP as the new aircraft, which costs approximately \$150,000.

It is important to note that the money earmarked for the aircraft replacement will still be used to pay down the existing loan, as this is the most advantageous use of the money. The fund will include the engine replacement reserve, a \$5,000 rainy day fund and all left over cash each month will be added to this fund.

Ultimately we may need to call in the \$3,750 buy-in from members who are paying it monthly, or eliminate the Class I membership all together. Details will be tracked monthly in the Treasurer's report.

This is an effort to start the process for planning a replacement for 9TU. This may not occur for several months or even a couple of years. It was suggested that one way to collect capital needed to purchase the new aircraft was to take a loan from the membership. (The Naperville Flying Club has done this). Several questions regarding ownership, tax/insurance, etc. were raised.

---

## 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.

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
Pat Wager	October 2002
Tom Lechner	November 2002
Marty Scheckel	January 2003

## What's Up...



- Lynn and Bryan Barus welcomed bouncing baby boy Samuel Edward Barus on January 3<sup>rd</sup>, 2002!!! Samuel was delivered at a gross weight of 7lbs. 14oz. and is 20 and 3/4 inches tip-to-tip. Congrats to Bryan, Lynn and Samuel. We anticipate that he will graduate from the BFC Class of 2018 and have therefore added him to the Wait List.
- Mike Pastore attained his Commercial Rating. Well done Mike! Next up...ATP and Space Shuttle!
- Marty Scheckel passed the written exam for his Private! It's beginning to look like he may yet defy the early Vegas odds and get his ticket punched.

## Membership



Pat Brady was welcomed as the newest member of the BFC. Pat fills the vacancy created by Jim Waugh's resignation. Pat has been flying for 10 years and is taking lessons from Ray Kvietkus. Welcome aboard Pat!

Going forward the club will be more proactive in following up with people on the

## Ground Training



Prior to the January meeting the BFC conducted a ground training session on Airspace and ATC. John Hanks of the DuPage FSDO delivered the presentation to the BFC membership and a number of guests from the Naperville Flying Club. The club is grateful to Ed Vogler for the outstanding job he did in organizing the event and to Bryan Barus for helping to secure a suitable meeting room for us. And of course our thanks to John for his generosity and for an interesting and informative presentation.



**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, February 5<sup>th</sup>, 2002, at 7:30PM in the Naper Aero clubhouse.

*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

