

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

Special Interest Content:

- Evaluation Committee formed for replacement aircraft for N739TU
- Aircraft reservations policy changes
- N739TU now in hangar next to N388ES

TWO ITEMS REQUIRING SPECIAL ATTENTION

Work Night



The first scheduled work night of 2002 coincides with the May 7th, 2002 monthly meeting (weather permitting). Given that it's the first work night of the year we'll have a LOT of work to do. It would be great to see a strong turnout with as many folks on-site as possible by 4:30PM.

Our membership has always been very responsive to these "calls to action" in the past. Thanks in advance for your support!



N739TU Hangar Procedures

We now have N739TU in its new home in the hangar next to N388ES. The plane rests on a bit of a slant inside the hangar, which causes it to leak fuel from the fuel vent. As a result, special attention is needed with regard to fueling and storing the aircraft. Pilots are asked to do the following until further notice:

- Refuel the aircraft **PRIOR TO** not **AFTER** your flight
- Check the fuel strainer on level ground after refueling prior to flight
- Place the bucket under the fuel vent when storing the aircraft in the hangar

Thanks! Your cooperation is appreciated!

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Attendance & Notes on the Meeting Minutes



The Business Men's Flying Club held its monthly meeting, Tuesday, April 2nd, 2002, at the Naperville Financial Center. Mike Pastore called the meeting to order at 7:45 PM. The following members and guests attended the meeting.

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

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

Members

Mike Pastore
 Rick Patelski
 Bryan Barus
 Tom Braid
 Nicole Finzer
 Hubert Elsen
 Ken Best
 Jack Lindquist
 Pat Wager
 Matt Kenner
 Tom Carr
 Munesh Makhija
 Marc Olson
 Joe Weston
 Ray Kvietkus
 Don Patterson
 Bert Toppel
 Pat Brady
 Marty Scheckel
 Reza Zarafshar
 Lonnie Horn
 Saeed Razfar
 Andrea Hoyt
 Matt Forsberg
 Fiore D'Orazio

Work Night Credits



Munesh Makhija	3
Rick Patelski	2
Mike Leavy	1
Ed Vogler	1
Ken Leibach	2
Rudy Moore	2

Aircraft Reports



General Note: Mike Pastore noted that there was no longer a need to use the Tannis heaters on any of the aircraft this season.

N739TU

The annual inspection was underway at the time of the meeting and the aircraft was expected to be done by the weekend. There was a long list of repairs and observations by JA including:

- 3 Airworthiness Directives
 - map light
 - seat rails
 - push rods
- baggage door chain to be replaced
- baggage area panels bad – no action for now
- standby vacuum chafing against engine mount; housing to be replaced
- rear windows leaking – no action for now
- some rusty hardware in flaps & elsewhere
- slight corrosion on interior of wing skin – no action for now
- some case bolts leaking; to be removed, cleaned and resealed
- oil return lines leaking – fittings tightened
- spark plugs beyond limits – replaced
- vac filters replaced
- air filter replaced
- oil filler neck tightened
- dents on ailerons – no action taken

- dirt around rudder pedals – needs to be cleaned at next work night
- tightened vacuum lines thru firewall
- left brake caliper leaking
- brake pads and disks worn – replaced
- right main and nose wheel bearings replaced
- bearings felts replaced
- landing light replaced

The total expected tab was \$1,140 for the annual and \$2,280 for additional squawks including parts

N388ES

The plane recently had an oil

change at JA, and also had one of the NAV lights replaced.

N415RC

The aircraft recently had an oil change at JA. Pilots are still noting that the idle speed is too high.

MARCH AIRCRAFT REPORT			
	388ES	739TU	415RC
Flying	33.7	15.3	34.3
SMOH	944.5	779.2	1019.3
TBO	2000	2000	2000
TMOH	1055.5	1220.8	980.7
Club	1.0	0	0.5
Gallons/Hour	10.2	8.0	12.5
SMOH – engine time since major overhaul			
TBO – engine time between overhauls			
TMOH – engine time to major overhaul			

March 2002 Treasurer's Report



Payee	Description of Payment	Amount
IRS	Federal Taxes	63.00
Naper Aero	Fuel	1,672.03
Naper Aero	Hangar & Fees	446.00
Harris Bank	Aircraft Loan	992.61
JA	5RC - Oil Change & Tire	472.68
JA	8ES - Oil Change & Nav Light	432.01
JA	5RC - GPS Download Plug	301.27
JA	9TU - New Battery	592.43
JA	9TU - GPS Battery	161.20
JA	9TU - Exhaust Stack	1,164.82

Cash		Balance
	MBNA	35,651.33
	SECURITY BANK	6,870.34
Total		42,521.67
Reserves 13,455	9TU REPLACEMENT	-11,875.10
	388ES ENGINE	-9,108
	415RC ENGINE	11,327.50
	INSURANCE	-1,876
	ANNUALS	-3,800
	LL10 DUES	-875
	INACTIVE	-4,277
Reserve Deficit		616.93
Other		
	INTEREST PAID	592.61
	PRINCIPAL PAID	400.00
	AIRCRAFT LOAN	104,800

Receipts	
Equity	383.00
Dues & Flying	7,135.94
INT MBNA	72.34
Total	7,591.28
Credits to Members	
Fuel Away	59.70
Office Supplies	34.00
Postage	7.46

Old Business

A/C Replacement

A committee has been formed to investigate how the club can best achieve the goal of replacing N739TU with an aircraft that offers:

- A greater useful service life
- Improved avionics performance
- Greater overall appeal as a rental aircraft of choice

The committee members are Mike Pastore, Ed Vogler, Matt Kenner, Rick Pateski, and Mike Leavy.

Air Lifeline Service

This topic was raised and discussed at the last monthly meeting and the most recent board meeting. The board has concluded that despite the changes in the Air Lifeline insurance policies that these types of flights are not in the best interests of the club. While there are a number of reasons for this decision, the primary issues are the insurance renewal risks and the potential risk that pilots might feel an obligation to fly under circumstances that are beyond that pilot's capabilities.

The board understands and appreciates that there is real social value in these types of

services, but feels strongly that these can still be fulfilled by renting an aircraft from a local FBO instead of using BFC aircraft.

New Business

Reservation Changes

In an effort to make club aircraft more equitably available for all pilots, Mike Pastore has decided to implement a new policy of limiting each member to five (5) forward-looking or concurrent reservations. Mike asks that everyone consider carefully both the intent of making a reservation and the duration of that reservation in order to permit others to have the same opportunity to fly. If any problems are encountered with this new policy Mike is willing to review and amend it as necessary.

Brach/Brodie Property Development

The exceedingly intrepid, resourceful (and dare we say "connected") **Bryan Barus** was able to obtain detailed diagrams and other documentation with regard to the Naperville Plan Commission's review of the planned development north and west of LL10.

The most obtrusive part of that development at this point is a very large Costco retail store, to be constructed facing Rt. 59 in the Northwest corner of the property. These plans appear to reflect the negotiations between the Naper Aero residents, Forest Preserve District and commercial developers. There is sure to be more to follow on this topic, but for now it appears we will eventually be treated to some interesting views on approach to and departure from the north end of RWY 18/36.

Membership

There were no new membership transactions at the April monthly meeting. The club has one pending resignation to be filled.

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.

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
Hubert Elsen	February 2003
Rich Patelski	March 2003
Munesh Makhija	April 2003

What's Up...



Our own **Munesh Makhija** recently completed the written private pilot exam with a spectacular score of 98%!!! Brilliant work Munesh!!!

And from the great state of Indiana comes a report from **Larry Bothe** that he has completed all the requirements for becoming a Designated Pilot Examiner (DPE). Congratulations Larry!!! Initially he can do only Private Pilot checkrides, but expects to be able to do Commercial and Instrument checkrides within a year.

Consider this an editorial solicitation for applicants on Larry's behalf☺.

Safety/Ground Training



Our thanks to **Hubert Elsen** and **Bryan Barus** for helping coordinate our training event at the April monthly meeting. A large contingent of BFC members and friends from the Naperville Flying Club enjoyed an interesting and insightful presentation by **Barry Anshell**, an air traffic controller with Chicago TRACON. Barry provided a vivid account of the challenges and demands that are routinely met by these talented individuals. We're most grateful for Barry's time and willingness to share his views on how we can all safely share the airspace in such a busy terminal area.

Thanks Barry!



Business Men's Flying Club

**Business Men's
Flying Club**
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Naperville, IL
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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 business meeting on Tuesday, May 7th, 2002, at 7:30PM at the Naper Aero clubhouse.

The meeting will be preceded by our first work night of the year, beginning at around 4:30PM.

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
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