

The Newsletter of the  
Business Men's Flying Club

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

### New Airplanes, Money, and Opinions...

*Plethora* - a very interesting word. It implies excess...abundance...surplus. To have a lot of something. Every time I hear that word, I see in my mind's eye a cornucopia overflowing with fruits, nuts, and past issues of IFR Refresher and AOPA Magazine.

In our last meeting, we solicited comments from the membership regarding the open issue of replacing 9TU. What we found - as you might expect - is that we have a *plethora* of opinions.

Purchasing a third replacement airplane is a monumental step. In many ways, even more difficult than the leap we made 2-1/2 years ago when we replaced our old 150 and 182. Back then, we enjoyed a debt free financial structure plus buy-in, rental, and dues rates that Ozzie and Harriet would have jumped at back in 1959. Due to the age of our aircraft the need for change was clear, and we had the financial resources available to us.

Today, with two late model aircraft, the need for a third "new" plane is not so obvious. Plus, the cost of such an upgrade pushes the financial envelope further than many members might like. Without raising extra capital, a "new" 172 is going to cost us \$700 to \$800 more per month. Plus, the base rental rate for our "low-end" airplane will be \$10 to \$15 per hour higher than it is now.

As well, we're faced with increased operating costs, higher fuel costs, and over the past couple of years we were whacked with maintenance expenses for both 9TU and 8ES that we just didn't anticipate. We're also "starin' down the barrel" of a weak economy and insurance increases this fall of as much as \$1,800 per year. Though we're still in good financial shape, we just don't have the "wiggle room" we once had.

The good news is that there are ways to make it happen and, depending on your perspective, the upgrade may make a lot of sense. Let's face it...just because the upgrade may be difficult to achieve doesn't mean we shouldn't do it. There are many VERY good arguments in favor of replacing 9TU. But, in the end the decision is personal and in some ways, subjective. Hence, we are confronted with our *plethora* of opinions.

*(Continued on Page 2)*

### Special Interest Content:

- Fueling procedures for N739TU
- July Work Night
- 2002 BFC Picnic
- Aircraft Replacement Committee Update

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## Attendance & Notes on the Meeting Minutes



The Business Men's Flying Club held its monthly meeting, Tuesday, June 4th, 2002, at the Naper Aero Clubhouse. Mike Pastore called the meeting to order at 7:31 PM. The following members and guests attended the meeting.

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

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

### **MEMBERS**

Mike Pastore  
Rick Patelski  
Bryan Barus  
Tom Braid  
Hubert Elsen  
Todd Mick  
Jack Lindquist  
Matt Kenner  
Munesh Makhija  
Marc Olson  
Ray Kvietkus  
Don Patterson  
Bert Toppel  
Nick Davis  
Marty Scheckel  
Ed Vogler  
Mike Leavy  
Larry Vaughan  
Fiore D'Orazio

### **GUESTS**

John Lehman  
Kevin Brady  
Brent Dempsey  
Val Vluzny  
Steve Snapp

## 2002 Work Night Credits



Munesh Makhija	4
Ed Vogler	3
Rick Patelski	2
Mike Leavy	2
Ken Leibach	2
Rudy Moore	2
Marc Olson	2
Hubert Elsen	2
Bryan Barus	2
Tom Braid	1
Nicole Finzer	1
Todd Mick	1
Jack Lindquist	1
Matt Kenner	1
Carl Price	1
Joe Weston	1
Ray Kvietkus	1
Don Patterson	1
Bert Toppel	1
Nick Davis	1
Saeed Razfar	1

### ***President's Message (continued from Page 1)***

Sadly, we can't meet everyone's expectations. However, the Board WILL present several options for your analysis, discussion, and voting. The options will represent the most viable choices. The options WILL represent the needs and wishes of the majority of our membership and - to the best of our ability - the long-term best interests of the BFC.

We had hoped to have a final proposal together for you in June or July. But it looks like we'll have to push this out to August. Sorry for the delay, but I'm sure you can appreciate the complexity of the issue. Meanwhile, if there are any opinions you would like to share with the board - please don't hesitate to drop us a note or give any of us a call. If you have something to say, we want to hear it. *Bring on the plethora!*

Thanks!

**Mike Pastore**

## Aircraft Reports



### N739TU

The final tally on the plane's annual inspection is \$3,722, about \$1,200 more than it was in 2001.

We had another incident of fuel spilling out onto the hangar floor due to overfilling the tanks. It is imperative that all pilots of this aircraft remember **NOT TO FILL THE TANKS TO THE TOP!** After some discussion it was agreed that the new process should be to maintain **1 (one) FINGER-LENGTH of space from the top** when refueling. If you have difficulty deciding which finger to use, please consider spelunking as an alternative hobby to aviation.

It was also noted that all the post-lights for the instruments were out (at the time of the meeting). This will be addressed at the next visit to JA. In the meantime only use N739TU for daytime flights.

### N388ES

The A/C was scheduled to return to JA in two days for repairs to the pitot heat, OAT, rheostats, and pedestal lights. Two new squawks were noted: an intermittent "rattle" in the left main gear during taxi, and an unidentifiable "popping" noise in the head lining.

Ray noted that there are two more months remaining on the GPS subscription, at which time we will switch to the Internet download method.

### N415RC

#### MAY AIRCRAFT REPORT

	388ES	739TU	415RC
<b>Flying</b>	36.9	31.1	46.9
<b>SMOH</b>	1017.2	828.2	1085.3
<b>TBO</b>	2000	2000	2000
<b>TMOH</b>	982.8	1171.8	914.7
<b>Club</b>	0.6	0.5	0.7
<b>Gallons/Hour</b>	10.4	8.3	11.2
<b>SMOH – engine time since major overhaul</b>			
<b>TBO – engine time between overhauls</b>			
<b>TMOH – engine time to major overhaul</b>			

The plane had an oil change 1 and ½ weeks ago. Matt noted that the oil pressure gauge was "misbehaving" (fluctuating) and it's thought to be an electrical problem. Matt will look into a quote for replacing the gauge.

## May 2002 Treasurer's Report



Payee	Description of Payment	Amount
Harris Bank	Aircraft Loan	2,830.81
Naper Aero	Fuel	1,408.55
Naper Aero	Hangars & Fees	564.00
JA	N739TU - Annual Inspection	3,722.20
JA	N415RC - Download Cable	78.23
JA	N388ES - GPS Power Switch	148.98
JA	N739TU - Pitot/Static Check	262.00
Avemco	Insurance	2,812.50
Harris Bank	Safe Deposit Box	35.00
Jim Barna	Equity Refund	1,500.00

Cash		Balance
	MBNA	40,802.16
	SECURITY BANK	3,231.67
<b>Total</b>		<b>44,033.83</b>
<b>Reserves</b>		
16,174	<b>9TU REPLACEMENT</b>	-12,173.90
	388ES ENGINE	-9,803.00
	415RC ENGINE	-11,941.60
	INSURANCE	-938
	ANNUALS	-3,100
	LL10 DUES	-1,225
	INACTIVE	-4,277
<b>Reserve Excess</b>		<b>575.33</b>
<b>Other</b>		
	INTEREST PAID	630.81
	PRINCIPAL PAID	2,200.00
	AIRCRAFT LOAN	102,300

Receipts	
Equity	4,643.53
Dues & Flying	6,205.23
INT MBNA	79.61
<b>Total</b>	<b>10,928.37</b>
<b>Credits to Members</b>	
Fuel Away	92.78
Work Night Food	38.52
Cleaning Supplies	186.86
Hangar Winch	142.93
Hangar Hardware	42.13
Flowers	74.23
Keys	51.18

## Old Business

### A/C Replacement

Mike Pastore reported that the committee members and the board are still studying the issues and refining the financials associated with our study for replacing N739TU. In the interests of gauging the opinions of the membership at large, Mike opened the topic up for discussion with those in attendance.

The ensuing discussion, which lasted for more than 45 minutes, was wide-ranging, with a variety of opinions expressed by veteran members, new members, students, and guests.

While space doesn't permit a verbatim representation of all the opinions expressed, it is fair to report that the members hold strong and valid opinions that are in support of the full gamut of options available to the club. And though the objective at the meeting was not to settle the issue, valuable insight was gained from the input provided by the attendees.

Please see the President's Message on Page 1 of this newsletter for more on this topic. A follow-up presentation of the board's findings will likely take place in August.

### 2002 BFC Picnic

## New Business

**Don't forget that our July meeting will be held at the annual BFC Picnic on Sunday afternoon, July 14th.** The tent will be set up at 9:30AM on Sunday. If you can help with the set-up chores, please contact **Mike Pastore** at (630) 848-1408 or 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. Come one, come all!!!

to see him back flying with us in the future.

Four guests, **Brent Dempsey, Val Vluzny, Steve Snapp, and Kevin Brady**, also joined us. Thanks again for making the time to join our meeting and for your valued contributions to our discussion.

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## Membership

**Larry Vaughan**, a long-time resident of our Waiting List, was welcomed as a new member at the June meeting. Larry is a Naperville resident and newly minted private pilot whom we are pleased to count as an active member of our club. Welcome aboard, Larry!

Larry fills the vacancy left by **Bryan Totten**, who recently decided to assume an "Inactive" status on our roster. We wish Bryan well and hope

## 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.

Hubert Elsen	August 2002
Marc Olson	September 2002
Pat Wager	October 2002
Tom Lechner	November 2002
Marty Scheckel	January 2003
Hubert Elsen	February 2003
Rick Patelski	March 2003
Munesh Makhija	April 2003
Tom Mooncotch	May 2003
Marty Scheckel	June 2003
Rick Patelski	August 2003
Pat Brady	September 2003

## What's Up...



**Rick Patelski** spent the Memorial Day holiday breaking in some new chops by adding a Single Engine Seaplane rating to his credentials. Congrats, Rick – the way the weather's been this spring, those skills may become useful at LL10.

**Pat Brady** is one step closer to an instrument rating, having passed his written exam. Well done, Pat!

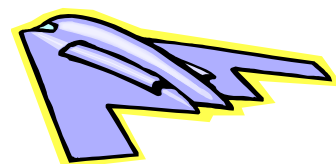
As always gents, the sweetest reward for your aviation accomplishments is all ours, as we welcome you with open arms and open mouths to The Refreshment List!!! (Do you suppose Dr. Patelski's treats are sugar-free?)

## Miscellaneous



### Attention Instructors:

**Nick Davis** will be away for 5 weeks at some UAL training (rumor has it they are adding the B-2 to their fleet on selected routes). In his absence please contact **Bert Toppel** for all of your aircraft manuals and key requirements.



**All Hands on Deck!** Due to the rainout in June we will hold a special work night on July 2<sup>nd</sup> at 4:30PM. There won't be a meeting afterward (due to the July 14<sup>th</sup> picnic), but **Chef Ramon** will be on hand to dazzle and nourish you with his renowned style of *haute cuisine*. With two months worth of funk to remove from the planes, we'll need as many able bodies as we can get.



Thanks in advance!!!

**Business Men's  
Flying Club**

**Business Men's  
Flying Club  
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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 annual summer picnic on July 14<sup>th</sup>, 2002, at 4:00PM. By design, the meeting will be extraordinarily brief.

*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