

# Prop Wash

March 2003

Volume 40, Issue 3

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



## Special Interest Content:

- Costco construction update and special LL10 procedures

## Important Safety Information for Naper Aero Pilots

Starting on March 5, 2003, and continuing for several weeks, the construction project to the north of the airport will erect a crane to build the new Costco store. The crane will be a maximum of 185 feet agl the majority of operations will be at 110 feet agl.

Intermittent runways closings, for maximum periods of fours hours might occur when the crane penetrates our approach slope. If this happens you will be given 24 hours notice. If closing of runway 36 departures occurs you will be able to use runways 18 or 9/27 to minimize your inconvenience.

- The crane will have a safety flag and be illuminated with obstruction lighting.
- The crane will be lowered at night.

The following are some safety suggestions to enhance sensible operations and manage risk:

### When departing on Runway 36

- At an appropriate altitude, when safe to do so, side step right (toward the east) a few hundred feet, then continue north.
- Do not initiate a left turn until safely past 75<sup>th</sup> Street.
- Manage student solo operations and in some cases restrict their northerly departures when the crane is closest to the runway centerline.

The FAA will not accept Notices to Airmen "NOTAMS" from private airports. To keep all Naper Aero pilots notified a **special phone number (listed below)** has been established to report the crane activities and runway closings. The recording will be updated daily as needed and should be called prior to each flight to complete a pilot's briefing.

**630-240-7474**

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## Attendance & Notes on the Meeting Minutes



The Business Men's Flying Club held its monthly meeting, Tuesday, March 11th, 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 to the previous (February 2003) newsletter. A motion was made and seconded to accept the February newsletter (with the above noted correction) as the minutes of the last meeting.

Mike Pastore	Roberta Priz
Marty Scheckel	Ken Best
Ed Vogler	Jack Lindquist
Ray Kvietkus	Jeff Richards
Bert Toppel	Marc Olson
Nick Davis	Bryan Barus
Pat Wager	Todd Mick
Mike Leavy	Don Patterson

## 2003 Work Night Credits



No entries yet.

## Miscellaneous



*In keeping with our GREEN motif this month (and to help us begin to 'Think Spring') here is a bird's eye view of the island of Kauai, taken last year by our hang gliding, thrill seeking dentist (Rick Patelski).*



## Aircraft Reports



Once again there was a minimal amount to report with regard to the fleet at the March meeting.

Ed Vogler made a general notation regarding all planes in our fleet that a Special Airworthiness Bulletin was issued, "...to inspect and torque allen type pipe plug" installed in the engine oil pump body. This will be addressed for each A/C as they make their way in for oil changes or other repairs.

### N388ES

The right side jack on the intercom was reportedly malfunctioning from time to time. In addition, the strobe light is still out and there is a static wick missing. These items will be reserved for repair when the A/C goes in for it's next oil change.

There was also an isolated observation of nose wheel shimmy.

### N983SP

The plane was to travel to Rockford on Sunday, March 16<sup>th</sup>, for installation of a new DME. The plane was thought to be about 8-10 hours from its next oil change.

### N415RC

This A/C was also around 8-10 hours from its next oil change. Although its was flying great, there was a report of some "grinding" sounds from the gyros, a condition which definitely requires monitoring. This will be

### FEBRUARY AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
<b>Flying</b>	16.3	17.3	29.6
<b>SMOH</b>	1318.2	982.4	1408.2
<b>TBO</b>	2000	2000	2000
<b>TMOH</b>	681.8	1017.6	591.8
<b>Club</b>	0.0	0.0	0.0
<b>Gallons/Hour</b>	9.9	9.6	11.4

**SMOH – engine time since major overhaul**

**TBO – engine time between overhauls**

**TMOH – engine time to major overhaul**

examined further at the next oil change.

### General

**Mike Pastore** made a request that each pilot make an extra effort to care for the planes' condition during the colder months when work nights are not possible. After nearly six months of flying without a thorough cleaning, they are all beginning to show the effects.

**Ed Vogler** also observed that with the onset of warmer weather we should no longer be using the Tanis heaters.

## February 2003 Treasurer's Report



CATEGORY	DESCRIPTION	AMOUNT
<b>PAYMENTS</b>	Harris Aircraft Loan	1,081.60
	Naper Aero Fuel	1,464.30
	Naper Aero Hangars & Fees	618.00
	Bendix-King 3SP - GPS Subscription	380.00
	Lumanair 5RC - Oil Change	175.04
	Avemco Insurance	3,620.25
	Tom Carr Equity Refund	3,750.00
JA 5RC - Starter	416.33	
<b>CASH</b>	Harris Money Market	14,180.21
	Harris Checking	11,092.61
	<b>TOTAL</b>	<b>25,272.82</b>
<b>RESERVES</b>	Maintenance	-2500
	983SP DME	-4000
	Insurance	-1200
	Annuals	-5000
	LL10 Dues	-700
	Inactive	-11777
	<b>RESERVE EXCESS</b>	<b>95.82</b>
<b>LOANS</b>	Interest Paid	781.60
	Principal Paid	300.00
	Aircraft Loan Balance	139,400
<b>RECEIPTS</b>	Equity	6198.97
	Dues & Flying	5469.57
	Interest from Harris	6.18
	<b>TOTAL</b>	<b>11,674.72</b>
<b>CREDITS TO MEMBERS</b>	Fuel Away	346.52

## Old Business



### Costco Construction

As we have posted on the club reservations site and at the airport, there is a new process for monitoring any conflicts between the flight paths in and out of LL10 and the presence of construction equipment (mainly cranes) on the Costco site at the north end of the field. The process is reprinted on Page 1 of this newsletter. Pilots are urged to be especially vigilant at night.

### N983SP Reservation Privileges

There was some follow-up discussion about the recently instituted changes to the club's Rules & Regulations regarding the restrictions of flight privileges for N983SP. **Mike Pastore** reiterated that the regulation is changeable if it doesn't ultimately serve the best interests of the membership as a whole. **Pat Wager** expressed her opinion and objection to the policy, noting that it wasn't part of the discussion and rationale during the financing and purchase of N983SP.

Mike pointed out that the policy does provide for instructor approval of flight privileges, which should hopefully prevent it from becoming an impediment.

## New Business



### GPS Swap

**Todd Mick** inquired if any consideration could be given to swapping the color GPS now in N983SP with the unit in N415RC, given that the 182 is the prime "trip aircraft".

Mike pointed out that although he agreed the idea had some merit, the club hadn't investigated the costs that might be involved. And given the elective nature of such an expense, the club would probably not pursue that swap at this time.

## 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 dessert 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	April 2003
Rick Patelski	May 2003
Pat Brady	June 2003
Ed Vogler	August 2003
Pat Brady	September 2003
Pat Wager	October 2003
Fiore D'Orazio	November 2003
Todd Mick	January 2004
Bryan Barus	February 2004
Todd Mick	March 2004

## What's Up...



**Todd Mick** reported the successful completion of his instrument check ride and his ascent to the rating of Instrument Pilot in record time. He also shared the story of how a finicky radio and a testy controller made his check ride experience a memorable one. Congratulations Todd!

## Membership



**Roberta Priz** joined the BFC as a new member, assuming the vacancy created by the resignation of **Andrea Hoyt**. Roberta is an Aero Estates resident and student pilot. Congratulations Roberta, and welcome to the club!

## Safety



**Bert Toppel** passed out some handouts regarding airport signage and runway incursions.

**Ed Vogler** distributed an interesting article on the hazards of "shock cooling" an engine, and how to avoid this mistake. Ed also offered a short quiz during which we learned, among other things, that the METAR/TAF abbreviation for mist ('BR') is derived from the French word for *mist*, which is *brume*. **Parlez-vous METAR?**

**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**

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**We're on the Web!**

**See us at:**

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

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**NEXT BUSINESS  
MEETING**

The Business Men's Flying Club will hold its next monthly meeting on Tuesday, **April 1st, 2003** at 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 172R**, a **Cessna 172SP**, and a **Cessna 182S**.

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**Place  
Stamp  
Here**