

The Newsletter of
the
Business Men's
Flying Club

January 2004

Volume 41, Issue 1

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Important Reminder: Our February, and March 2004 monthly meetings (and special training seminars) will be held at the Naperville Financial Center

Location: Naperville Financial Center
400 East Diehl Road
Naperville, Illinois

Note: The Financial Center is also known as the Northern Trust Bank Building and is located on the southeast corner of Washington & Diehl. Please park on the lower level of the parking deck.

Dates: February 3rd
March 2nd

Times: 7:00 PM: BFC Business Meeting (abbreviated)
7:45 PM: Break
8:00 PM: Training Seminar

Agenda:
February Special Guest Speaker Scott Landorf, FAA
Aviation Safety Counselor, DuPage Flight
Standards District Office
March AOPA Air Safety Foundation program,
"Weather Strategies"

Door prize to be awarded at each session!

Attendees for the March session eligible to enter the ASF quarterly Handheld Transceiver Drawing!

Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, January 6th, 2004, at the Naperville Financial Center. Mike Pastore called the meeting to order at 7:05 PM.

There were no corrections noted for the previous (December) newsletter. A motion was made and seconded to accept the December newsletter as the minutes of the December meeting.

Attendees

Mike Pastore	Ken Best
Marty Scheckel	Matt Kenner
Marc Olson	Steve Snapp
Ray Kvietkus	Mike Leavy
Hubert Elsen	Pat Wager
Don Patterson	Fiore D'Orazio
Val Vlazny	Jim Krzyzewski
Bert Toppel	Bob Downey
Matt Forsberg	Todd Mick
Bryan Barus	Mark Miller (Guest)

2004 Work Night Credits



Fiore D'Orazio	2
Ken Best	2

Aircraft Reports

N388ES

The pitot-static, ELT, and altimeter checks were performed at Lumanair. They also cared for a service bulletin on the autopilot.

A question was again raised about the status of the ADF, since it is still inoperable. The notes from the November newsletter were reviewed and the plan was for Jim Krzyzewski to help determine a location and plans for diagnosing it (while in the aircraft).

N983SP

The plane had an oil change at the end of December. A minor nick (of unknown origin) has been observed in the left aileron and there is evidence that one of the wingtips was scuffed in the trees.

Mike Pastore observed that he still thinks the engine runs rough intermittently at certain power settings. Other pilots present agreed. Pat Wager asked if it was possible for the club to get a new (longer) tow bar for 8ES and 3SP. The club will look into the cost.

N415RC

The plane recently had an oil change, GPS update and front strut adjustment. New cowl plugs are on order (the old ones disappeared around the time of the annual inspection).

JANUARY AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	30.3	35.6	32.7
SMOH	1628.1	1308.4	1781.1
TBO	2000	2000	2000
TMOH	371.9	691.6	218.9
Club Time	1.7	1.3	0.7
Gallons/Hour	9.9	10.1	12.3

SMOH – engine time since major overhaul

TBO – engine time between overhauls

TMOH – engine time to major overhaul

General

During the Treasurer's Report there was a brief discussion on the strength of our financial position. Ray noted that the club has about \$23,600 in our overhaul "reserve" (set aside for the 5RC engine rebuild). We have about 220 hours left before we hit the 2000-hour mark and we hope to go over that by about 10%. There was also some brief Q&A on the puts and takes of our loans and interest rate spreads.

January 2004 Treasurer's Report



CASH

Harris Money Market	23,302.56
Harris Checking	18,053.56
Total	41,356.12



PAYMENTS

Aircraft Loan	Harris Bank	1,251.63
Fuel	Naper Aero	1,544.91
Hangars & Fees	Naper Aero	627.00
Ed Vogler Memorial Fund	Vogler Fund	965.00
Moody Bible Institute	Price Fund	482.50
Evangelical Free Church	Price Fund	482.50
N415RC - Clean Plugs	Lumanair	91.00
Aircraft Registration	State of Illinois	60.00
Christmas Party	Domo 77	663.00
Post Office Box Rental	USPS	58.00

RESERVES

Maintenance	-23,600
Insurance	-2,400
Annuals	-3,000
LL10 Dues	-525
Inactive	-11,777
Reserve NET	54.12
Reserve INCREASE	3,100



LOANS

Interest Paid	1,051.63
Principal Paid	200.00
Aircraft Loan	134,000



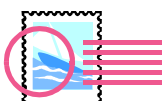
RECEIPTS

Equity	403.28
Dues & Flying	9,388.45
Interest - Harris Bank	11.76
Total	9,803.49



CREDITS

Fuel Away	249.32
Lumanair Gift	44.52
Safety Seminar Tapes	74.85



Old Business

Notes from Jodi Price

Mike Pastore read to the members a couple of thank notes from Jodi Price in recognition of the generous contributions of our members and friends to charities that were important to Carl Price.

Thanks to all concerned for their thoughtfulness and generosity.

New Business

There was no new business transacted at the January meeting.

Safety

The primary focus of the second half of our January meeting was safety, as **Mike Pastore** delivered the first of three training sessions at the Naperville Financial Center.

The members enjoyed an excellent video entitled "The Ups and Downs of Take-Offs and Landings". The material provided an excellent overview of the fundamentals of taking off and landing in all kinds of conditions. The footage of actual landings (both good and not-so-good) at fly-in events was especially instructive and entertaining.

Thanks Mike! We look forward to the next two sessions in February and March.

Miscellaneous

BFC Social Member and Master CFI, Larry Bothe, contributed the following article on trimming for 'best glide' in an emergency.

Best Glide

11/12/2003

While attending the AOPA Expo convention in Philadelphia at the end of October I had the good fortune to attend a lecture by Dr. Ian Fries on the subject of surviving an emergency landing. One of the best survival techniques is to contact the ground with the plane flying under control and at the lowest safe speed. Those are very nice words, but as a practical matter how do we make sure that actually happens?

We all teach our students that in the event of an engine failure we should slow the plane to the best glide speed and trim to maintain that speed. When teaching I retard the throttle to idle to simulate an engine failure and the student starts to trim, tentatively at first, and then more aggressively, trying to get the Cessna 172 to slow down to 65 knots and stay there. Most aviators, students and experienced pilots alike, are not accustomed to making that great a trim change so it takes them a very long time to get it somewhere near the right speed. That time could be better spent picking a place to land, declaring an emergency, and attempting a restart.

In an effort to cut down the time spent trimming I started telling my students to just move the trim wheel 5 full "rolls" up and that would be close. But the results were mixed because my 5 rolls are not the same as somebody else's 5 rolls. And while it might be OK in a Cessna 150 or 172 it probably won't work in Piper Warrior or a Beech Musketeer. Dr. Fries has a better way. How about full nose-up trim? Just move the trim wheel in the nose-up direction until it hits the stop. Full nose-up trim? Won't it stall? That would be way too slow!

No, it won't stall, and it won't be way too slow. Try it. In a 1980 Cessna 172-N full nose-up trim gets me 62 or 63 knots against a book best-glide speed of 65 knots. That's close enough for me, especially considering that at any weight less than max gross the best glide would be a bit slower anyway. And your Piper Warrior or Beech Musketeer won't stall either. Why not? Because it is a certification requirement for light single-engine aircraft that they won't stall power-off with full nose-up trim.

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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.

Pat Wager	February 2004
Bryan Barus	March 2004
Bryan Barus	April 2004
Rudy Moore	May 2004
Pat Wager	June 2004
Mike Pastore	August 2004
Nick Davis	September 2004
Anthony Gilmour	October 2004

What's Up...

Hearty congratulations to **Anthony Gilmour**, who recently completed his first solo! Way to go Anthony – we'll look forward to watching you complete your primary training and the snacks are on you in October!

The BFC also sends its sincere get-well wishes to **Marc Clements**, who is recuperating from kidney surgery. Marc is said to be doing well (now that he's home). Feel better, Marc, and we'll see you soon!

Membership

Roberta Priz has decided to tender her resignation instead of retaining an "inactive" status. Additionally, **Reza Zarafshar**, who moved to Virginia last year, has also decided to resign. Reza thought at one time that he might be returning to the area, but at this point doesn't see that happening very soon. The BFC extends its best wishes to these individuals and thanks them for their loyal membership over the years.

Mark Miller joined us as a guest at the January meeting. Mark is currently a member of both the Naperville Flying Club and Mentor Flyers. He is in the first position on the BFC wait list. Thanks for joining us Mark!

Miscellaneous (continued from Page 5)

A few words of caution: When recovering to normal cruise flight expect a substantial pitch-up as power is applied. You'll have to hold substantial forward pressure on the control wheel until you get the trim readjusted for level, power-on flight.

From now on I'm going to teach the full-nose-up-trim procedure to all my students and flight review applicants, as well as tell other flight instructors in my geographic area. I'm a DPE so I come in contact with a lot of pilots and instructors. This might be a bit long to be called a "quick" tip, but it's too good a procedure to not pass along.

**Business Men's
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Flying Club
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Reservations System:
(866) 831-8600**

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 monthly meeting at the Naperville Financial Center on Tuesday, February 3rd, 2004. The meeting will begin promptly at **7:00PM** so that we may conduct our training seminar at 8:00PM.

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**.

**Place
Stamp
Here**