

BLUE SKY IS UP!

The Newsletter of the Business Men's Flying Club

September 2005

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LL10 Avgas 100LL
\$3.46/gal

Surcharge Rates

C172R \$60.00 + 12.10

C172SP \$65.00 + 12.10

C182S \$75.00 + 14.88

Aircraft Hours YTD through May

8ES	220.4	hrs
3SP	204.0	hrs
5RC	236.6	hrs
Total	661.0	hrs

The Flight Review One Size Does *NOT* Fit All by Larry Bothe, MCFI, DPE, 8/20/2005

For years I have wondered why the FAA takes the overly simplistic view that all pilots, regardless of total time or recent experience, need a flight review every two years. It seems to me that this requirement is unduly burdensome on high-time, active pilots; while at the same time it does not address the all-to-prevalent situation where very low time pilots don't fly for a while and get unsafely rusty.

I am aware that back when the flight review was first required there were actually two flight reviews, an annual one and a biennial. The annual one was to be required for any pilot with less than 400 hours and not holding an instrument rating, and a biennial review (every two years) for everybody. The AOPA threw a fit over the annual requirement, and even though it was a part of the FAR requiring the reviews it's implementation was suspended. Finally, in 1996 I think, the FAR was changed to eliminate the Annual Review, and the Biennial Flight Review was renamed simply Flight Review, and that's what we have today.

I am not suggesting that we should go back to the Annual Review. Even the annual requirement is not sufficient for very low time pilots, and the biennial requirement for everybody is an unnecessary pain-in-the-neck for people who fly all the time. What we need is some system that takes into consideration the combination of total time, ratings held and recent experience; and then require reviews or instructor endorsements accordingly.

Let's look at the high end first. There must be some level of activity where a pilot can be considered current, period, and not need the burden of a flight review. At one point the FAA thought that 400 hours total time and an instrument rating (together) are an important accomplishments. What if we added the requirement of 100 hours of PIC time in the preceding 24 calendar months? That combination of total time, skills and recent experience would allow you to be called a High Activity Pilot and excuse you from the Flight Review requirement. For people like that the Flight Review is a formality anyway; they always do well. Why bother them with it, and cause them the risk of breaking a law and having their insurance void?

I see the real problem at the other end of the pilot activity spectrum, the very low time pilot. The less total time a pilot has the faster he or she gets rusty from not flying, and the longer it takes to "knock the rust off". It's really bad at the new Private Pilot level. After obtaining their certificate they fly maybe another 5 or 10 hours right away taking friends or family for rides to show off their newfound skill. Then the realities of time and money set in and they all but stop flying at the 60 or 70-hour level. When they finally come out to the airport 4 or 5 months later to take some out-of-town guest for a ride their performance is very scary. The conscientious ones seek some dual in advance, but many just get in the plane and hope for the best. The results are usually not good.

I believe that for pilots with less than 200 hours total time, no instrument rating, AND less than 5 hours PIC in the preceding 90 days, an instructor sign-off should be required for continued PIC privileges. Note that I didn't say Flight Review. I have in mind more like the 90-day sign-off for continued solo privileges for student pilots. Sort of like just show the instructor that you can still land in a crosswind and you can go. But like the current Flight Review, the instructor could withhold the endorsement if he thought the pilot was not safe. That would force the additional, badly needed, dual instruction. This under-200-hour/no IFR/less-than-5 PIC group would still be required to have a real Flight Review every 24 calendar months, and the accomplishment of the Flight Review would reset their 90-day clock. Getting the instrument rating would eliminate the requirement for the 90-day PIC endorsement regardless of total time or PIC in the last 90 days.

Continues on page 5

Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, September 6th, 2005, at the Naper Aero Clubhouse. President Ray Kvietkus, called the meeting to order at 19:50.

The August treasurer's report and newsletter were accepted as published with a correction of the ADF is inop in the 182.

Attendees	20
Bryan Barus	Ray Kvietkus
Ken Best	Mike Leavy
Nick Davis	Ken Leibach
Bob Downey	Mark Miller
Hubert Elsen	Kevin Moss
Mel Finzer	Mike Pastore
Lindsay Forsberg	Dave Polich
Matt Forsberg	Marty Scheckel
Jeff Hilsenbeck	Steve Snapp
Mike Hughes	Val Vlanzy
Guests	0

2005 Work Night Credits

Begins October 4th at 4:30pm

Come help clean your airplanes. Free food and earn credits for free flight time!!



Mark Miller	7
Jeff Hilsenbeck	6
Steve Snapp	6
Ray Kvietkus	6
Mike Leavy	5
Bert Toppel	5
Val Vlanzy	5
Terry Kline	4
Jim Waugh	4
Ken Leibach	4
Jack Lindquist	4
Hubert Elsen	4
Nick Davis	4
David Bremner	3
Don Patterson	3
Kevin Moss	3
Mel Finzer	3
Rob Downey	3
Ken Best	2
Bryan Barus	2
Mike Hughes	2
Fiore D'Orazio	2
Matt Forsberg	2
Lonnie Horn	1
Todd Mick	1
Lindsay Forsberg	1
Mike Pastore	1
Dave Polich	1
Tony Cumbo	1

Aircraft Reports

N388ES

The autopilot problem is now solved. A new turn coordinator has been installed. A compression check came back with readings below 70, which is low. We need to discuss the engine overhaul at the next meeting. The engine is close to 2200 hours. Mike Pastore noted that it might be worth considering doing the annual and the overhaul this year given that we have access to the funds and the a/c already has 2200 hours. Mike mentioned that if we were to have a catastrophic accident prior to the overhaul it would cost considerably more. This issue will be voted on at the next meeting. Mike Leavy noticed a crack starting on the elevator.

N983SP

The pilot seat was repaired yet still seems to recline. The mixture control was adjusted. The co-pilot side grounding strap is broken and the static wick is missing.

N415RC

The a/c had a vacuum pump failure and a new vacuum pump was installed. The exhaust stack was loose and was tightened.

AUGUST AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	37.2	31.6	37.2
TACH	2190.7	1818.4	2302.4
TBO	2000	2000	2000
TMOH	-190.7	181.6	1745.8
Club Time	1.3	1.4	1.0
Gallons/Hour	10.0	10.2	12.3

SMOH – engine time since major overhaul

TBO – engine time between overhauls

TMOH – engine time to major overhaul

JULY AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	37.9	42.3	42.2
TACH	2153.5	1786.8	2265.2
TBO	2000	2000	2000
TMOH	-153.5	213.2	1783.0
Club Time	1.3	0.3	0.1
Gallons/Hour	10.0	10.2	12.3

SMOH – engine time since major overhaul

TBO – engine time between overhauls

TMOH – engine time to major overhaul

March 2005 Treasurer's Report



CASH

Harris Money Market	\$8,442.86
Harris Checking	\$21,434.18
Total	\$29,877.04



PAYMENTS

Aircraft Loan	Harris Bank	\$1,105.99
Fuel and Dues	Naper Aero	\$3,312.94
Insurance 4 th Qtr Policy	Avemco	\$3,762.00
3SP New Vac Pump	Lumanair	\$733.41
3SP New tire/camlocks	A&M Main Ser	\$243.22
3SP Idle Adjust, main gear repair	Lumanair	\$1,125.16
Pilot seat back		
8ES New turn coordinator	JA Air Center	\$1,000.00
(Member paid add'l \$731.33)		



RESERVES

Maintenance	\$-3,936.00
Insurance	-\$1,294.00
Annuals	-\$10,000.00
LL10 Dues	-\$1,870.00
Inactive	-\$12,777.00
Reserve NET	-\$0.04
Reserve INCREASE (DECREASE)	\$-85.00



LOANS

Interest Paid	\$706.00
Principal Paid	\$400.00
Aircraft Loan	\$125,900.00



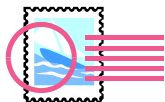
RECEIPTS

Equity	\$0.00
Dues & Flying	\$11,190.92
Interest – Harris Bank	\$7.00
Total	\$11,197.92



CREDITS

Fuel Away	\$509.62
Work Night Food	\$0.00
Supplies	\$141.32
Postage	\$0.00
Plane Repair	\$1,341.23



New Business

The October will see new elections for the BFC board. The slate of officers is as follows:

President: Ken Leibach
Vice President: Hubert Elsen
Secretary: Jeff Hilsenbeck
Treasurer: Jack Lindquist
Safety: Steve Snapp
Operations: Terry Kline

Old Business

Steve Snapp volunteered to wash the towels.

The Holiday party will be at Bucadi Beppo in Lombard on December 4th. The cost will be \$33 per person.

Continuation of The Flight Review, page 1.

In summary then, I think we should keep the Flight Review requirement as we have it today, but create an exception for what I want to call High Activity Pilots. Those are the ones with more than 400 hours total time, an IFR rating, and more than 100 hours PIC in the preceding 24 calendar months. Everybody else would still need a Flight Review. In addition, very low time/low activity pilots (those with less than 200 hours total time, no IFR rating, and less than 5 hours PIC in the preceding 90 days) would be required to obtain a continued PIC endorsement from a CFI.

If the FAA adopted the policy I have suggested above we would stop needlessly hassling high activity pilots and place additional scrutiny on very low time/low activity pilots where it is sorely needed. It would have the added benefit in that as an FAA rule it would eliminate the bad-guy image for FBO's and insurance companies who are increasingly adopting similar rules to protect themselves. Finally, please don't try to tell me that this would be unfair because all pilots would no longer be treated the same. One size does NOT fit all. That's my view.

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.

Ryan Cassidy	October
Terry Kline	November
Dave Polich	January
Jeff Hilsenbeck	February

What's Up...

Jeff Hilsenbeck achieved a multi/single engine instrument rating.

Dave Polich got his Private Pilot rating.

Oil Change Crew

Call a crew member 5 hours before an oil change is due. Thanks

Terry Kline
Val Vlazny
Jeff Hilsenbeck

Membership: 1 Openings

Richard Kilburn resigned and was replaced by Mike Hughes
Rick Patelski resigned and was replaced by Lindsay Forsberg
Skylar Venema is going inactive

Safety

Wings Weekend is coming up on September 23-24th in DeKalb. You can bring your own plane or rent one and get BFR done for free. Let Mike Pastore know if you are interested. He has 8ES reserved for that purpose.

There is also a dinner event on the 23rd and tickets are \$10. There will be safety seminars as well. For more information check www.faasafety.gov.

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:
(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 Naper Aero
clubhouse at 7:30 on
Tuesday, October
4th, 2005.

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
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