

# BLUE SKY UP!

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

February 2006

Volume 43, Issue 2

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LL10 Avgas 100LL  
\$3.14/gal

### Surcharge Rates

C172R \$60.00 + 8.90

C172SP \$65.00 + 8.90

C182S \$75.00 + 10.95

### Aircraft Hours YTD through January

8ES	23.1	hrs
3SP	16.7	hrs
5RC	4.6	hrs

Total 44.4 hrs



### Fatigue: A Silent Killer

Canceling a flight—especially one that is work-related—because of fatigue is a difficult decision. The stakes, after all, can be high.

On February 17, 2004, a Beechcraft King Air struck terrain during a visual approach to Dodge City Regional Airport in Dodge City, Kansas. The pilot and his two passengers—a flight nurse and flight paramedic—were killed. The flight was a Part 91 positioning flight for a medical EMS company. It departed Wichita at about 2:15 a.m. Central for the flight to the company home base in Dodge City.

After departing Wichita, the King Air climbed to 12,000 feet and proceeded on a westbound heading direct to Dodge City. Thirty minutes after departure, the pilot reported Dodge City in sight, cancelled IFR, and was cleared for the visual approach. Radar data shows the flight descending on course to the airport with a corresponding increase in airspeed. The flight passed to the north of Dodge City and continued westbound. The last radar contact showed the airplane about 4.7 nm west of Dodge City at an altitude of 3,200 feet. The airplane hit terrain about 7 nm west of the airport.

The pilot held a commercial certificate with both single-engine and multiengine land airplane ratings. He also had an instrument rating. His flight experience included 3,066 hours total time with 2,166 hours in multiengine aircraft. He had 666 hours in the King Air, and had flown 24 hours in the last 30 days.

During the 24 hours preceding the accident, the pilot had been on duty for 14.5 hours, awake for 21 hours, and had flown four hours since reporting for duty.

The NTSB determined the cause of this accident to be the pilot's failure to maintain clearance with terrain due to fatigue.

According to the company's chief pilot, it was the pilot's job to determine whether he was still within the company's duty and rest time requirements. When operating under Part 91, it was also the pilot's responsibility to determine if he was fit for flight.

Accidents caused by pilot fatigue are probably some of the most preventable, yet they continue to happen on a regular basis. For Part 91 operations, there are no specific rules; it's up to the pilot to determine whether he is physically and mentally fit for flight. Symptoms of fatigue include general sleepiness, longer reaction times, and a decrease in hand-eye coordination. Because of outside influences, such as work and family, pilots may dismiss these symptoms, believing that they can overcome them and complete the flight safely. Unfortunately, many people have lost their lives because they ignored what their body was saying.

For more information about pilot fatigue, visit [AOPA's Pilot Information Center](#). To learn how to make better decisions, both on the ground and in flight, attend the AOPA Air Safety Foundation's newest Safety Seminar, [Do the Right Thing—Decision Making for Pilots](#).

## Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, February 7, 2006. Vice President Hubert Elsen, called the meeting to order at 7:30pm.

The January treasurer's report and the newsletter were accepted as published.

### **Attendees**

Brian Barus  
Hubert Elsen  
Jeff Hilsenbeck  
Matt Kenner  
Ray Kvietkus  
Mike Leavy  
Jack Lindquist  
Mark Miller  
Marc Olson  
Steve Snapp  
Bert Toppel

### **13**

Val Vlanzy  
Tom Weis

### **Guests**

David Kearns  
Bradley Swanson  
Mike Mazurczak

### **5**

Allan Loek  
James Swanson

## 2005 Work Night Credits

The work nights are over and thank you for all the hard work to maintain the airplanes in an excellent condition.



Mark Miller	8
Steve Snapp	7
Ray Kvietkus	6
Jeff Hilsenbeck	6
Bert Toppel	6
Val Vlanzy	6
Mike Leavy	5
Jim Waugh	5
Ken Leibach	5
Jack Lindquist	4
Hubert Elsen	4
Nick Davis	4
David Bremner	4
Don Patterson	4
Terry Kline	4
Kevin Moss	3
Mel Finzer	3
Rob Downey	3
Bryan Barus	3
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
Paul Fuoss	1
Todd Mick	1
Mike Pastore	1
Tom Braid	1
Ken Best	1

## Aircraft Reports

### N388ES

The airplane received an oil change. The brake pads are almost worn completely away and will need to be replaced soon. Also the nose wheel will shimmy periodically. JA Avionics completed a pitot-static test.

### N983SP

The directional gyro caging spring broke and has been repaired. An oil change is due in 25 hours. The basket containing the windshield cleaner and paper towels is missing from the baggage area. If someone knows where it is, please put the basket back in the plane.

### N415RC

No squawks. The nose wheel pants have been removed until summer.

### JANUARY AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
<b>Flying Hours</b>	23.1	16.7	4.6
<b>TACH</b>	2282.4	1929.3	2417.0
<b>TBO</b>	2000	2000	2000
<b>TMOH</b>	1945.6	70.7	1631.2
<b>Club Time</b>	1.0	0.6	0.7
<b>Gallons/Hour</b>	10.0	10.2	12.3

**SMOH** – engine time since major overhaul

**TBO** – engine time between overhauls

**TMOH** – engine time to major overhaul

### DECEMBER AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
<b>Flying Hours</b>	11.6	5.0	10.0
<b>TACH</b>	2259.3	1912.7	2412.4
<b>TBO</b>	2000	2000	2000
<b>TMOH</b>	1968.7	87.3	1635.8
<b>Club Time</b>	0.0	0.3	1.1
<b>Gallons/Hour</b>	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	\$5,479.81
Harris Checking	\$2,916.33
<b>Total</b>	<b>\$8,396.14</b>



### PAYMENTS

Aircraft Loan	Harris Bank	\$1,095.30
Fuel and Dues	Naper Aero	\$1,351.24
5RC AP, Strut Oil Change	Brian Barus	\$1,564.08
5RC Annual	Lumanair	\$4,719.33



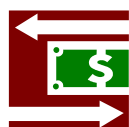
### RESERVES

Maintenance	\$0.00
Insurance	-\$3,882.00
Annuals	-\$2,000.00
LL10 Dues	-\$680.00
Inactive	-\$17,027.00
<b>Reserve NET</b>	<b>-\$15,192.86</b>
<b>Reserve INCREASE (DECREASE)</b>	<b>-\$1,536.00</b>



### LOANS

Interest Paid	\$695.00
Principal Paid	\$400.00
Aircraft Loan	\$123,900.00



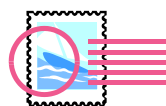
### RECEIPTS

Equity	\$0.00
Dues & Flying	\$4,945.83
Interest – Harris Bank	\$7.00
<b>Total</b>	<b>\$4,952.83</b>



### CREDITS

Fuel Away	\$236.78
Work Night Food	\$0.00
Supplies	\$12.93
Postage	\$0.00
Plane Repair	\$0.00



## New Business

Terry Kline has stepped down from the maintenance officer position. Mark Miller has volunteered to replace Terry. The club still needs plane captains for 5RC and 8ES. Please let one of the board members if you would like to be a plane captain.

A request was made to have a link from the BFC homepage to the Naper Aero homepage for the rules and regulations at LL10.

The ground wire spools at the fuel pumps need to be replaced. Mark Clements would have to replace the spools.

Early payment would be appreciated in order to avoid using the line of credit.

The weigh and balance on the BFC homepage needs to be updated.

## Old Business

Mike Pastore had a wonderful safety meeting last month. Thanks to Bryan Barus for the refreshments and for reserving the room. Jack Lindquist is working on emailing the monthly statements.

## 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.

Tom Weis	March
Reda Elkhadiri	April

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## What's Up...

**Tom Weis** passed the private written test.

**Reda Elkhadiri** passed the instrument written test.

## Oil Change Crew

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

Terry Kline  
Val Vlazny  
Jeff Hilsenbeck  
Nick Davis

## Membership: 0 Openings

**Jim Russell** was replaced by Mike Mazurczak. Mike is a retired American Airlines pilot in the L188, B757, B767, and B727.

**Marty Scheckel** went inactive and was replaced by David Kearns. David is private pilot wanting to continue flying and work towards an instrument rating.


## Safety

Pilots can sign up to receive information on FAA Safety Seminars at the DuPage FSDO or on [www.faasafety.gov](http://www.faasafety.gov). Here you can go through a Flight Review.

Pat Knight had a runway incursion at LL10. She was rotating on 18 when someone crossed the active by the fuel pumps.

Please taxi at a slow pace. This will show the neighborhood respect as the BFC is a guest at LL10.

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## Business Men's Flying Club

Business Men's  
Flying Club  
P.O. Box 2631  
Naperville, IL 60567

### 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, February  
7th, 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**.

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