

BLUE SIDE UP!

The Newsletter of the Business Men's Flying Club

November 2004
Volume 41, Issue 10

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LL10 Avgas 100LL
\$2.62/gal

Surcharge Rates

C172R \$58.00+\$3.70
C172SP \$63.00+\$3.70
C182S \$73.00+\$4.55

Aircraft Hours in Oct

8ES 23.9 hrs
3SP 35.1 hrs
5RC 4.7 hrs

On November 19, 2004 will be the 47th anniversary of the incorporation of the Business Men's Flying Club. The club was incorporated on November 19, 1957.



Fly the Fortress!

EAA is offering historic flight experiences in the beautiful B-17G Flying Fortress "Fuddy Duddy." This aircraft is an example of the American heavy bomber that helped turn the tide of battle in World War II. Fly a mission back in time and feel the might of this magnificent aircraft, just as those brave young men did more than 50 years ago. <http://www.b17.org/>

Christmas Party is Sunday, December 5th at Domo 77 in Wheaton. Please RSVP to Marty Scheckel at marty.scheckel@sbcglobal.net or (630) 717-7599.

Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, November 2nd, 2004, at the Naper Aero Clubhouse. President Ray Kvietkus, called the meeting to order at 19:35.

The October newsletter, minutes and treasurer's report were accepted as published.

Attendees

15

Bryan Barus	Ken Leibach
Ken Best	Jack Lindquist
Nick Davis	Mark Miller
Fiore D'Orazio	Marc Olson
Reda Elkhadiri	Don Patterson
Jeff Hilsenbeck	Steve Snapp
Ray Kvietkus	Bert Toppel
	Val Vlazny

2004 Work Night Credits



Bert Toppel	7
Jeff Hilsenbeck	7
Val Vlazny	7
Fiore D'Orazio	6
Ken Leibach	6
Jack Lindquist	6
Ray Kvietkus	5
Mike Leavy	5
Bryan Barus	4
Nick Davis	4
Robert Downey	4
Hubert Elsen	4
Joe Weston	4
Ken Best	3
Mel Finzer	3
Don Patterson	3
Brian Schultz	3
Edwin Goebel	2
Matt Kenner	2
Marc Olson	2
Saeed Razfar	2
Steve Snapp	2
Matt Forsberg	2
Thom Braid	2
Lonnie Horn	1
Rick Patelski	1
Pat Wager	1
Digby Solomon	1
Pat Brady	1
Todd Mick	1

Aircraft Reports

The oil now to use is 15/50 Aeroshell for all three planes.

N388ES

She is back in full service after a clean annual. During the annual the muffler and exhaust stack were replaced which added an additional cost of \$900. The total cost came to \$3,386.93.

N983SP

The annual inspection is scheduled to begin on November 3rd. Previous squawks included a nose wheel shimmy, a retarded attitude indicator, vibration in the cowling, and air vent cables are difficult to open and close.

JA will repair the attitude indicator. The old nose wheel pant from 8ES will replace the broken pant on 3SP. The air vent cables will be lubricated.

N415RC

After the October meeting a pool of oil was noticed under 5RC. Nick Selig took a look at the engine and discovered that a push rod was bent and a valve lifter was broken. Furthermore the a/c was deemed not airworthy and needed an engine overhaul. The engine was taken to Poplar Grove for an overhaul. Currently Poplar Grove is waiting for parts to complete the overhaul. The overhaul will have a new starter, new mags, same crank/case, new camshaft, and new plugs. However the engine will not be a new-time engine.

JA has agreed to replace the problematic DG free of charge with the conditions that JA will install the DG. Once the a/c is back in service the new engine needs to be broken in, which is to fly hard and low. Otherwise please contact Bryan Barus about the engine break-in procedures. The annual is due at the end on November.

OCTOBER AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	23.9	35.1	4.7
SMOH	1908.3	1574.0	2048.2
TBO	2000	2000	2000
TMOH	91.7	426.0	-48.2
Club Time	0.9	0.7	0.0
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

SEPTEMBER AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	29.5	33.2	24.0
SMOH	1884.4	1538.9	2043.5
TBO	2000	2000	2000
TMOH	115.6	461.1	-43.5
Club Time	0.7	0.4	0.4
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

September 2004 Treasurer's Report



CASH

Harris Money Market	\$33,378.00
Harris Checking	\$17,833.05
Total	\$51,211.05



PAYMENTS

Aircraft Loan	Harris Bank	\$1,105.61
Annual Dues	Naper Aero	\$2,025.00
Hangars & Fees	Naper Aero	\$582.00
Fuel	Naper Aero	\$2,052.77
8ES –Annual Inspection	Lumanair	\$3,386.93
3SP –Oil Change	Lumanair	\$205.53
Annual Report	State of IL	\$5.00



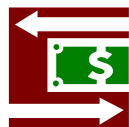
RESERVES

Maintenance	-\$30,700.00
Insurance	-\$3,782.00
Annuals	-\$8,000.00
LL10 Dues	-\$170.00
Inactive	-\$8,527.00
Reserve NET	\$32.05
Reserve INCREASE	\$2,300.00



LOANS

Interest Paid	\$705.61
Principal Paid	\$400.00
Aircraft Loan	\$130,000.00



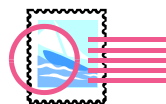
RECEIPTS

Equity	\$0.00
Dues & Flying	\$7,185.86
Interest – Harris Bank	\$15.00
Total	\$7,200.86



CREDITS

Fuel Away	\$524.74
Work Night Food	\$32.28
Office Supplies	\$18.54
Postage	\$9.00
Keys	\$0.00
Cleaning Supplies	\$0.00



Old Business

The Board has accepted the Certificate of Membership proposed by Val Vlazny. The Certificate of Membership designates a beneficiary for that member's equity in BFC, in the unfortunate event that the member would pass away. Completing the Certificate of Membership is strictly voluntary.

Reminder: Christmas party at Domo 77 in Wheaton is on December 5th at 5:00pm

New Business:

Be kind to the Engines this Winter

***Now that winter weather is around the corner please start using the tanis heaters to preheat the aircraft engines before starting.

New: Oil Change Crew

The board has considered forming an oil change crew to start in spring '05 in order to save the club money. The oil crew would consist of 6 members in teams of 2. Lumanair has agreed to instruct the crew in the proper procedure to change the aircraft's oil. The current volunteers are Val Vlazny, Nick Davis, Mark Miller, Ken Leibach, Fiore D'Orazio, and Jeff Hilsenbeck. Lumanair would still change the oil every fourth oil change.

GA May See Diesel Engines

Nick Davis brought up the idea that the membership should look into the near future of converting the fleet with new diesel engines. According to Nick the diesel engines have about 1/2 to 2/3 the burn rate in comparison to standard engines and the fuel or JetA is much cheaper than LL100. The other issue that would have to be dealt with is converting one of the fuel pumps with Jet A.

Membership seeking new certificates will need proof of citizenship effective October 21, 2004. The membership need to present either a passport or a birth certificate.

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.

Anthony Gilmour	January	2005
Pat Wager	February	2005
Jeff Hilsenbeck	March	2005
Mark Miller	April	2005

What's Up...

Skylar Venema has made his SOLO debut. Congrats!

Membership

Paul Fuoss and **Reda Elkhadiri** were accepted by the membership. Paul is replacing Larry Vaughn and Reda is replacing John Dietzen.

Pat Wager and **Dave Polich** have turned in their resignations. This leaves **2 openings** so please let's fill these positions.

Miscellaneous

Safety



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, January
4th, 2004.

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