

BLUE SKY UP!

The Newsletter of the Business Men's Flying Club

January 2005

Volume 42, Issue 1

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LL10 Avgas 100LL
\$2.62/gal

Surcharge Rates

C172R \$60.00+\$3.71
C172SP \$65.00+\$3.71
C182S \$75.00+\$4.80

Aircraft Hours in Dec

8ES 29.5 hrs
3SP 22.2 hrs
5RC 20.6 hrs



Brian R. Schultz
1976 - 2005

In Memory of Brian Schultz

Brian joined the Business Men's Flying club in June 2004 after earning his private license earlier in spring. He did his primary flight training at the Midway airport and was going to begin training for his instrument ticket.

Brian studied electrical engineering at the University of Notre Dame. He worked for Boeing designing airplane power distribution systems, and then in Boeing Finance. In 2000 Brian finished his career with Boeing as a Rocket Accuracy Analyst.

Next, Brian entered the financial industry in secure transactional networks, running a technology and bank consulting company until joining the bank in June of 2003.

Bank president remembered for selfless nature

By [Rachel Izzo](#) of the Naperville Sun
staff writer

Naperville resident Brian Schultz was many things. He was a rocket scientist. He was a businessman. He was a friend. His was a life that was taken too early.

"I'm still kind of in shock," said Naperville Mayor George Pradel, who knew Schultz personally and professionally.

Schultz, 28, president of First National Bank of Naperville, was killed about 5:45 a.m. Saturday while riding in a cab after another vehicle slammed into the side of the taxi at Ashland and Wellington avenues on Chicago's north side, Chicago police said.

01/03/05

<http://www.suburbanchicagonews.com/sunpub/archives/build/n0103banker.htm>

Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, January 4th, 2005, at the Naper Aero Clubhouse. President Ray Kvietkus, called the meeting to order at 19:35.

The December treasurer's report was accepted as published.

Attendees

19

Bryan Barus	Mark Miller
Ken Best	Marc Olson
Reda Elkhadiri	Mike Pastore
Hubert Elsen	Don Patterson
Mel Finzer	Steve Snapp
Jeff Hilsenbeck	Digby Solomon
Ray Kvietkus	Bert Toppel
Mike Leavy	Val Vlazny
Ken Leibach	Joe Weston
Jack Lindquist	

2005 Work Night Credits



Bert Toppel	0
Jeff Hilsenbeck	0
Val Vlazny	0
Fiore D'Orazio	0
Ken Leibach	0
Jack Lindquist	0
Ray Kvietkus	0
Mike Leavy	0
Bryan Barus	0
Nick Davis	0
Robert Downey	0
Hubert Elsen	0
Joe Weston	0
Ken Best	0
Mel Finzer	0
Don Patterson	0
Brian Schultz	0
Edwin Goebel	0
Matt Kenner	0
Marc Olson	0
Saeed Razfar	0
Steve Snapp	0
Matt Forsberg	0
Thom Braid	0
Lonnie Horn	0
Rick Patelski	0
Digby Solomon	0
Pat Brady	0
Todd Mick	0

Aircraft Reports

N388ES

A/C is need of an oil change and the front strut must be pumped up. Recently the passenger seat locking mechanism seized up and the seat would not move. A new locking assembly has been installed. It is recommended to keep as much weigh off the seat while shifting positions. The light bulbs for the AI and airspeed indicator need replacing as wells as the arm rest on doors. Remember to close the door by opening the window to pull it in and not by the arm rest. We discussed upgrading 8ES into a SP model. This topic was discussed 2 years ago but the rewards for the upgrade will most likely not outweigh the costs. The monies could be spent on better avionics.

N983SP

The aircraft also needs an oil change. The AI is sluggish to spin up and JA will inspect it. The plane still has a problem with shimming while taxing typically from fast to slow. Lumanair checked it but found nothing.

N415RC

The engine overhaul was completed but unfortunately it cost more than anticipated. See miscellaneous for breakdown of the overhaul.

If you have not heard or seen the 5RC on aircraftclubs.com the engine has to be rebuilt again at no fault of the club or any member. Digby Solomon flew the a/c to Spruce Creek, FI (7FL6), just south of Daytona (KDAB), and had an oil change at 28 hours. Metal fragments were found in the oil filter and upon further inspection the engine was deemed unairworthy. The engine and prop governor were removed and shipped to Poplar Grove for the rebuild. We are waiting for

DECEMBER AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	29.5	22.2	20.6
SMOH	1970.3	1614.4	2077.0
TBO	2000	2000	2000
TMOH	29.7	385.6	1971.2
Club Time	0.9	0.4	0.8
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

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

Poplar Grove to determine the cause of the metal fragments and shavings. Rick at Lumanair has informed Ray that the BFC is not liable for the rebuild and will not have to pay for it.

December 2004 Treasurer's Report



CASH

Harris Money Market	\$8,409.82
Harris Checking	\$7,815.45
Total	\$16,225.27



PAYMENTS

Aircraft Loan	Harris Bank	\$1,105.61
Fuel and Dues	Naper Aero	\$2,126.95
PO Box Rental	Postmaster	\$58.00
5RC Engine OH	Lumanair	\$32,405.80
5RC-Annual Inspection	Lumanair	\$2,640.86
3SP-Annual Inspection	Lumanair	\$3,526.52
5RC Nose wheel Fairing	Lumanair	\$78.52
3SP Tire Repair	Lumanair	\$211.58
Equity Return	Pat Wager	\$4,250.00



RESERVES

Maintenance	-\$2,500.00
Insurance	-\$2,520.00
Annuals	-\$2,000.00
LL10 Dues	-\$680.00
Inactive	-\$8,527.00
Reserve NET	\$1.73
Reserve DECREASE	\$33,878.00



LOANS

Interest Paid	\$702.00
Principal Paid	\$400.00
Aircraft Loan	\$129,200.00



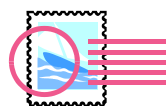
RECEIPTS

Holiday Party	\$960.00
Equity	\$4,250.00
Dues & Flying	\$6,172.78
Interest - Harris Bank	\$8.00
Total	\$11,390.78



CREDITS

Fuel Away	\$72.20
Work Night Food	\$0.00
Office Supplies	\$0.00
Postage	\$16.39
Keys	\$0.00
Cleaning Supplies	\$0.00
Work Night Awards	\$185.70



Old Business

No old business at this time

New Business:

Beginning January 1, 2005 the new rates have taken effect as voted upon by membership in 2002. The monthly dues will rise from \$59 to \$65. 8ES will be \$60 per hour, 3SP will be \$65 per hour, and 5RC will be \$75. The fuel surcharge is still in effect and it is \$3.71 for 8ES and 3SP and \$4.80 for 5RC.

The BFC has increased the line of credit at Harris Bank to \$65,000. The line is tied to prime which is currently 5.25% and has no annual fees. The line of credit can only be used for engine rebuilds.

Certificate of memberships have been mailed out with the monthly invoices. The certificate designates who shall receive the member's equity if that member shall pass away. The membership have the option to complete the certificate.

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	February	2005
Jeff Hilsenbeck	March	2005
Mark Miller	April	2005

What's Up...

Gail Lapook has lost her designated examiner status until further notice. She will be going for her recurrency training.

Membership

Jim Waugh was accepted by the membership. Jim is replacing Pat Wager.

John Beery has turned his resignation and **Chris Sims** will become an inactive member. Dave Polich and Brian Schultz are on the exit list.

Miscellaneous

415RC Overhaul Breakdown

\$21,500	Basic overhaul
\$1,118	Crankcase repair
\$765	Governor OH
\$362	Altimeter OH
\$350	Fuel pump OH
\$803	Engine mounts
\$380	Fuel mixture control
\$530	Misc. parts
\$4,380	Labor from Lumanair 69 Hours
\$1,700	Tax
\$53	Freight
<hr/>	
\$32,405	Total Costs

Safety

The NTSB has determined the cause of crash involving Ed Vogler. The crash is the result of not using preflight checklists and failing to have the fuel selectors on the take off fuel tank.

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, February
1st, 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