

BLUE SKY UP!

The Newsletter of the Business Men's Flying Club

August 2005

Volume 42, Issue 8

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LL10 Avgas 100LL
\$2.90/gal

Surcharge Rates

C172R \$60.00 + 8.70

C172SP \$65.00 + 8.70

C182S \$75.00 + 10.70

Aircraft Hours YTD through May

8ES 183.2 hrs
3SP 172.4 hrs
5RC 199.4 hrs

Total 555.0

Aviation Engine Economic Comparison: Diesel versus Avgas Engines

160 Hp DeltaHawk® vs. 160 Hp Lycoming	DeltaHawk® Upright V-4 Diesel DH160V4 ¹	Difference / Savings of Diesel	Lycoming O-320 D Series
ENGINE CHARACTERISTIC			
Rated Power	160 hp	0	160 hp
TBO	2,000 hours	-200	1,800 hours
Fuel burn @ 65%	5.5 gal/hr Jet A	\$7.65 / hour	8 gal/hr 100LL(leaned) ²
Fuel burn @ 100% (160 hp)	8.7 gal/hr Jet A	\$12.16 / hour	13 gal/hr 100LL ³
BSFC; lb/hp/hr @ < 75%	0.40	-0.02	0.42
Fuel cost/gal, avg. ⁴	\$3.06 Jet A	\$0.00/gal	\$3.06 100LL
Endurance, 50 gal @ 65% power with 45 min reserve	8.34 hr	-2.84 hr	5.50 hr
Dry weight	327 lbs	+49 lbs	278 lbs (listed weight of Lycoming O320-D2A)
Total installed weight (based on Velocity RG installations)	~390 lbs	+70 lbs	320 lbs
Total mission weight (installed engine + fuel for 5.5 hrs @ 65%)	~590 lbs	+10 lbs	580 lbs
COST ESTIMATE			
Retail Price	\$23,500	\$2,170	\$21,330 ⁵
Overhaul cost	~\$5,000	-\$10,000	\$15,000
Fuel cost over 2000 hr TBO (assuming 65% power)	\$33,660	-\$15,300	\$48,960
8 spark plugs @ \$17.00 ea, replaced every 200 hours	\$0	-\$1,432	\$1,432
TOTAL SAVINGS OVER 2,000 HOURS:		-\$24,562	

[Go To 200 Hp Comparison](#)

The O-320 is a product of TEXTRON Lycoming. *Lycoming is a Trademark owned by AVCO Corporation. Lycoming is an Operating Division of AVCO Corporation, a wholly owned subsidiary of Textron Inc.

¹ Estimated or based on pre-production prototype at this time.

² Interpolated from Textron Lycoming Operator's Manual, Fig. 3-6 and verified by Velocity N90DV test data.

³ Interpolated from Textron Lycoming Operator's Manual, Fig. 3-6.

⁴ Fillup Flyer Fuel Finder, www.fillupflyer.com/stats.htm, TUESDAY, April 5, 2005 at 01:00:03 CST.

⁵ Estimated best discounted price.

Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, August 2, 2005, at the Naper Aero Clubhouse. President Ray Kvietkus, called the meeting to order at 19:50.

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

Attendees	21
Ken Best	Ray Kvietkus
David Bremner	Mike Leavy
Nick Davis	Ken Leibach
Fiore D'Orazio	Jack Lindquist
Bob Downey	Mark Miller
Hubert Elsen	Kevin Moss
Mel Finzer	Don Patterson
Matt Forsberg	Steve Snapp
Jeff Hilsenbeck	Bert Toppel
Lonnie Horn	Val Vlanzy
	Jim Waugh
Guests	1
	Jim Mahoney

2005 Work Night Credits

Begins September 6th at 4:30pm

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



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

Aircraft Reports

N388ES

An oil change is due soon and Lumanair will check the compression and oil analysis. We will be watching carefully in the next months the condition of the engine since it has passed TBO. The autopilot needs to be inspected by JA for it is flying nearly 90 degrees off course. The nav light is fixed as well as the airspeed indicator light.

N983SP

The right vacuum pump failed during a trip and the unit was replaced. The pump had roughly 1700 hours without failing. A vacuum pump lifespan is between 500-700 hours, and 1000-1500 is considered above average. On more than one occasion the pilot seat has collapsed during flight. It must be inspected for any needed repairs. We put new speed locks on the front engine cowling. Three locks wore out. So far we have 3 oil analysis reports for 3SP and it confirms the engine has normal operations.

N415RC

Ken Best reported the engine was running hot with normal CHT temp and high oil temp. Others flew it and found it without and issues. The left cowl flap has some chaffing. The rear headset somehow fixed itself when Ray K. flew it. Ray has the magic touch. The taxi light still needs the beam to be adjusted downward. Apparently the ADF is not working but it could be the NDBs have been decommissioned.

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

JUNE AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	21.8	34.8	28.8
TACH	2115.6	1744.5	2223.0
TBO	2000	2000	2000
TMOH	-115.6	255.5	1825.2
Club Time	0.0	0.0	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

We discussed purchasing an oil adapter kit that would move the oil filter from the rear of the engine block to the side. The benefit of moving the oil filter is it would make oil changes much quicker with easier access to the filter and a larger oil filter can be used for better filtration. However it would cost about \$600 for parts and \$700 for labor and a new weight and balance. Does the club want to spend money on the adapter kit? We should shop around and look for other deals to get the kit and installation. The latest oil analysis results were copper appears slightly high. It has been 175 since the overhaul and the engine could be cleaning out any debris from the break-in. We'll see what the next analysis yields.

March 2005 Treasurer's Report



CASH	
Harris Money Market	\$8,434.41
Harris Checking	\$21,525.98
Total	\$29,960.39



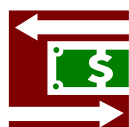
PAYMENTS		
Aircraft Loan	Harris Bank	\$1,085.78
Fuel and Dues	Naper Aero	\$2,985.97



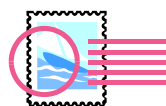
RESERVES	
Maintenance	\$-2,721.00
Insurance	-\$3,762.00
Annuals	-\$9,000.00
LL10 Dues	-\$1,700.00
Inactive	-\$12,777.00
Reserve NET	-\$.39
Reserve INCREASE (DECREASE)	\$8,077.00



LOANS	
Interest Paid	\$686.00
Principal Paid	\$400.00
Aircraft Loan	\$126,300.00



RECEIPTS	
Equity	\$4,250.00
Dues & Flying	\$7,892.15
Interest – Harris Bank	\$6.00
Total	\$12,148.15



CREDITS	
Fuel Away	\$1,081.00
Work Night Food	\$77.00
Supplies	\$100.00
Postage	\$0.00
Plane Repair	\$50.00

New Business

IMPORTANT! Val will step in for Ray as the dedicated cook at the September meeting. Who will be the better chef? Val or Ray?

Christmas party will be on Sunday, December 4th. The vice president will arrange the dinner party.

We had much discussion on the upcoming 8ES engine overhaul. Here is what the club must think about and make a final decision in October. The longer we can put off the overhaul the cheaper it becomes per hour flown, which we are 153 hours past overhaul. The risk becomes of possible engine failure or potential engine problems. 8ES is a de-rated engine and isn't made to run at high RPMs, high torque or high power settings. As a club we use tanis heaters in the winter and we have regular oil changes which eases engine wear and tear. There have been many instances with other 172 owners that have flown 300-500 hours past TBO. Once they had their engines rebuilt they discovered the engine was in great shape and could have been flown longer. Also liability of the club is a serious question with the engine past TBO. If a pilot would loose an engine crashes and dies then is the club liable since the engine has not been rebuilt? At this point the best way to determine the condition of the engine is with the oil analysis and compression checks. Please take time to consider the options.

Old Business

Mike Leavy volunteered to wash the towels.

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.

Terry Kline
Ryan Cassidy

September 6th
October 4th

What's Up...

Ryan Cassidy completed his first solo flight!

Val Vlazny rode in a commercial balloon.

Oil Change Crew

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

Terry Kline
Val Vlazny
Jeff Hilsenbeck

Membership: 0 Openings

Lonnie Horn is back and isn't leaving us after all!

Safety

Please be careful when winching in the airplanes. The tires do not have to be next to the wooden blocks. Just get the tires on the metal plates and leave room between the blocks and the tires. There will be clearance between the hanger doors and the nose cone. The tail tie down ring is bent and if we are not careful we will tear it out with the winch and that will be a very expensive repair.

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, September
6th, 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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