

# BLUE SIDE UP!

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

October 2005

Volume 42, Issue 10

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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 246.4 hrs

3SP 229.6 hrs

5RC 281.9 hrs

Total 758.1 hrs

### Citation theft redoubles calls for pilot vigilance

It was, in the end, an apparent joy ride — a 22-year-old pilot and five friends in a stolen Citation VII with no flight plan take a jaunt from St. Augustine, Florida, to Gwinnett County-Briscoe Field outside Atlanta. But it has the security types concerned.

"I would just encourage increased vigilance at the various airports and the companies that have these aircraft to ensure better security," FBI Special Agent Stephen Emmett told the *Atlanta Journal-Constitution*. "I don't think it requires any systems changes."

"This is a good reminder for all pilots to follow the [Airport Watch precepts](#), especially securing unattended aircraft, and report any suspicious activity," said Andy Cebula, AOPA senior vice president of government and technical affairs. "If as a community we can prevent thefts like this, we'll reduce the chance of more security regulation."

The alleged pilot, Daniel Andrew Wolcott of Buford, Georgia, holds a commercial multiengine certificate and a Citation I type rating but apparently was not rated in the larger, faster aircraft.

The 10-passenger jet was awaiting its next charter flight from St. Augustine when the charter company reported it missing Monday morning. It was found Monday afternoon in Georgia.

Apparently this wasn't the first aeronautical joy ride for Wolcott. A Georgia flight school reported that several years ago Wolcott rented a Cherokee but did not return the aircraft. It was found three days later in Chattanooga, Tennessee.

October 13, 2005

AOPA.com

## Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, October 4th, 2005, at the Naper Aero Clubhouse. President Ray Kvietkus, called the meeting to order at 19:36.

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

### **Attendees 20**

Bryan Barus	Ken Leibach
Ken Best	Mike Leavy
Tom Braid	Jack Lindquist
Fiore D'Orazio	Mark Miller
Mel Finzer	Marc Olson
Paul Fuoss	Don Patterson
Jeff Hilsenbeck	Steve Snapp
Lonnie Horn	Bert Toppel
Matt Kenner	Val Vlanzy
Ray Kvietkus	Jim Waugh

### **Guests 0**

## 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 Vlazny	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

Bryan Barus reported the avionics master switch sometimes remains on when it is turned off.

### N983SP

The engine magneto is bad or there is a bad spark plug. The left mag dropped 400 RPMs as experienced by Ray Kvietkus. The GPS was updated at the meeting. The grounding strap and static wicks will be fixed during the annual.

### N415RC

The taxi light has not been adjusted. A new vacuum pump was installed. The other vacuum pump has a couple hundred of hours on it, so the plane should be in good condition for a while.

### SEPTEMBER AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	26.0	25.6	45.3
TACH	2216.7	1844.0	2347.7
TBO	2000	2000	2000
TMOH	-216.7	156.0	1700.5
Club Time	0.0	0.0	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

### 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

## March 2005 Treasurer's Report



### CASH

Harris Money Market	\$8,449.86
Harris Checking	\$28,564.83
<b>Total</b>	<b>\$37,014.69</b>



### PAYMENTS

Aircraft Loan	Harris Bank	\$1,104.33
Fuel and Dues	Naper Aero	\$3,366.01
Insurance 4 <sup>th</sup> Qtr Policy	Avemco	\$3,762.00
5RC New Vac Pump, Exhaust work	Lumanair	\$783.55
10 Cases 15/50w Aeroshell	Boncosky	\$5,753.03
Equity Refund	Kilburn	\$4,250.00



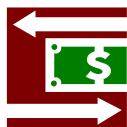
### RESERVES

Maintenance	\$-4,360.00
Insurance	-\$2,588.00
Annuals	-\$11,000.00
LL10 Dues	-\$2,040.00
Inactive	-\$17,027.00
<b>Reserve NET</b>	<b>\$.31</b>
<b>Reserve INCREASE (DECREASE)</b>	<b>\$7,138.00</b>



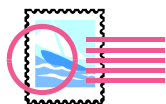
### LOANS

Interest Paid	\$704.00
Principal Paid	\$400.00
Aircraft Loan	\$125,400.00



### RECEIPTS

Equity	\$8,500.00
Dues & Flying	\$8,709.57
Interest – Harris Bank	\$7.00
<b>Total</b>	<b>\$17,216.57</b>



### CREDITS

Fuel Away	\$346.32
Work Night Food	\$50.77
Supplies	\$0.00
Postage	\$0.00
Plane Repair	\$0.00

## **New Business**

The membership voted and confirmed the new slate of officers. The new slates of officers are the following:

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

Plane Captains  
N388ES: Mark Miller  
N983SP: Marc Olson  
N415RC: Bryan Barus

## **Old Business**

Ken Leibach volunteered to wash the towels.

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

### **8ES Overhaul**

The board decided to overhaul the engine this month. Earlier Mike Pastore reported a loss of power during takeoff. Since the engine is past TBO the club may be risking a liability issue if the engine should fail in flight. The board decided the risk to the club is too great and the engine should not be pressed any further past TBO.

The current condition of the engine is good, but not excellent. The compression test results were 68, 69, 71, 71. The minimum acceptable compression is 60/80, which the engine

is on the lower side. The oil analysis results were also acceptable.

The overhaul will be conducted by G&N in Griffith, Indiana. G&N is well known for their engine overhauls and rebuilds. Lumanair will be the third party in the transaction. Therefore the club will save money in the state sales tax. Lumanair will pull the engine and send it to G&N and reinstall it. Lumanair will also complete the annual. The overhaul will include new mags, new spark plugs, new cylinders, new camshaft, new vacuum pumps, new wires, new rings, new injectors, and a new starter. The cost for the overhaul is \$17,700 plus \$3,000 for the Lumanair overhaul. On Tuesday, October 11<sup>th</sup>, 8ES will be taken to Lumanair for the overhaul.

## 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	November
Dave Polich	January
Jeff Hilsenbeck	February, March, April

## What's Up...

Jeff Hilsenbeck passed the CFIA, Commercial, and FOI written tests. He shall forever be on the refreshment list.

## 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

No new members this month.

## Safety

### Cowl Plug Protocol

1. Never pull the lanyard to remove the plugs from the cowling. Instead: wedge your fingers between the cowling and plug to pop it out, or – the term *rip chord* will become quite clear.
2. In 2003 the outside edge is a new material that helps keep the plugs from falling out. In 2002 we made the back of the plugs Black to color match the band and zipper.
3. The little *Remove Before Flying* ribbon is to hang on the panel so any mechanic-type, who doesn't need to preflight before starting, gets a warning.

## 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, November  
1st, 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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