

BLUE SIDE UP!

The Newsletter of
the
Business Men's
Flying Club

April 2006

Volume 43, Issue 4

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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 February

8ES	72.0	hrs
3SP	43.5	hrs
5RC	43.4	hrs

Total 158.9 hrs



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Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, March 7, 2006. President Ken Leibach called the meeting to order at 7:30pm

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

Attendees 9

Brian Barus
Fiore D'Orazio
Jeff Hilsenbeck
David Kearns
Mike Leavy
Ken Leibach
Jack Lindquist
Allan Loek
James Swanson

Guests 1

Bradley Swanson

2006 Work Night Credits

Please help the club wash and wax the airplanes, earn credits for flight time, eat good food and enjoy the evenings with fellow pilots. The next work night is May 2nd at 4:30pm.



Mark Miller	0
Steve Snapp	0
Ray Kvietkus	0
Jeff Hilsenbeck	1
Bert Toppel	0
Val Vlazny	0
Mike Leavy	0
Jim Waugh	0
Ken Leibach	1
Jack Lindquist	0
Hubert Elsen	1
Nick Davis	0
David Bremner	0
Don Patterson	0
David Kearns	1
Kevin Moss	0
Mel Finzer	0
Rob Downey	0
Bryan Barus	1
Mike Hughes	0
Fiore D'Orazio	1
Matt Forsberg	0
Lonnie Horn	0
Todd Mick	0
Lindsay Forsberg	0
Mike Pastore	0
Dave Polich	0
Tony Cumbo	0
Paul Fuoss	0
Todd Mick	0
Mike Pastore	0
James Swanson	1
Ken Best	0
Allan Loek	1

Aircraft Reports

Plane Captains

N388ES Vlazny

N983SP Olson

N415RC Kvietkus

N388ES

There have not been any shimmy problems but the master switch when turned off did not turn off all the avionics as reported by Brian Barus. Mike Leavy noted there was an idle adjustment made by Lumanair.

N983SP

The rough magneto was caused by a clogged number 2 fuel injector which Lumanair repaired. The right tire might have a small leak. Mark Miller mentioned it is important to keep the correct tire pressure to prevent the tire from spinning on the axle when touching down and breaking the valve stem. A repair to the right strut that is collapsed is estimated around \$3,000.

N415RC

The cowl flaps were repaired and an oil leak in the prop hub was plugged. An oil leak could not be found when Lumanair tested the engine. A suggestion was made to fly the airplane an hour and bring it to Lumanair to inspect the engine for the leak. The EGT gauge is inoperative and will be fixed at the same time with the replacement of the nose wheel pant. The tail hook is starting to bend again and stop the airplane before it reaches the wooden blocks pulling it in the hanger.

APRIL AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	25.4	17.1	32.1
TACH	2328.3	1956.1	2455.8
TBO	2000	2000	2000
TMOH	1899.7	43.9	1592.4
Club Time	2.1	1.3	0.6
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 AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	20.5	9.7	6.7
TACH	2302.9	1939.0	2423.7
TBO	2000	2000	2000
TMOH	1925.1	61.0	1624.5
Club Time	0.6	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

March 2005 Treasurer's Report



CASH

Harris Money Market	\$5,488.38
Harris Checking	\$8,308.45
Total	\$13,796.83



PAYMENTS

Aircraft Loan	Harris Bank	\$1,124.14
Fuel and Dues	Naper Aero	\$1,890.11
Equity Return	Jeff Richards	\$4,250.00
8ES brake service, 5RC POH	Lumanair	\$910.38
8ES rudder tension spring	Lumanair	\$268.57
5RC cowl flaps adj, brake inspection		



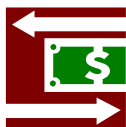
RESERVES

Maintenance	\$0.00
Insurance	-\$2,588.00
Annuals	-\$4,000.00
LL10 Dues	-\$1,020.00
Inactive	-\$21,277.00
Reserve NET	-\$15,088.00
Reserve INCREASE (DECREASE)	\$2,464.00



LOANS

Interest Paid	\$624.00
Principal Paid	\$400.00
Aircraft Loan	\$123,100.00



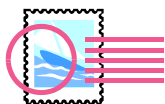
RECEIPTS

Equity	\$4,250.00
Dues & Flying	\$7,350.11
Interest – Harris Bank	\$5.52
Total	\$11,605.63



CREDITS

Fuel Away	\$474.78
Work Night Food	\$0.00
Supplies	\$72.45
Postage	\$0.00
Plane Repair	\$72.00



New Business

The membership decided it would be best to replace the brake pads every 700-750 in order to prevent the pads from wearing down to the rivets and destroying the rotors. The plane captains will be responsible for determining when the brake pads are due to be replaced.

Ken Leibach purchased a demo hat for \$28 for the BFC. He is looking to get a good deal for the club to purchase club hats or possibly getting license plate covers for \$30 per plate or more than 2 for \$20 per plate.

Please lean the mixture when taxiing on the ground. But just remember to follow your checklist and enrich the mixture before take off.

Bert Toppel is coming up on 40 years of membership this July. Way to go!

David Kearns said he would donate his old copier/fax machine to the clubhouse.

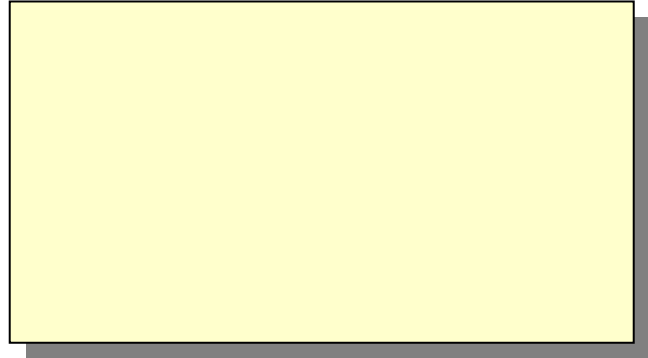
Mark Clements needs to replace the ground wire wheels at the fuel pumps.

To find out where the Sunday Morning Breakfast Club is going to, you can listen to 122.75 early and fly out for breakfast.

Old Business

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.



What's Up...

Jeff Hilsenbeck is leaving for the Air National Guard in May. A new secretary position is available for anyone the wishes to help out the club.

Membership: 1 Openings

Mike Hughes has been replaced by James Swanson. James is 15 years old, attends Naperville North High School, gets good grades and thrilled to learn how to fly.

Richard Patelski is resigning.

Oil Change Crew

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

Terry Kline
Val Vlazny
Nick Davis

Safety

Steve Snapp presented a question to the membership. Are we safer with more or fewer pilots flying airplanes? As a club we are safer since there are more pilots looking at the same aircraft and will noticed different details that someone else may have missed. Therefore we are safer as a club.

Oil levels: add 1 quart to the 172s and 182 when below 6.

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**.
