

BLUE SKY UP!

The Newsletter of
the
Business Men's
Flying Club

September 2003
Volume 40, Issue 8

Table of Contents

Aircraft Reports	3
Treasurer's Reports	4
Old Business	5
New Business	5
Membership	6
What's Up...	6



N415RC basking on the ramp in Saratoga, Wyoming (photo courtesy of Cap'n Crunch)

Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, September 2nd, 2003, at the Naper Aero Clubhouse. Mike Pastore called the meeting to order at 7:32 PM.

A motion was made and seconded to accept the August newsletter as the minutes of the August meeting.

Attendees

Mike Pastore	Bert Toppel
Ray Kvietkus	Marty Scheckel
Marc Olson	Joe Weston
Nick Davis	Tom Braid
Jack Lindquist	Steve Snapp
Don Patterson	Mike Leavy
Val Vlazny	Pat Wager
Todd Mick	Ken Best
Fiore D'Orazio	Ken Leibach
Jim Krzyzewski	Matt Kenner
Pete Weber (Guest)	John Dietzen (Guest)
Homer Henry (Guest)	Lonnie Horn

2003 Work Night Credits



Don Patterson	4
Marc Olson	4
Hubert Elsen	4
Ray Kvietkus	4
Todd Mick	3
Val Vlazny	3
Ken Leibach	3
Mike Leavy	3
Bert Toppel	3
Steve Snapp	3
Jack Lindquist	2
Marty Scheckel	2
Val Vlazny	2
Pat Brady	2
Matt Forsberg	2
Bryan Barus	2
Rudy Moore	2
Fiore D'Orazio	2
Jim Krzyzewski	2
Joe Weston	2
Jack Lindquist	1
Todd Mick	1
Matt Kenner	1
Nick Davis	1
Roberta Priz	1
Joe Weston	1
Saeed Razfar	1
John Dietzen (Guest)	1

Aircraft Reports

N388ES

The ADF seems to be completely “kaput”. Some discussion was had as to whether we should just mark it “INOP” and forget about it, or pull it and repair it at the annual. The club agreed to have it assessed for repairs and table the decision for now.

The plane also had an oil change recently and a service bulletin complied with for the autopilot (which now must be turned on using the AP button).

Our sincere thanks to **Fiore D’Orazio** for a huge assist to the club in getting the left wingtip painted (and getting the “good neighbor” discount). Thanks Fiore!

N983SP

The prop was again re-balanced to correct the recurrence of the vibrations at low RPM. Additionally, a broken cowling mount was replaced and the pilot-side seat cable was replaced. This aircraft also had the autopilot SB complied with.

In terms of squawks, the nose wheel pant has a small crack in it, and the POH was missing at the time of the meeting. Several members noted that the POH **MUST REMAIN IN THE AIRCRAFT AT ALL TIMES** for legal reasons. This discussion of the POH led to someone noting that the first page of the POH, which has the all-important A/C serial number on it, was also missing from the book. Different opinions were expressed as to whether or not it was legal to

AUGUST AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	32.7	31.1	26.1
SMOH	1500.4	1177.9	1662.7
TBO	2000	2000	2000
TMOH	499.6	822.1	337.3
Club Time	2.1	3.5	0.9
Gallons/Hour	9.2	10.0	12.3

SMOH – engine time since major overhaul

TBO – engine time between overhauls

TMOH – engine time to major overhaul

recreate this page on our own or if we would have to buy a new “official” POH from Cessna. We’ll look into this issue and report back to the members.

At the time of the meeting the DME was still malfunctioning intermittently. Marc Olson was to make this a top priority with the AV shop in Rockford.

N415RC

The Attitude Indicator bearings were replaced and the Directional Gyro currently in the plane was a loaner from Lumanair (the original is being repaired at JA and is expected back on 9/3/03).

The previously reported problems with the Turn Coordinator and Autopilot being INOP were due to an oversight by Lumanair – the TC was not plugged in after the repairs to the AI.

August 2003 Treasurer's Report



CASH

Harris Money Market	23,259.67
Harris Checking	11,377.90
Total	34,637.57



PAYMENTS

Aircraft Loan	Harris Bank	1,265.83
Fuel	Naper Aero	2,119.29
Hangars & Fees	Naper Aero	573.00
Insurance	Avemco	3,620.25
Equity Refund	Betyoumaran	4,250.00
N983SP - Oil Change	Lumanair	190.96
N388ES - Battery & Tire	Lumanair	641.59



RESERVES

Maintenance	-6,900
Insurance	-1,200
Annuals	-11,000
LL10 Dues	-1,750
Inactive	-11,777
Ed & Carl Memorial	-2,000
Reserve NET	10.57
Reserve INCREASE	1,900



LOANS

Interest Paid	765.83
Principal Paid	500.00
Aircraft Loan	136,500



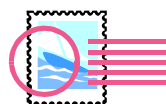
RECEIPTS

Equity	4,483.84
Dues & Flying	8,787.22
Interest - Harris Bank	12.70
Total	13,283.76



CREDITS

Fuel Away	708.97
Work Night Food	29.55
Postage	14.80
Hangar Hardware	16.99
Keys	1.59



Old Business

2003 Holiday Party

Bert Toppel has secured our reservation at Domo 77 for the annual holiday party on December 7, 2003. Arrival between 5PM-6PM is suggested with dinner to begin around 6PM. The gory details will be published in a subsequent newsletter or email.

New Business

Slate of Officers for 2003

In anticipation of the Annual Meeting on October 7th, 2003, the Board presents the following slate of officers for the consideration of the membership:

President	Mike Pastore
Vice-President	Bert Toppel
Operations Officer	Jim Krzyzewski
Secretary	Marty Scheckel
Treasurer	Ray Kvietkus
Board Member At Large	Hubert Elsen
Board Member At Large	Bryan Barus

At the meeting **Rudy Moore** offered a self-nomination for a position of Board Member At Large. Any other members wishing to run for any office are encouraged to do so at the annual meeting on October 7th, 2003.

Insurance Questionnaire

Mike Pastore indicated that all members will be receiving an email containing an insurance questionnaire in which they will be asked to respond to questions concerning DUIs or other relevant convictions. This has been done in the past as well and is strictly related to our insurability.

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.

Fiore D'Orazio	September 2003
Todd Mick	October 2003
Bryan Barus	November 2003
Todd Mick	January 2004
Pat Wager	February 2004
Mike Pastore	March 2004
Bryan Barus	April 2004
Rudy Moore	May 2004
Pat Wager	June 2004

What's Up...

Pat Wager reported the awesome news of her attainment of the privilege of Private Pilot! Congratulations Pat!

The ratings machine formerly known as **Ed Goebel** reports that he has completed his initial CFI check ride, has begun his multi-engine training in a Seminole, and has begun 727 training in a simulator. Well done as always Ed, and thanks for making the rest of us feel like a bunch of miserable, no-account SLACKERS☺

Membership

The BFC extended a warm 'welcome back' to **Lonnie Horn**, who rejoined the BFC after a brief absence. Hello again, Lonnie, and feel free to make up for lost time by logging 30 or 40 hours in 5RC for the next couple of months!

John Dietzen, Pete Weber, and Homer Henry also joined us as guests and potential future members at the September meeting. Thanks and welcome!

Safety

Bert Toppel provided a document containing a summary of pilot regulations paraphrased from the FARs, which he received as a handout at the Chicago Flight Instructors meeting. Thanks Bert!

**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
Naper Aero
Clubhouse:
(630) 420-9731

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 on **Tuesday, October 7th, 2003** at Naper Aero. The normal work night and cookout will take place prior to the meeting.

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**