

BLUE SKY IS UP!

The Newsletter of the Business Men's Flying Club

July 2005

Volume 42, Issue 7

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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 145.3 hrs
3SP 130.1 hrs
5RC 157.2 hrs

Total 432.6



EAA AirVenture Oshkosh July 25-31, 2005
Opens 8 am and daily air shows at 3:30pm,
2:00pm on Sunday.

SpaceShipOne and the GlobalFlyer will be
on display amongst the great airplanes

Larry Stephen BOTHE, Master CFI
Seymour IN

(Renew: 13Jun05)

E-mail: LBothe@aol.com

Larry Bothe recently renewed his Master CFI designation. Larry is the chief flight instructor with Pardieck Aviation (www.PardieckAviation.com) at Freeman Municipal Airport (SER). He also works with the Freeman Field Flying Association and is a pilot examiner as well as a safety counselor for the Indianapolis FSDO.

(Photo: MCFI Larry Bothe of Seymour, IN)

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Larry Bothe, a pilot examiner (DPE) and a resident of Seymour, IN. Recently, Larry's designation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, his professional aviation organization.

To help put this achievement in its proper perspective, there are approximately 85,000 CFIs in the United States. Fewer than five hundred of them have achieved that distinction thus far. The last ten national Flight Instructors of the Year were Master CFIs while Larry is one of only 12 Illinois aviation educators who has earned this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the *crème de la crème* of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Larry will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.

Please feel free to disseminate this information. Questions regarding the Master Instructor program may be directed to 303-485-8136 or Info@NAFIMasters.org or visit NAFI's website at www.NAFInet.org

Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, July 7, 2005, at the Naper Aero Clubhouse. President Ray Kvietkus, called the meeting to order at 20:13.

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

Attendees 16

Ken Best	Ray Kvietkus
Tom Braid	Mike Leavy
David Bremner	Ken Leibach
Ryan Cassidy	Jack Lindquist
Nick Davis	Mark Miller
Hubert Elsen	Kevin Moss
Ed Goebel	Don Patterson
Jeff Hilsenbeck	Steve Snapp

Guests 2	
Isabella	Jim Mahoney

2005 Work Night Credits

Begins August 2nd at 4:30pm

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



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

Aircraft Reports

N388ES

An oil change was performed during the work night and the GPS database was updated. The airspeed indicator light is out. The nav light keeps tripping the circuit breaker. Ed Goebel had intermittent autopilot on his trip.

N983SP

All is well and flies well.

N415RC

The exhaust stack was loose and Lumanair bolted it on. The prop might be leaking fluid however Todd Mick flew it for 8 hours with no problems. The rear headset jack on the right side is inoperative. The taxi light may need adjustment to point it closer to the ground. The tail tie down hook is bent and it seems apparent the damage occurred when being winched into the hanger. Please be careful for this is the second incident in a month where the planes are damaged from carelessness.

JUNE AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	21.8	34.8	28.8
SMOH	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

MAY AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	29.8	33.8	34.8
SMOH	2093.8	1709.7	2194.2
TBO	2000	2000	2000
TMOH	-93.8	290.3	1854.0
Club Time	0.0	0.6	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	\$8,427.92
Harris Checking	\$13,455.58
Total	\$21,883.50



PAYMENTS

Aircraft Loan	Harris Bank	\$1,111.19
Fuel and Dues	Naper Aero	\$3,400.25
Equity Return	Pat Brady	\$4,250.00
Reservation System Ann Fee	Aircraftclubs.com	\$329.85



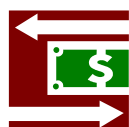
RESERVES

Maintenance	\$1,318.00
Insurance	-\$2,508.00
Annuals	-\$8,000.00
LL10 Dues	-\$1,530.00
Inactive	-\$8,527.00
Reserve NET	-\$.50
Reserve INCREASE (DECREASE)	\$4,832.00



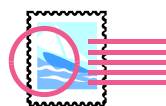
LOANS

Interest Paid	\$711.00
Principal Paid	\$400.00
Aircraft Loan	\$126,700.00



RECEIPTS

Equity	\$4,250.00
Dues & Flying	\$9,668.56
Interest – Harris Bank	\$6.00
Total	\$13,924.56



CREDITS

Fuel Away	\$352.72
Work Night Food	\$60.95
Supplies	\$18.16
Postage	\$7.40
Cleaning Supplies	\$0.00
Plane Repair	\$0.00

New Business

Since the club is now changing the oil ourselves we are considering getting an adapter kit for 5RC that would make the oil filter more accessible and it would make the oil change cleaner. The kit would move the filter closer to the side of the engine in an open area. The kit is approximately \$500. The club has already completed six oil changes and each change saves the club about \$120. There is no expense for ferrying the plane to and from Lumanair and no expense paid to Lumanair for servicing the planes.

Old Business

Kevin Moss volunteered to wash the towels.

Lumanair owes the club only 5 gallons and Ray will get it and there will be no more fuel from Lumanair.

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

August 2nd 2005

What's Up...

Terry Kline passed the FAA CFI practical test and has his CFI and CFII.

Jeff Hilsenbeck passed his multi engine practical test.

Oil Change Crew

Terry Kline
Val Vlazny
Jeff Hilsenbeck

Membership: 1 Openings

Joe Weston has requested to become an inactive member.

David Bremner replaced Joe Weston. David is a student pilot.

Lonnie Horn has turned in his resignation.

Safety

Save our Tires! Grass Landings are oh so kind to our planes.

Safety Pilot List will be attached to the newsletter for those that are interested in being a safety pilot or that need a safety pilot.

A pilot came into DPA in a 172 on a two hour trip and my partner, Brad, parked his plane as it sputtered and died onto the ramp. Brad proceeded to top his plane with 66 gallons of fuel. Brad noticed the gas cap gasket was kinked and folded out so it wasn't sealing properly. There was also a trail of blue fuel marks on the upper wing. The PIC thought his gauges were wrong because it was an old 172. However, he leaked over 30 gallons of fuel with the cross feed on. Luckily he ran out of fuel while he was on the ground. He said glanced at the cap to be sure they were on.
Jeff Hilsenbeck

Business Men's Flying Club

Business Men's
Flying Club
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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, August 2nd,
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
Here