

BLUE SKY IS UP!

The Newsletter of the Business Men's Flying Club

March 2006

Volume 43, Issue 3

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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	43.6	hrs
3SP	26.4	hrs
5RC	11.3	hrs

Total 81.3 hrs

AOPA welcomes improved WAAS minima Urges FAA to speed approach approvals and members to equip



The FAA has just reduced WAAS approach minima to a 200-foot decision height and 1/2-mile visibility. And that means pilots flying instrument approaches using GPS enhanced by the Wide Area Augmentation System (WAAS) can get virtually the same performance as they do now from a ground-based ILS.

AOPA says that's potentially great news for thousands of general aviation airports that can now get instrument approaches with the same minima as ILS, without all the expenses of an ILS system.

"AOPA has been a strong supporter of WAAS for more than a decade," said AOPA President Phil Boyer. "We have urged both Congress and the FAA to press ahead with the program because it improves air safety by providing the precision vertical guidance needed especially in poor weather conditions. And it makes better use of the nation's system of airports because thousands that currently may only be used in good weather can become all-weather capable."

Currently, it costs the federal government between \$1 million and \$1.5 million per runway end to install an instrument landing system (ILS). By comparison, mapping and publishing a new WAAS-based instrument approach procedure with vertical guidance (WAAS LPV approach) costs about \$50,000.

However, that may not get the lowest minima. Typically, a GA airport might expect minima of 300 feet decision height and 1 mile visibility from a WAAS approach without any improvements to ground infrastructure. To get the lowest minima possible from WAAS, the airport will need much of the ancillary ground infrastructure required for an ILS system, including approach lights, precision runway markings, and a parallel taxiway.

"The one thing we would still like to see the FAA do is recognize WAAS LPV approaches for the precision approaches they are, especially in light of today's announcement," said Randy Kenagy, AOPA senior director of advanced technology. "The agency currently regards them as nonprecision approaches with vertical guidance and expressly forbids their use on an instrument rating checkride as the required precision approach. AOPA questions that thinking, especially if the approach has the same minimum standards as an ILS approach."

Although the FAA has not announced its implementation plans, AOPA expects that the first WAAS LPV approaches with the improved minima are likely to be overlays for existing ILS approaches, most of which are at air carrier airports, with new stand-alone LPV approaches with lower minimums to follow. Although these approaches are "quick wins," adding to the number of LPV approaches, the real benefit to general aviation will come at airports or runways that do not currently have an ILS.

"While the FAA's announcement is most welcome, there is more work for everyone to do," Boyer concluded. "The FAA needs to set a brisk pace for approving more vertical guidance WAAS approaches and to create a set of standards that recognize the needs and realities of smaller airports."

"And owners need to upgrade to WAAS-enabled avionics to take advantage of the new approaches and to show the government that the billions of dollars already spent on WAAS was a wise investment — one worth continuing to fund."

March 7, 2006

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

Ray Kvietkus motioned to accept the January treasurer's report and the newsletter after a second motion was made by David Kearns. They were accepted as published.

Attendees

16

Brian Barus	Todd Mick
Hubert Elsen	Don Patterson
Jeff Hilsenbeck	Marc Olson
Mel Finzer	Steve Snapp
Matt Forsberg	Bert Toppel
David Kearns	Val Vlanzy
Matt Kenner	
Ray Kvietkus	
Ken Leibach	
Jack Lindquist	

Guests

1

Bradley Swanson

2006 Work Night Credits

The work nights are to begin again on April 4th at 4:30pm. The airplanes are in dire need of a good wash and wax after the winter. So come out and help!!!



Mark Miller	0
Steve Snapp	0
Ray Kvietkus	0
Jeff Hilsenbeck	0
Bert Toppel	0
Val Vlanzy	0
Mike Leavy	0
Jim Waugh	0
Ken Leibach	0
Jack Lindquist	0
Hubert Elsen	0
Nick Davis	0
David Bremner	0
Don Patterson	0
Terry Kline	0
Kevin Moss	0
Mel Finzer	0
Rob Downey	0
Bryan Barus	0
Mike Hughes	0
Fiore D'Orazio	0
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
Tom Braid	0
Ken Best	0

Aircraft Reports

Plane Captains

N388ES Vlazny

N983SP Olson

N415RC Kvietkus

N388ES

Val reported the brakes pads were worn down to the rivets and damaged the rotors. With the wheel pants on it becomes nearly impossible to inspect the brakes. Many members believe Lumanair should have caught the condition of the brakes during the annual in November. There have been minimal hours put on the airplane since November. The club may decide to routinely change the brakes every 12-18 months regardless of wear. An oil change will be due soon.

N983SP

Marc report the left magneto is running rough. It will be looked into for any problems. The right strut is bent.

N415RC

Mike Pastore had a problem with the pilot's side door not opening on his flight to Florida. He had sent an email that he would like to have it looked at.

Jeff asked if the other members have experienced in cruise flight if the airplane feels like it leans to the left. Everyone said it has been like that for a while. Perhaps the ailerons need to be realigned.

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

JANUARY AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	23.1	16.7	4.6
TACH	2282.4	1929.3	2417.0
TBO	2000	2000	2000
TMOH	1945.6	70.7	1631.2
Club Time	1.0	0.6	0.7
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	\$5,482.86
Harris Checking	\$5451.54
Total	\$10,934.40



PAYMENTS

Aircraft Loan	Harris Bank	\$1,093.28
Fuel and Dues	Naper Aero	\$1,965.45
Equity Return	Jim Russell	\$4,185.00
Insurance	Avemco	\$3,883.50
Bank Fee	Harris Bank	\$5.00



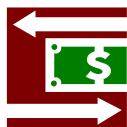
RESERVES

Maintenance	\$0.00
Insurance	-\$1,294.00
Annuals	-\$3,000.00
LL10 Dues	-\$850.00
Inactive	-\$21,277.00
Reserve NET	-\$15,487.00
Reserve INCREASE (DECREASE)	-\$2,832.00



LOANS

Interest Paid	\$693.00
Principal Paid	\$400.00
Aircraft Loan	\$123,500.00



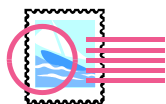
RECEIPTS

Equity	\$8,500.00
Dues & Flying	\$5,167.44
Interest – Harris Bank	\$3.05
Total	\$13,670.49



CREDITS

Fuel Away	\$21.96
Work Night Food	\$0.00
Supplies	\$30.00
Postage	\$75.13
Plane Repair	\$418.37



New Business

The new plane captains are Val Vlazny for 8ES and Ray Kvietkus for 5RC.

Mark Clements finally had the hanger doors fixed.

Ken placed the new locker combination in each airplane. Ray printed a decal with the tire pressure for each airplane. The decal will be affixed onto the air compress

Ken informed the club that a breakfast club meets every Sunday morning and flies somewhere for breakfast. You can meet up with the club before 8 am on 122.75 to find where they are flying to.

Bryan reported on a restaurant in Planwell, MI (61D) about a one hour flight from LL10 that has good food. But beware of the time change. The restaurants in Bloomington and Decatur have closed.

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.

Reda Elkhadiri April

What's Up...

[DO the Right Thing: Decision Making for Pilots](#)

Presented by the AOPA Air Safety Foundation
Time 7:00pm – 9:00pm Free Admission
Wednesday, March 15, 2006
Lewis University
Harold White HW-136
One Univeristy Pkwy

Oil Change Crew

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

Terry Kline
Val Vlazny
Jeff Hilsenbeck
Nick Davis

Membership: 1 Openings

Jeffrey Richards was replaced by Allan Loek.

Mike Hughes has turned in his resignation.

Safety

Safety: Steve Snapp shared an experience he had last summer on the way back from Indi. He was at 6000 in clear calm air, when he encountered an unexpected updraft of about 1200' a minute. The airplane was on autopilot which was trying to compensate for the up-draft putting the airspeed into the yellow arc in no time. Lesson learned, even CAVU days can present their challenges...and don't forget to disengage the autopilot and hand-fly the airplane if it doesn't look right.

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**.
