

BLUE SKY UP!

The Newsletter of the Business Men's Flying Club

May 2006

Volume 43, Issue 5

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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 30.3 hrs

3SP 16.1 hrs

5RC 36.2 hrs

Total 82.6 hrs

When Good Pilots Make Bad Decisions

No matter how much experience you have, no pilot is immune to the consequences of making the wrong choice. As we move forward in our flying careers by adding ratings and transitioning to ever more complex aircraft, we face ever-increasing demands on our cognitive and motor skills. We can develop our capabilities for meeting those challenges through training and experience. But as we learn more about the mechanics of flying and experience a wider variety of in-flight situations, we may also become more at risk of falling into a trap that lies in wait for all pilots: making bad decisions that can have fatal consequences.

I challenge each and every member to make the right decision by viewing the excellent videos we have in the BFC top drawer. One is called "Practical Risk Management" and the other is "Taming Stalls and Spins".

Attendance & Notes on the Meeting Minutes

The Business Men's Flying Club held its monthly meeting, Tuesday, May 2, 2006. President Ken Leibach called the meeting to order at 7:39 PM

The April newsletter and treasurer's report were accepted as published, except for correcting attendance and work night list. Also corrected next general meeting night to May 2, 2006.

Attendees

Brian Barus	Nick Davis
Fiore D'Orazio	James Swanson
Jeff Hilsenbeck	Mel Finzer
David Kearns	Donald Patterson
Mike Leavy	Jack Lindquist
Ken Leibach	Jim Waugh
Jack Lindquist	Matt Kenner
Allan Loek	Dave Andrew
James Swanson	Mike Pastore
Bert Toppel	Marc Olson
Mark Miller	Ray Kvietkus
Steve Snapp	Val Vlazy

Guests

Bradley Swanson
Dave Andrew
George Garay

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 June 6th at 4:30pm.



Mark Miller	1
Steve Snapp	1
Ray Kvietkus	0
Jeff Hilsenbeck	1
Bert Toppel	2
Val Vlazy	2
Mike Leavy	1
Jim Waugh	2
Ken Leibach	2
Jack Lindquist	0
Hubert Elsen	2
Nick Davis	1
David Bremner	0
Don Patterson	0
David Kearns	1
Kevin Moss	0
Mel Finzer	1
Rob Downey	0
Bryan Barus	2
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	2
Ken Best	0
Allan Loek	2

Aircraft Reports

Plane Captains

N388ES Vlazny

N983SP Olson

N415RC Kvietkus

N388ES

Oil changed end of April. Cowl fasteners need to be repaired. Remote switch does not work on elt. Some static wicks are broken.

N983SP

Board to discuss repairing main right strut. Some static wicks need repair. Right main tire needs repair. Left mag is running rough still.

N415RC

The EGT gauge is inoperative and needs repair.

It was noted that the weight & balance information was missing. Does anyone know where it is? No one knew. The 182 was grounded because the BOH & weight and balance must be in the plane at all times. We will try to reconstruct the weight and balance.

NOTE:

The weight and balance information was found the next day and plane was put back in service.

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

MAY AIRCRAFT REPORT

	<u>N388ES</u>	<u>N983SP</u>	<u>N415RC</u>
Flying Hours	36.2	16.1	30.3
TACH	2364.5	1972.2	2486.1
TBO	2000	2000	2000
TMOH	1863.5	27.8	1562.1
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

MAY 2006 Treasurer's Report



CASH

Harris Money Market	\$5,493.74
Harris Checking	\$11,711.23
Total	\$17,204.97



PAYMENTS

Aircraft Loan	Harris Bank	\$1100.00
Fuel and Dues	Naper Aero	\$2589.66
Equity Return	Michael Hughes	\$4,250.00
3SP Clean injector nozzles	Lumanair	\$463.52



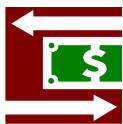
RESERVES

Maintenance	\$0.00
Insurance	-\$3882.00
Annuals	-\$5,000.00
LL10 Dues	-\$1,190.00
Inactive	-\$21,277.00
Reserve NET	-\$14,144.00
Reserve INCREASE (DECREASE)	\$2,464.00



LOANS

Interest Paid	\$700.00
Principal Paid	\$400.00
Aircraft Loan	\$122,700.00



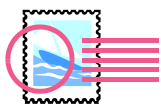
RECEIPTS

Equity	\$4,250.00
Dues & Flying	\$7,255.96
Interest – Harris Bank	\$5.36
Total	\$11,511.32



CREDITS

Fuel Away	\$207.27
Work Night Food	\$65.46
Supplies	\$3.51
Postage	\$0.00
Plane Repair	\$0.00



Old Business

Discussion about swapping GPS from 3Sp to 5RC or update GPS in 5RC. BFC Officers to discuss at next meeting.

New Business

Jeff Hilsenbeck is leaving for the Air National Guard in May. . Good luck Jeff. With his departure the BFC is in need of a Secretary.

Please remember to keep the BOH & Weight and balance information in the planes at all times. The planes are not airworthy without them aboard. PLEASE DO NOT REMOVE THEM

The Board is considering rolling the rebuild costs for 983SP into the loan. There were some objections to doing that. The thought was to put aside money to pay for the rebuilds and not have to take out a loan. Money should be put in a reserve immediately.

The Treasurer will be looking into refinancing the aircraft loans at a reasonable interest rate for another 5 years.

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.

June 6, 2006

Mark Miller

What's Up...

Mark Miller received his Wingman's Patch for flying in formation. Congratulations Mark.

Membership: 1 Opening

Richard Patelski has been replaced by George Garay, a former NFC member. Welcome to the BFC.

Oil Change Crew


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

Val Vlazny
Nick Davis
Dave Kearns

Safety

Steve Snapp presented a question to the membership. How much fuel do you need in reserve after landing? One hour is Steve's personal minimum.

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



Business Men's
Flying Club

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Flying Club
P.O. Box 2631
Naperville, IL 60567

**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, June 6th,
2006.

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**.

Aircraft Reservations : www.aircraftclubs.com

BFC WEBSITE : www.flybfc.org

BFC INSTRUCTORS

Nick Davis	630-393-0539
Hubert Elsen	630-983-1654
Edwin Goebel	630-961-8398
Lonnie Horn	630-851-3335
Matthew Kenner	630-851-3135
Raymond Kvietkus	630-579-1643
Michael Pastore	630-588-0626
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