

# BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airport 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 7:30 PM. The Club has 45 equity members sharing three planes.

ERV - CIP

## LL10 Avgas 100LL

\$4.93/gal as of Nov. 7, 2024

## Aircraft Rates

C172S	4BC	\$128.80
C172SP	3SP	\$122.80
C182T	89L	\$159.96

## CY Cumulative Hours Flown

### April 2025

884BC	22.3 hrs.
983SP	12.2 hrs.
1489L	16.7 hrs.
TOTAL	51.2 hrs.

### 2025 Totals

884BC	46.8 hrs.
983SP	42.2 hrs.
1489L	27.1 hrs.
TOTAL	116.1 hrs.

## IN THIS ISSUE...

### May Meeting Minutes

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, May 6th, 2025 at Naper Aero. The President called the meeting to order at 7:31 PM.

The minutes from the last meeting were published in the newsletter. The minutes were approved as published.

The Treasurer's report was reviewed for the members. Total flying time for April 2025 was 51.2 hours with 0.5 hours club time. We made \$443.18 in payments and had \$13,425.58 in billings. The loan balance is \$22,417.00 and cash in the bank is \$112,956.70. Further details follow in the newsletter. The Treasurer's report was approved as presented.

The aircraft reports were presented by the plane captains and maintenance officer. Old and new business items were presented. Please see details in the following sections.

The meeting adjourned at 8:02 PM.

Join us for our next meeting:

**Tuesday, June 3<sup>rd</sup>, 2025**

Worknight Starts @ 5:30pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

Attendees

Members

Kevin Kanarski  
Alex Siegman  
Kris Knigga  
Doug Smith  
Don Patterson  
Nick Davis  
Ray Kvietkus  
Jack Lindquist  
David Vaught  
Cliff Kotchka  
Jim Williams  
John Sheskier  
Walt Slazyk  
Jacob Black  
Patrick Pyszka  
Sam Teuting  
Dan Mannisto  
Kris Queen

Guests

George Schick  
Chris  
Tim Clandon

Social

Bradley

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	4,048.5	6,678.8	2,080.8	
END TACH	4,070.8	6,691.0	2,097.5	
TOTAL HOURS	22.30	12.20	16.70	
TBO	2,000	2,000	2,000	
TMOH	90	(140)	1,864	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	22.30	12.20	16.70	51.2
LESS: CLUB TIME	-	(0.50)	-	(0.5)
<b>BILLABLE HOURS</b>	<b>22.30</b>	<b>11.70</b>	<b>16.70</b>	<b>50.7</b>
BILLING RATE	\$ 128.80	\$ 122.80	\$ 159.96	
FLYING CHARGES (billed)	\$ 2,872.24	\$ 1,436.76	\$ 2,671.33	\$ 6,980.33
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (439.76)
<b>TOTAL BILLINGS</b>	<b>\$ 2,872.24</b>	<b>\$ 1,436.76</b>	<b>\$ 2,671.33</b>	<b>\$ 13,425.58</b>

III. MEMBER CREDIT BREAKDOWN				
Knigga	Fuel away, 4/26	40.20	(4.93)	(198.19)
Kotcha	Fuel away, 4/11	14.00	(4.93)	(69.02)
Young	Fuel away, 4/13	17.80	(4.93)	(87.75)
Young	Fuel away, 4/11	17.20	(4.93)	(84.80)
<b>TOTAL CREDITS</b>				<b>\$ (439.76)</b>

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 62,332.85	\$ 35,782.44	\$ 98,115.29
Cash In	\$ 15,284.30	\$ 0.29	\$ 15,284.59
Cash Out	\$ (443.18)		\$ (443.18)
ENDING BALANCE	\$ 77,173.97	\$ 35,782.73	\$ 112,956.70

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3300/ mo)	\$ 19,800.00	\$ 3,300.00	\$ 23,100.00
ANNUALS ( \$1500/ mo)	\$ 21,660.06	\$ 1,500.00	\$ 23,160.06
LL10 DUES (\$485/ mo)	\$ 2,910.00	\$ 485.00	\$ 3,395.00
INACTIVE MEMBER	\$ 11,976.72	\$ -	\$ 11,976.72
ENG OVRHL (\$1500/mo)	\$ 28,083.66	\$ 1,500.00	\$ 29,583.66
CREDIT BALANCE MEMBERS	\$ 17,573.21	\$ 957.20	\$ 18,530.41
EQUIPMENT UPGRADE	\$ (3,888.36)	\$ 7,099.21	\$ 3,210.85
<b>TOTAL</b>	<b>\$ 98,115.29</b>	<b>\$ 14,841.41</b>	<b>\$ 112,956.70</b>

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
Reimburse Ray K.			\$ 372.18
Naper Aero	Fuel	Naper Aero	\$ -
	Hangar Fees	Naper Aero	\$ -
	Planning Room Fee	Naper Aero	\$ -
No payment made to Naper Aero in April - need to follow up for invoice			
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00
TOTAL PAYMENTS			\$ 443.18

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ 117.05
PRINCIPAL PAID	\$ 993.15
ADDITIONAL PRINCIPAL PAID (ONE TIME PAYDOWN)	\$ -
TOTAL LOAN PAYMENT	\$ 1,110.21
AIRCRAFT LOAN BALANCE	\$ 22,417.00

FLYING HOURS

April

884BC	
FLYING	22.3
TACH	4070.8
TBO	2000
TMOH	90
<sup>†</sup> CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	12.2
TACH	6691.0
TBO	2000
TMOH	(140)
<sup>†</sup> CLUB	0.5
*GAL/HR.	10.2

1489L	
FLYING	16.7
TACH	2097.5
TBO	2000
TMOH	1864
<sup>†</sup> CLUB	0.0
*GAL/HR.	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

<sup>†</sup> Includes orientation flights

\* Gallons per hour for calculating hourly rate. Do not use for flight planning.

AIRCRAFT REPORTS

**\*\* PLEASE BE SURE TO LOG WHEN YOU ADD THE OIL \*\***

We know this isn’t happening due to normal oil consumption, and it makes it hard to track the health of the engines.

N983SP

- 1) Went to DuPage last Friday for Annual inspection
  - a. Nothing major reported on annual so far
  - b. 4 squawks that were listed will be taken care of
  - c. starter ring gear damaged
  - d. lower rudder fiberglass fairing being replaced
  - e. left elevator fairing damaged, being replaced;
  - f. avionics master switch was due, being replaced
  - g. engine borescope done - looks good; compressions good; not burning oil; very happy with the engine, mechanic would use another year despite TBO
  - h. 5 broken cowl mounts replaced
  - i. ELT battery replaced
- 2) Pilot-side push-to-talk replaced; \$482

N884BC

- 1) White nav tail light burned out; replaced
- 2) Nose strut is low; needs nitrogen; will address when we pick up 3SP
- 3) Copilot seat belt has a half twist in it; could be a problem with airbag; will address next time it’s in for MX
- 4) G1000 stby battery working okay now that it’s not cold; will address before next winter
- 5) Right wingtip fairing cracked and taped, unlikely to do anything further
- 6) 26 hours to oil change; 48 hours to fuel line inspection

N1489L

- 1) No new squawks reported
- 2) Still waiting on part for seatbelts and hydro lock; will see if we can work around for the seat recline part as it’s unlikely to become available anytime soon

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates via proxy:

- 3 new board members at Naper Aero
- Grass Mowing on Monday unless weather interrupts
- AvGas purchase on Wednesday, potential for a price drop.
- Pump #2 was working again; but found out at meeting that it is broken again
- Airport discussing funding of private instrument approach; ~\$6000/yr for 82 LOA Pilots with ~50 aircraft on field.
- Naperville Sweat Lodge to be constructed across 83<sup>rd</sup> Street in line with 18/36; no factor for approach or VASI. Probably 2+ years out for permitting and construction.

- Incident Sunday 5/4 – 172 landed long & fast on wet runway and overran, struck windsock pole. Remember, no intersection departures, and be sure to land in the first 1/3<sup>rd</sup> of the runway.
- Another hangar purged of old junk, 2 dumpsters and 1 dump trailer worth
- Removed toxic (mercury) fluorescent tube lights from dumpster
- Drain oil tank nearly full; will be picked up
- Will be a sale of vintage aircraft currently kept in clubhouse hangar
- Collecting aircraft tires for free disposal – Liberty Tire / Montgomery
- Collecting batteries for disposal – 135<sup>th</sup> St + Rt 59 Interstate Batteries
- Clubhouse scheduled for painting and hangar door guide work in June
- Fun Fact: 19lbs of Bacon was served at the Pancake Breakfast

## OLD BUSINESS

### Better Use of Cash Reserves

We are still investigating. So far, our only potential option at this point would be to switch banks to one who would guarantor our signature. This represents a lot of work, but the board is still discussing.

## NEW BUSINESS

### First plane wash and cookout

Thanks Bradley for cooking for us! We got both planes (4BC, 89L) washed as well!

## SAFETY

As highlighted by the recent incident at the airport:

10\* of flaps on landing is not recommended, you should use full flaps. You also want to be on the pavement in the first 1/3 of the runway; otherwise you should go around.

Remember to lean properly, leaning on ground during taxi you can be very aggressive. Also, be aware as it warms up of density altitude, if it's above 2000 ft, you should be leaning properly for takeoff.

Reminder that under 3000'AGL, you can be at any altitude; you do not need to be at even 500s, lots of other planes especially in our local area.

GPS spoofing and errors have become more common recently; if something doesn't look right, cross check it with non-GPS sources and pilotage.

Also as it warms up, hobbyist drone fliers are becoming more common also; there have been PIREPs out of midway for this.

## MEMBERSHIP AND GUESTS

We had two guests at the meeting. There also continues to be a strong entrance list with several applicants regularly attending meetings and 10 applications. Priority is given to applicants in received order that are at the meetings with entrance fee ready.

George – Retired firefighter, flying for about a year, lessons at JWA, licensed for just under a year. Looking to get flying more

Chris – Joined us for the plane wash. Introduced to us by Jeff H. Looking to get his pilot's license.

### ACCOMPLISHMENTS

Ray hit 3000 hours today in the 182.



## MEMBERS SECTION

This section is for you, the members, to showcase your airplane adventures in the Photo Corner and let others know of your accomplishments. We are also looking for members to submit articles for the newsletter. With the years of flying experience we have in our club, we are looking for members to submit articles in the style of ‘I learned about flying from that’, ‘Never Again’ or ‘Stick and Rudder’. It is in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

No article was submitted for this month.

## OPERATIONAL & SAFETY REMINDERS

Remember, each of us owns 1/45 of these planes. Adherence to the reminders listed below will keep us safer and help to hold down the cost of maintenance. If you have a problem with a club plane notify the plane captain or maintenance officer before you arrange for any repairs. Let those people decide the best way to have the plane fixed. Phone numbers are in the fuel logbook in the plane.

**Beware of TFR's:** Presidential and stadium (Joliet Speedway & Dekalb Univ.).

**Windshield cleaning:** Use a clean, soft cloth to clean the windshield. Paper towels scratch the soft plastic. Clean rags should be in each plane; more are in the cabinets by 983SP.

**Preflight inspection:** Use the checklist. It's easy to get distracted and skip important things. When finished, step back and walk around the plane to take in the big picture.

**Tire pressure:** Check pressure before each flight. If tires are low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. Required PSI for each airplane are listed in the POH and posted in the hangar.

**Engine oil:** Check the oil change sticker before each flight. If due it's OK to fly, but notify the plane captain or maintenance officer. If you add oil, log it in the fuel logbook. Oil consumption tells us about the health of the engine. Try to add only full quarts.

**Nose strut:** NEVER, EVER fly with a collapsed nose strut. Remember the sheared rivets in 388ES? That cost a lot to fix.

**Bald tires:** Bald (no grooves) is OK; cloth showing through the rubber is not. If in doubt roll the plane to check the portion of the tires that you can't see initially.

**Closing airplane doors:** Please open the window and close the door by gripping the lower windowsill. Opening the window relieves the air pressure as the door comes shut. Gripping the windowsill instead of the door panel handhold prevents expensive damage to the flimsy door panel (like we had on 388ES).

**Ground-lean after engine start:** Our fuel-injected engines run very rich at low power, which causes the plugs to foul. That results in bad mag checks and the need to have the plugs cleaned. As soon as the engine is running smoothly after start, pull the mixture out a distance of 2 finger widths. Taxi with the engine leaned. It's OK to do the run-up with the engine leaned provided that it runs smoothly. Remember to go to full rich for takeoff.

**Runways and patterns at LL10:** The preferred calm wind runway is 36. We prefer that you land on the pavement because tire wear is less costly than damage to the gyro instruments due to vibration. When making a right-hand departure, climb to pattern altitude before turning right. Alternatively, make three climbing 90° left turns and cross over the field.

**Parking at the fuel pumps:** Please be courteous to others. Don't park at the pumps for an extended period of time.

**Tow bars:** Never leave a tow bar attached to a plane after you are finished moving it. Don't set the tow bar down on the nose wheel pant; remove it.

Finally, if you damage a plane, immediately report it to the plane captain, maintenance office or a board member. You will not be judged (it can happen to anyone), and only those who need to know will hear about it. Our goal is to handle the problem discreetly, efficiently, and get the airplane back in-service ASAP. Thank you.



BFC  
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ABOUT OUR ORGANIZATION

The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark 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 45 equity members sharing 3 airplanes:

- 1. 1999 Cessna 172SP N983SP
- 2. 2007 Cessna 172S N884BC
- 3. 2007 Cessna 182T N1489L

**Aircraft Reservations:** [www.aircraftclubs.com](http://www.aircraftclubs.com)  
**BFC Website:** [www.flybfc.org](http://www.flybfc.org)

**President:** Kevin Kanarski  
**Vice President:** Kris Knigga  
**Secretary:** Alex Siegman  
**Treasurer:** Charles Blazeovich  
**Safety Officer:** Nick Davis  
**Webmaster:** Kevin Kanarski  
**Quartermaster:** Jim Krzyzewski  
**Grillmaster:** Bradley Swanson

**BFC Instructors:**  
Nick Davis 630-393-0539  
Raymond Kvietkus 630-712-0059 <sup>1</sup>  
Sam Darnell 630-577-7953 <sup>2</sup>

<sup>1</sup> Available for club checkouts and Flight Reviews  
<sup>2</sup> No C182 training

**Chief Maintenance Officer:**  
Ray Kvietkus 630-712-0059

**Plane Captains:**  
N884BC Don Patterson 815-436-5771  
N983SP Jack Lindquist 630-939-1023  
N1489L Norm Ballack 847-910-8837