

# 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

### May 2025

884BC	35.1 hrs.
983SP	15.1 hrs.
1489L	14.7 hrs.
<b>TOTAL</b>	<b>64.9 hrs.</b>

### 2025 Totals

884BC	81.9 hrs.
983SP	57.3 hrs.
1489L	41.8 hrs.
<b>TOTAL</b>	<b>181.0 hrs.</b>

## IN THIS ISSUE...

### June Meeting Minutes

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, June 3rd, 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 May 2025 was 64.9 hours with 1.7 hours club time. We made \$49,924.92 in payments and had \$15,153.85 in billings. The loan is now paid off and cash in the bank is \$72,392.26. Further details follow in the newsletter. The Treasurer's report was approved as presented.

The board met for an Annual Financial review during May. The decision was made to pay down the loan fully. We've also decided to do a bank switch in our effort to be able to invest excess cash reserves. Further discussions will be coming around dues and rates to ensure. We will be presenting options to the club over the next meetings.

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 8:16 PM.

Join us for our next meeting:

**Tuesday, July 1<sup>st</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  
 Chuck Blazeovich  
 Jack Lindquist  
 Don Patterson  
 Jacob Black  
 Matt Forsberg  
 Jim Williams  
 John Sheskier  
 Derek Mintchell  
 Wyatt Mintchell  
 Hubert Elsen  
 Jeff Hilsenbeck  
 Sam Teuting  
 Nick Davis

### Guests

Cooper Forsberg  
 Tim Clandon  
 Pashupati Pandey

### Social

Bradley Swanson

## TREASURER'S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	4,070.8	6,691.0	2,097.5	
END TACH	4,105.9	6,706.1	2,112.2	
TOTAL HOURS	35.10	15.10	14.70	
TBO	2,000	2,000	2,000	
TMOH	55	(155)	1,849	

  

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	35.10	15.10	14.70	64.9
LESS: CLUB TIME	(0.60)	(0.60)	(0.50)	(1.7)
<b>BILLABLE HOURS</b>	<b>34.50</b>	<b>14.50</b>	<b>14.20</b>	<b>63.2</b>
BILLING RATE	\$ 128.80	\$ 122.80	\$ 159.96	
FLYING CHARGES (billed)	\$ 4,443.60	\$ 1,780.60	\$ 2,271.43	\$ 8,495.63
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (226.78)
<b>TOTAL BILLINGS</b>	<b>\$ 4,443.60</b>	<b>\$ 1,780.60</b>	<b>\$ 2,271.43</b>	<b>\$ 15,153.85</b>

  

III. MEMBER CREDIT BREAKDOWN				
Knigga	Fuel away, 5/10	16.80	(4.93)	(82.82)
Knigga	Fuel away, 5/13	29.20	(4.93)	(143.96)
<b>TOTAL CREDITS</b>				<b>\$ (226.78)</b>

  

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 77,173.97	\$ 35,782.73	\$ 112,956.70
Cash In	\$ 9,360.19	\$ 0.29	\$ 9,360.48
Cash Out	\$ (49,924.92)		\$ (49,924.92)
ENDING BALANCE	\$ 36,609.24	\$ 35,783.02	\$ 72,392.26

  

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3300/ mo)	\$ 23,100.00	\$ 3,300.00	\$ 26,400.00
ANNUALS ( \$1500/ mo)	\$ 23,160.06	\$ (16,660.06)	\$ 6,500.00
LL10 DUES (\$485/ mo)	\$ 3,395.00	\$ 485.00	\$ 3,880.00
INACTIVE MEMBER	\$ 11,976.72	\$ (7,726.72)	\$ 4,250.00
ENG OVRHL ( \$1100/mo)	\$ 29,583.66	\$ 1,500.00	\$ 31,083.66
CREDIT BALANCE MEMBERS	\$ 18,530.41	\$ (18,530.41)	\$ -
AIRCRAFT REPAIRS & MAINTENANCE	\$ 3,210.85	\$ (2,932.25)	\$ 278.60
<b>TOTAL</b>	<b>\$ 112,956.70</b>	<b>\$ (40,564.44)</b>	<b>\$ 72,392.26</b>

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
PTT Switch - 3SP	Maintenance	Mtech Aviation	\$ 482.08
Annual - 3SP	Annual + Repairs	Mtech Aviation	\$ 4,674.31
Reimburse Ray K.	Garmin Upgrade 89L	Garmin	\$ 819.00
Reimburse John W.	LED 3SP?	Aero-Lites LLC	\$ 23.76
Naper Aero	Fuel	Naper Aero	\$ 2,015.27
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00
Full paydown of aircraft loan and credit balance members			\$ 41,059.50

TOTAL PAYMENTS			\$ 49,924.92
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VII. LOAN STATUS
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INTEREST PAID @ 6.0%	\$ 112.09
PRINCIPAL PAID	
PAYDOWN OF REMAINING LOAN BALANCE	\$ 22,416.71
TOTAL LOAN PAYMENT	\$ -
AIRCRAFT LOAN BALANCE	\$ -

## FLYING HOURS

May

884BC	
FLYING	35.1
TACH	4105.9
TBO	2000
TMOH	55
<sup>†</sup> CLUB	0.6
*GAL/HR.	10.2

983SP	
FLYING	15.1
TACH	6706.1
TBO	2000
TMOH	(155)
<sup>†</sup> CLUB	0.6
*GAL/HR.	10.2

1489L	
FLYING	14.7
TACH	2112.2
TBO	2000
TMOH	1849
<sup>†</sup> CLUB	0.5
*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) Annual Completed
  - a. 4600 in total, half was for base inspection
  - b. Compressions 78, 77, 77, 76; engine is healthy
  - c. Starter gear teeth broken, replaced
  - d. 5 broken cowl mounts, replaced
  - e. Lower Rudder Fairing and Left Elevator Fairing replaced
  - f. Avionics Master Switch replaced
  - g. Cylinder oil return hose was leaking; fixed
  - h. Oil dipstick was leaking; fixed. \*DO NOT OVERTIGHTEN\*
    - i. If you find the dipstick way too tight, talk to the previous pilot or talk to the plane captain (Jack)
- 2) Passenger side vent stuck open; John will repair

**N884BC**

- 1) Currently grounded – oil pressure sensor failure; 0 indicated; should hopefully be repaired day after the meeting
- 2) Standby attitude indicator showing wear; takes several minutes to come up and right itself; waiting on parts. Current instrument made it 2100 hours
- 3) One report of pitch trim failure on autopilot; please report the issue if you see it, and be prepared to use manual trim and/or know where the breakers are.
- 4) Fuel Line Inspection due in 8 hours, will hopefully complete with oil sensor repair
- 5) Induction air filter replacement in 33ish hours, can do ourselves

**N1489L**

- 1) No new squawks reported
- 2) Pitot-Static and Transponder inspection needed by end of June, Ray will handle
- 3) Oil Pressure Gauge sits at the bottom of the green arc; does not change when cycling prop either; will need to pull data from G1000. Normal operating is 50 to 90 psi.
- 4) Hydrolocks are now rebuildable for 350 rather than nearly 2 grand to replace. Will work to order and fix this and 3SP
- 5) Kris experienced a transponder failure, had to power cycle to fix. John cleaned the contacts in the LRU, please report if you see this.

## AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates via proxy:

- Gas purchased, prices are down
- Naper Aero has been making decisions regarding pumps and tanks; more information to come. Do not use Pump 2 by the bushes; stick to pump 1.
- VASI Lights have worked longer than any recent history. Be sure to report if you see them out.

- New resident on field with a Cessna 210
- 3 new folks added to the LL10 GPS approach
- Still Sandhill Cranes near the field, keep an eye out
- Mowing is now on Mondays, weather depending, should help with conflicts on the weekend

## OLD BUSINESS

### Better Use of Cash Reserves

New bank selected; working on moving to new bank so that we can utilize a business investment account to get ~3.5%

## NEW BUSINESS

### Annual Financial Review

The board performed the annual financial review during May. Expect some decisions to come to a club vote over the next months. See further details in the treasurers report.

## SAFETY

Lots of good information comes in these meetings, but some members can't attend them. How can we make our standard operating procedures more prevalent and disbursed?

All these tips end up in the newsletter, as well as standard operational procedures. Be sure to read them. We will also work to find a way to make SOPs and Tips more discoverable.

And a polite reminder to just help folks. If you see someone who may need it, ask if you can help. Never know what fruits kindness will bring.

## MEMBERSHIP AND GUESTS

We had one new and some returning 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.

New Guest - 0 time, wants to get a license

Matt Forsberg is transferring his membership to his son Cooper. A motion was approved to transfer the membership as per the new bylaws earlier this year.

## ACCOMPLISHMENTS

No accomplishments reported this month.



## 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  
P.O. Box 2631  
Naperville, IL 60567  
  
inquiry@flybfc.org

## 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
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**Plane Captains:**

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