

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

\$4.90/gal as of August 1, 2025

Aircraft Rates

C172S	4BC	\$128.00
C172SP	3SP	\$122.00
C182T	89L	\$158.98

CY Cumulative Hours Flown

August 2025

884BC	16.0 hrs.
983SP	27.8 hrs.
1489L	27.9 hrs.
TOTAL	71.7 hrs.

2025 Totals

884BC	154.4 hrs.
983SP	151.0 hrs.
1489L	122.7 hrs.
TOTAL	428.1 hrs.

IN THIS ISSUE...

September Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, September 2nd, 2025 at Naper Aero. The President called the meeting to order at 7:30 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 August 2025 was 71.7 hours with 1.3 hours club time. We made \$18,463.75 in payments and had \$14,967.81 in billings. Cash in the bank is \$103,205.08. 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 8:37 PM.

Join us for our next meeting:

Tuesday, October 7th, 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
Jacob Black
Ray Kvietkus
Cliff Kotchka
Greg V.
Nick Davis
Cooper Forsberg
Jim Williams
Jeff Hilsenbeck
Hubert Elsen
Dan Mannisto
Al Loek
Doug Smith
Jack Lindquist
Walt Slazyk
Mel Finzer
Chris Rorvich
Eric Swanson

Guests

George Schick
Julianna Williams
Scott Novak
Pashupati Pandey

Social

Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	4,162.4	6,772.0	2,165.2	
END TACH	4,178.4	6,799.8	2,193.1	
TOTAL HOURS	16.00	27.80	27.90	
TBO	2,000	2,000	2,000	
TMOH	(18)	(248)	1,768	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	16.00	27.80	27.90	71.7
LESS: CLUB TIME	(0.50)	(0.80)	-	(1.3)
BILLABLE HOURS	15.50	27.00	27.90	70.4
BILLING RATE	\$ 128.50	\$ 122.50	\$ 159.60	
FLYING CHARGES (billed)	\$ 1,991.75	\$ 3,307.50	\$ 4,452.84	\$ 9,752.09
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (1,669.28)
TOTAL BILLINGS	\$ 1,991.75	\$ 3,307.50	\$ 4,452.84	\$ 14,967.81

III. MEMBER CREDIT BREAKDOWN				
Kotcha	8/3/25	25.90	(4.90)	(126.91)
Kotcha	8/9/25	20.70	(4.90)	(101.43)
McElroy	8/9/25	20.11	(4.90)	(98.54)
McElroy	8/23/25	39.00	(4.90)	(191.10)
Black	8/15/25	12.80	(4.90)	(62.72)
Tueting	8/16/25	17.50	(4.90)	(85.75)
Queen	6/22/25	30.00	(4.85)	(145.50)
Patterson	7/25/25	48.96	(4.85)	(237.46)
Patterson	7/27/25	67.20	(4.85)	(325.92)
Knigga	8/16/25	28.70	(4.90)	(140.63)
Slazyk	8/14/25	31.29	(4.90)	(153.32)
TOTAL CREDITS				\$ (1,669.28)

IV. BANK BALANCES				
	US BANK SAV	CHASE CHECK	CHASE SAV	TOTAL
BEGIN BALANCE	\$ 34,000.29	\$ 56,444.19	\$ 1,783.57	\$ 92,228.05
Operating Cash In	\$ 2,599.90	\$ 17,460.81	\$ 0.01	\$ 20,060.72
Operating Cash Out		\$ (9,213.75)		\$ (9,213.75)
Account Transfers	\$ 13,500.00	\$ (13,500.00)		\$ -
Interest	\$ 130.06			\$ 130.06
ENDING BALANCE	\$ 50,230.25	\$ 51,191.25	\$ 1,783.58	\$ 103,205.08

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3300/ mo)	\$ 33,000.00	\$ 3,300.00	\$ 36,300.00
ANNUALS (\$1500/ mo)	\$ 4,430.36	\$ 1,500.00	\$ 5,930.36
LL10 DUES (\$485/ mo)	\$ 4,850.00	\$ 485.00	\$ 5,335.00
INACTIVE MEMBER	\$ 4,250.00	\$ -	\$ 4,250.00
ENG OVRHL (\$1100/mo)	\$ 33,283.66	\$ 1,100.00	\$ 34,383.66
CREDIT BALANCE MEMBERS	\$ 10,442.76	\$ (153.00)	\$ 10,289.76
AIRCRAFT REPAIRS & MAINTENANCE	\$ 1,971.27	\$ 4,745.03	\$ 6,716.30
TOTAL	\$ 92,228.05	\$ 10,977.03	\$ 103,205.08

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
Naper Aero	Fuel	Naper Aero	\$ 1,818.06
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Reimb: John W.	Parts	VSA Aviation	\$ 721.50
Reimb: John W.	4BC parts	Aircraft Spruce	\$ 228.62
Mtech Aviation	4BC Alternator	Mtech	\$ 1,232.80
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00
Bradley Swanson	Cookout Fees	Bradley Swanson	\$ 111.77
US Bank - Transfer			\$ 13,500.00
TOTAL PAYMENTS			\$ 18,463.75

** Note: Paid out \$4,250 to H. Elsen, offset by incoming funds of \$4,250 from G. Schick

FLYING HOURS

August

884BC	
FLYING	16.0
TACH	4178.4
TBO	2000
TMOH	(18)
†CLUB	0.5
*GAL/HR.	10.2

983SP	
FLYING	27.8
TACH	6799.8
TBO	2000
TMOH	(248)
†CLUB	0.8
*GAL/HR.	10.2

1489L	
FLYING	27.9
TACH	2193.1
TBO	2000
TMOH	1768
†CLUB	0.0
*GAL/HR.	12.3

TBO – engine time between overhauls
TMOH – engine time to major overhaul

† 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. This is especially helpful in us keeping engines running past TBO.

N983SP

- 1) 40 hours from oil change as of meeting
- 2) Copilot seat hydrolock changed
- 3) Air vent on right won’t close
- 4) COM1 on pilot side maybe intermittent
- 5) Bird strike to left wing – mechanic deemed cosmetic, still airworthy
- 6) Tires are getting bald, will be looked at

N884BC

- 1) Alternator failed/replaced
- 2) Magnetos rebuilt
- 3) Battery died/replaced
- 4) Tiedown ring broke off, now replaced
- 5) Left fuel cap chain was disconnected; repair attempted, please keep an eye on it
- 6) Oil change in 12 hours from meeting, 38 hours to fuel injector line inspection
- 7) Annual in November

N1489L

- 1) Copilot shoulder vent unstuck
- 2) Upper pilot vent needs repair

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- New gutter on the hangar
- 15th – runway epaving begins; expect a week of downtime; planes will be moved to Clow
- Around same time, gas pump replacement scheduled; new payment system, new hose reels, smaller hoses.
- Working with airport neighbors on tall tree trimming
- Keep watch for sandhill cranes

OLD BUSINESS

New Bank Selected and Started

New bank (US Bank) now has our savings at 3.5%. Working on moving Checking, will also end up moving our Zelle address. Expect updates in future newsletters.

Board Elections in October

Changes to the existing board members has Ray taking over for Chuck as Treasurer, and John Wrycza returning as the Maintenance Officer. The official vote on the slate will be in October.

Insurance Renewal in October

Getting quotes from our broker now. No questionnaire currently required. Looking into what MOSAIC means for our insurance rates.

NEW BUSINESS**Gas Tank Etiquette**

Please fill gas tanks to tabs before putting a plane away.

New Reservation System

Work continues on transitioning to new reservation system. Expect a change before end of year. More information to come

SAFETY

Teardrop entries to the pattern are discouraged. Consider entering on a crosswind instead.

Pay attention to traffic pattern altitudes. The standard is 1000' AGL, but 800' AGL is not uncommon (and is the standard at LL10).

Consider flying at non-standard altitudes (2750' vs 2500' or 3000') when able to avoid traffic.

JOT will be having a festival on 9/21, so expect heavier traffic in the area.

MEMBERSHIP AND GUESTS

We had several guests at the meeting. There also continues to be a strong entrance list with several applicants regularly attending meetings and 7 applications. Priority is given to applicants in received order that are at the meetings with entrance fee ready.

New guest: Bill – looking for a flying club; married with kids, licensed, recently regained currency after a break. Wants something more affordable than renting with a social aspect.

New guest: Meghan – commercial pilot student at DuPage; will continue on to CFI next.

Other guests were Tim, Scott, and PNPs son who also wants to get his license.

One other note – we are looking for active instructors to help out at the club or to potentially join. We are not looking for hour builders. We do allow external CFIs with club approval.

ACCOMPLISHMENTS

No accomplishments were 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
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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
BFC Website: 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 ¹
Sam Darnell 630-577-7953 ²

¹ Available for club checkouts and Flight Reviews
² 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