

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

October 2025

884BC	0.7 hrs.
983SP	23.2 hrs.
1489L	13.9 hrs.
TOTAL	37.8 hrs.

2025 Totals

884BC	171.2 hrs.
983SP	202.0 hrs.
1489L	162.0 hrs.
TOTAL	535.2 hrs.

IN THIS ISSUE...

November Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 4th, 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 October 2025 was 37.8 hours with 0.0 hours club time. We made \$48,269.18 in payments and had \$11,028.38 in billings. Cash in the bank is \$82,487.48. Further details follow in the newsletter. The Treasurer's report was approved as presented.

As reported last month, the large payments this month are due to our annual insurance premiums at \$39,484. We were lucky and premiums did not go up this year, which is a change from our history with Avemco. As a reminder we switched last year to a new provider through Bullock Agency.

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 8:22 PM.

Join us for our next meeting:

Tuesday, December 2nd, 2025
Business meeting @ 7:30pm

Details to follow via email.
See you there!

Attendees

Members

Kevin Kanarski
Alex Siegman
Kris Knigga
Ray Kvietkus
Jack Lindquist
Don Patterson
Jim Krzyzewski
John Wrycza
Cliff Kotchka
Nick Davis
Walt Slazyk
Pashupati Pandey
Derek Mintchell
Aaditey A.
Kenn Richmond
Chris Rorvich
Jacob Black
Patrick Pyszka
Clifford Williams
Dan Mannisto

Guests

Isaac B.
John D.
Tim C.
Scott N.
Megan N.
Bill S.
Michael Z.

Social

Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA			
	884BC	983SP	1489L
BEGIN TACH	4,194.5	6,827.6	2,218.5
END TACH	4,195.2	6,850.8	2,232.4
TOTAL HOURS	0.7	23.2	13.9
TBO	2,000	2,000	2,000
TMOH	(35)	(299)	1,729

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	0.7	23.2	13.9	37.8
LESS: CLUB TIME	-	-	-	-
BILLABLE HOURS	0.7	23.2	13.9	37.8
BILLING RATE	\$ 128.50	\$ 122.50	\$ 159.60	
FLYING CHARGES (billed)	\$ 89.95	\$ 2,842.00	\$ 2,218.44	\$ 5,150.39
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (1,007.01)
TOTAL BILLINGS	\$ 89.95	\$ 2,842.00	\$ 2,218.44	\$ 11,028.38

III. MEMBER CREDIT BREAKDOWN				
PNP	Fuel, 9/22	15.08	(4.90)	(73.89)
PNP	Fuel, 9/17	16.74	(4.90)	(82.03)
Cooper Forsberg	Fuel, 9/18	1.03	(4.90)	(5.05)
Cooper Forsberg	Fuel, 9/18	10.04	(4.90)	(49.20)
Walt Slazyk	Fuel, 10/9	20.30	(4.90)	(99.47)
Ray Kvietkus	Oil, 10/12			(510.15)
Doug Smith	Fuel, 10/9	20.04	(4.90)	(98.20)
Jim Krzyzewski	Fuel, 9/18	16.13	(4.90)	(79.04)
Ray Kvietkus	Annual Registration			(10.00)
TOTAL CREDITS				\$ (1,007.01)

IV. BANK BALANCES				
	US BANK SAV	CHASE CHECK	US BANK CHECK	TOTAL
BEGIN BALANCE	\$ 50,274.76	\$ 60,533.23	\$ 100.00	\$ 110,807.99
Operating Cash In		\$ 19,799.01		\$ 19,799.01
Operating Cash Out		\$ (48,269.18)		\$ (48,269.18)
Account Transfers				
Interest	\$ 149.66			\$ 149.66
ENDING BALANCE	\$ 50,424.42	\$ 32,063.06	\$ 100.00	\$ 82,487.48

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3300/ mo)	\$ 39,600.00	\$ (36,184.00)	\$ 3,416.00
ANNUALS (\$1500/ mo)	\$ 7,430.36	\$ 1,500.00	\$ 8,930.36
LL10 DUES (\$486/ mo)	\$ 5,820.00	\$ (5,334.00)	\$ 486.00
INACTIVE MEMBER	\$ 4,250.00	\$ 4,250.00	\$ 8,500.00
ENG OVRHL (\$1100/mo)	\$ 35,483.66	\$ 1,116.34	\$ 36,600.00
CREDIT BALANCE MEMBERS	\$ 10,136.76	\$ (153.00)	\$ 9,983.76
FUTURE AIRCRAFT PURCHASES	\$ -	\$ 1,080.00	\$ 1,080.00
AIRCRAFT REPAIRS & MAINTENANCE	\$ 8,087.21	\$ 5,404.15	\$ 13,491.36

TOTAL	\$ 110,807.99	\$ (28,320.51)	\$ 82,487.48
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VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
Naper Aero	Fuel	Naper Aero	\$ 1,507.18
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
	Hangar Deposit	Naper Aero	\$ 555.00
LL10 Fees	Annual Fee	LL10	\$ 5,832.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 75.00
Insurance	Aircraft Insurance	Bullock Agency	\$ 39,484.00
TOTAL PAYMENTS			\$ 48,269.18

FLYING HOURS

October

884BC	
FLYING	0.7
TACH	4195.2
TBO	2000
TMOH	(35)
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	23.2
TACH	6850.8
TBO	2000
TMOH	(299)
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	13.9
TACH	2232.4
TBO	2000
TMOH	1729
†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) 38 hours from oil change as of meeting
- 2) Air vent fixed, cleaning and lubrication did it
- 3) Outside air flap was not closing, cable adjusted
- 4) Ignition and fuel injection inspections coming up likely in December

N884BC

- 1) Oil changed at end of September, 48 hours to go as of meeting
- 2) Standby Battery not passing test when cold – will be looked at in upcoming annual
- 3) Cracked Right Wingtip – no action planned
- 4) 25 hours to fuel injector line inspection
- 5) Annual scheduled for November 24, estimating 2 weeks, @Chris M in DuPage

N1489L

- 1) Backup Attitude indicator tumbling; plan to fix in December
- 2) Upper pilot vent needs repair, still wonky, will fix before winter – John to fix now that he’s figured it out on 3SP
- 3) Rear position light was out; has been fixed
- 4) Standby battery getting weak with a cold, will keep an eye out and determine if replacement is needed
- 5) Upcoming maintenance: Oil change in 26, Fuel Injector in 79
- 6) Garmin Errors
 - a. Couple of reports of screens flashing to reversionary mode and back
 - b. Same reports about traffic
 - c. Both are very brief, being “researched” by our mechanic
- 7) Thanks to Jim for cleaning the 89L hangar!

Considering trickle charges for our batteries to help in the cold, especially when we fly less in the winter.

AIRPORT AFFAIRS

John Wrycza provided updates:

- Runway work is complete for the season
- Bought gas day before the meeting, will be cheapest fuel in IL!
- Trees across the street by the day care have been trimmed
- John working with forest preserve to clean up trees by grass runway
- Mowing still on Mondays this month, not sure how many more this year

OLD BUSINESS

Change in Flight Reservation System

We are still working on trialing and transitioning to a new flight reservation system. More information to come.

NEW BUSINESS

Christmas Party – Dec 7th 2025

Please respond to the form Chris emailed out if you're able to come. Complete multicourse dinner and a 3 hour open bar for \$68 at McBrides.

External CFIs, New Members, and Club Procedures

We have a lot of special procedures to help keep our planes in good condition and prevent damage. We need to be able to relate these to outside instructors and members that don't attend meetings or show up to the meetings. Ideas for this were discussed and ideas solicited. Some ideas are:

- Need to document these more concisely, clearly, and accessibly
- Making sure we have an approval process for external CFIs

If you have ideas here, please let Nick Davis and/or the Board know.

SAFETY

Keep in mind we have a lot of special procedures to help keep our planes in good condition and prevent damage. We need to be able to relate these to outside instructors and members that don't attend meetings or show up to the meetings. Members should be empowered to challenge or educate their CFIs on these things.

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 8 applications. Priority is given to applicants in received order that are at the meetings with entrance fee ready.

No openings were available. New applications from John D. and Megan

Ken, a CFII out of JA in Aurora, also joined the meeting as a guest.

ACCOMPLISHMENTS

Guest Megan just got her commercial license last week! Also, PNP had his first solo the morning of the meeting! Lastly, John renewed his Part 107 Drone License.

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.

Oil Dipsticks: DO NOT overtighten. Two fingers, snugged, not torqued down. Overtightening causes us to loosen the oil dipstick housing from the block, resulting in leaks and a repair cost.

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

BFC Website: www.flybfc.org

President: Kevin Kanarski
Vice President: Kris Knigga
Secretary: Alex Siegman
Treasurer: Ray Kvietkus
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:

John Wrycza	630-697-3559
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Jack Lindquist	630-939-1023
N1489L	Jim Krzyzewski	630-453-8447