

# BLUE SIDE UP!



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 7:30 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

### December 2025

884BC	5.3 hrs.
983SP	14.1 hrs.
<u>1489L</u>	8.6 hrs.
<u>TOTAL</u>	28.0 hrs.

### 2025 Totals

884BC	179.3 hrs.
983SP	230.8 hrs.
<u>1489L</u>	183.8 hrs.
<u>TOTAL</u>	593.9 hrs.

Join us for our next meeting:

**Tuesday, February 3<sup>rd</sup>, 2026**

Business meeting @ 7:30pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### January Meeting Minutes

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, January 6th, 2026 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 November 2025 was 30.7 hours with 0.5 hours club time. We made \$10,602.66 in payments and had \$10,303.41 in billings. Cash in the bank is \$94,259.21. 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 8:05 PM.

## Attendees

## Members

Kevin Kanarski  
Alex Siegman  
Kris Knigga  
Ray Kvietkus  
Jim K.  
Sam Teuting  
Cooper Forsberg  
Don Patterson  
Kris Queen  
Cliff Kotchka  
M. Finzer  
Pashupati Pandey  
Aaditey A.  
Doug Smith  
Eric Swanson  
John Sheskier  
John Wrycza  
Jack Lindquist  
Walt Slazyk  
Jacob Black  
Dan Mannisto

## Guests

Scott Novak  
Megan Novak  
Bill Samatas  
Karthick Giri  
Jeff Krischel

## Social

Bradley Swanson

## TREASURER'S REPORT

## I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	4,198.0	6,865.5	2,245.6
END TACH	4,203.3	6,879.6	2,254.2
TOTAL HOURS	5.3	14.1	8.6
TBO	2,000	2,000	2,000
TMOH	(43)	(328)	1,707

## II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	5.3	14.1	8.6	28.0
LESS: CLUB TIME	(1.20)	(0.50)	-	(1.7)
<b>BILLABLE HOURS</b>	4.1	13.6	8.6	26.3
BILLING RATE	\$ 128.50	\$ 122.50	\$ 159.60	
FLYING CHARGES (billed)	\$ 526.85	\$ 1,666.00	\$ 1,372.56	\$ 3,565.41
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (147.00)
<b>TOTAL BILLINGS</b>	<b>\$ 526.85</b>	<b>\$ 1,666.00</b>	<b>\$ 1,372.56</b>	<b>\$ 10,303.41</b>

### III MEMBER CREDIT BREAKDOWN

#### IV. BANK BALANCES

	<u>US BANK SAV</u>	<u>CHASE CHECK</u>	<u>US BANK CHECK</u>	<u>TOTAL</u>
<b>BEGIN BALANCE</b>	\$ 72,011.54	\$ 17,825.98	\$ 100.00	\$ 89,937.52
Operating Cash In		\$ 14,677.06		\$ 14,677.06
Operating Cash Out		\$ (10,602.66)		\$ (10,602.66)
Account Transfers	\$ 14,000.00	\$ (14,000.00)		
Interest	\$ 247.29			\$ 247.29
<b>ENDING BALANCE</b>	<b>\$ 86,258.83</b>	<b>\$ 7,900.38</b>	<b>\$ 100.00</b>	<b>\$ 94,259.21</b>

V. RESERVES			
	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3200/ mo)	\$ 6,600.00	\$ 3,200.00	\$ 9,800.00
ANNUALS (\$1500/ mo)	\$ 10,500.00	\$ (4,500.00)	\$ 6,000.00
LL10 DUES (\$486/ mo)	\$ 972.00	\$ 486.00	\$ 1,458.00
INACTIVE MEMBER	\$ 8,500.00	\$ 4,250.00	\$ 12,750.00
ENG OVRHL (\$2000/mo)	\$ 38,000.00	\$ 2,000.00	\$ 40,000.00
CREDIT BALANCE MEMBERS	\$ 9,830.76	\$ 23.00	\$ 9,853.76
FUTURE AIRCRAFT PURCHASES	\$ 2,000.00	\$ 1,000.00	\$ 3,000.00
AIRCRAFT REPAIRS & MAINTENANCE	\$ 13,491.36	\$ (2,093.91)	\$ 11,397.45
<b>TOTAL</b>	<b>\$ 89,894.12</b>	<b>\$ 4,365.09</b>	<b>\$ 94,259.21</b>

  

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Naper Aero	Fuel	Naper Aero	\$ 1,424.92
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Post Office Box	Annual Fee	US Post Office	\$ 210.00
4BC - Annual Inspection	Annual Inspection	M-Tech Aviation	\$ 5,084.62
89L - New A/I	Attitude Indicator	M-Tech Aviation	\$ 1,700.12
Christmas Party	Christmas Party	Kevin Kanarski	\$ 1,292.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 75.00
<b>TOTAL PAYMENTS</b>			<b>\$ 10,602.66</b>

## FLYING HOURS

December

884BC	
FLYING	5.3
TACH	4203.3
TBO	2000
TMOH	(43)
<sup>†</sup> CLUB	1.2
*GAL/HR.	10.2

983SP	
FLYING	14.1
TACH	6879.6
TBO	2000
TMOH	(328)
<sup>†</sup> CLUB	0.5
*GAL/HR.	10.2

1489L	
FLYING	8.6
TACH	2254.2
TBO	2000
TMOH	1715
<sup>†</sup> CLUB	8.6
*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. This is especially helpful in us keeping engines running past TBO.

### N983SP

- 1) Main tire changed
- 2) NAV circuit breaker replaced
- 3) Fuel Injection and AD checked
- 4) Oil changed last Friday
- 5) One report of rough engine on climb out, mechanic did look at it last Friday, nothing found. Was fine during level flight; report if you have similar
- 6) One report of nosewheel shimmy

### N884BC

- 1) Need oil change logbook entry
- 2) Squawks all clear except for right wing tip cracked; will not fix anytime soon
- 3) Annual completed in December just after last meeting
  - a. Standby battery replaced
  - b. Compression checked; [72, 74, 71, 76] /80 and borescope run
  - c. Replaced cylinder 3 leaking intake gasket
  - d. No major squawks found

### N1489L

- 1) Oil change done night; noted that oil was low – be sure you're putting oil in the engine, not just the plane!
- 2) Fuel Line inspection due this month
- 3) Backup attitude indicator fixed
- 4) Pilot side air vent loose, outside is taped shut, will fix at fuel injection appointment if able
- 5) Copilot gas cap chain missing
- 6) Fuel dipstick was missing, Norm replaced
- 7) GPS prompting for an update on startup for magvar db; fixed
- 8) Standby battery failed when cold, fine when warm
- 9) Right hand brake seems more worn / less effective
- 10) One report that prop vibration getting worse, may be worth balancing

## AIRPORT AFFAIRS

John Wrycza provided updates:

- Plenty of gas in stock
- We've had some plowing damage along the runway as well as some gravel spread near the oil room in the hangars. If you see more damage, let John know so he can address it.
- If you see blue salt, it's not good for aluminum, also report it to John
- Current tap to pay limit is \$75 for credit cards, \$300 on the cards in our plane
- Book Rd to be closed for an extended time; started Dec 1. Expect 1yr+

## OLD BUSINESS

### **Proposed new flight tracking software**

Flight Circle is still being trialed. Concerns around additional load on members, but currently sorting out processes for the board.

## NEW BUSINESS

### **No new business was brought up.**

## SAFETY

Taxiing on ice is very dangerous – it melts during the day and often refreezes at night with our current temperatures. Stay off the brakes and go slow!

## 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.

We had some returning guests as well as some first time visitors: Jeff and Wyatt.

Jeff just took a discovery flight, looking to get a pilots certificate now that his kids are older.

Wyatt just got his private pilot in May and is looking to join a club.

Last month we voted Bill in, but Bill ceded his place to Michael who was higher on the list but showed up just after the vote. David Vought resigning from the club, so Bill will take his place.

## ACCOMPLISHMENTS

Eric Swanson got a job at United, hopefully starting Spring 2026!

PNP passed his written knowledge test!

## 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](mailto: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:** 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 <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:**

John Wrycza 630-697-3559

### **Plane Captains:**

N884BC Don Patterson 815-436-5771

N983SP Jack Lindquist 630-939-1023

N1489L Jim Krzyzewski 630-453-8447