

# 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	\$128.00
C172SP	3SP	\$122.00
C182T	89L	\$158.98

## CY Cumulative Hours Flown

### June 2025

884BC	34.0 hrs.
983SP	40.1 hrs.
1489L	39.3 hrs.
TOTAL	113.4 hrs.

### 2025 Totals

884BC	115.9 hrs.
983SP	97.4 hrs.
1489L	81.1 hrs.
TOTAL	294.4 hrs.

## IN THIS ISSUE...

### July Meeting Minutes

## MEETING MINUTES

The BFC held its monthly meeting on Tuesday, July 1st, 2025 at Naper Aero. The President called the meeting to order at 7:32 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 June 2025 was 113.4 hours with 0.1 hours club time. We made \$9,390.90 in payments and had \$21,960.71 in billings. Cash in the bank is \$85,107.88. 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 8:24 PM.

Join us for our next meeting:

**Tuesday, August 5<sup>th</sup>, 2025**

Worknight Starts @ 5:30pm

Business meeting @ 7:30pm

Details to follow via email.

See you there!

Attendees

Members

Kevin Kanarski  
Alex Siegman  
Jack Lindquist  
Don Patterson  
Cooper Forsberg  
Al Loek  
Walt Slazyk  
Nick Davis  
Derek Mintchell  
Jim Williams  
John Sheskier  
Kris Queen  
Ray Kvietkus

Guests

Jim Buiter  
Tim Clandon  
Pashupati Pandey

Social

Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	4,105.9	6,706.1	2,112.2	
END TACH	4,139.9	6,746.2	2,151.5	
TOTAL HOURS	34.00	40.10	39.30	
TBO	2,000	2,000	2,000	
TMOH	21	(195)	1,810	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	34.00	40.10	39.30	113.4
LESS: CLUB TIME	-	-	(0.10)	(0.1)
<b>BILLABLE HOURS</b>	<b>34.00</b>	<b>40.10</b>	<b>39.20</b>	<b>113.3</b>
BILLING RATE	\$ 128.00	\$ 122.00	\$ 158.98	
FLYING CHARGES (billed)	\$ 4,352.00	\$ 4,892.20	\$ 6,232.02	\$ 15,476.22
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (400.51)
<b>TOTAL BILLINGS</b>	<b>\$ 4,352.00</b>	<b>\$ 4,892.20</b>	<b>\$ 6,232.02</b>	<b>\$ 21,960.71</b>

III. MEMBER CREDIT BREAKDOWN				
Knigga	Fuel Away, 6/8	25.40	(4.85)	(123.19)
Rorvick	Fuel Away, 4/27	16.90	(4.93)	(83.32)
Kotcha	Fuel Away, 6/17	10.00	(4.85)	(48.50)
Queen	Fuel Away, 6/22	30.00	(4.85)	(145.50)
<b>TOTAL CREDITS</b>				<b>\$ (400.51)</b>

IV. BANK BALANCES			
	CHECKING	SAVINGS	TOTAL
BEGIN BALANCE	\$ 36,609.24	\$ 35,783.02	\$ 72,392.26
Cash In	\$ 22,106.12	\$ 0.30	\$ 22,106.42
Cash Out	\$ (9,390.80)		\$ (9,390.80)
ENDING BALANCE	\$ 49,324.56	\$ 35,783.32	\$ 85,107.88

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3300/ mo)	\$ 26,400.00	\$ 3,300.00	\$ 29,700.00
ANNUALS ( \$1500/ mo)	\$ 6,500.00	\$ 1,500.00	\$ 8,000.00
LL10 DUES (\$485/ mo)	\$ 3,880.00	\$ 485.00	\$ 4,365.00
INACTIVE MEMBER	\$ 4,250.00	\$ -	\$ 4,250.00
ENG OVRHL (\$1100/mo)	\$ 31,083.66	\$ 1,100.00	\$ 32,183.66
CREDIT BALANCE MEMBERS	\$ -	\$ 10,595.76	\$ 10,595.76
AIRCRAFT REPAIRS & MAINTENANCE	\$ 278.60	\$ (4,265.14)	\$ (3,986.54)
<b>TOTAL</b>	<b>\$ 72,392.26</b>	<b>\$ 12,715.62</b>	<b>\$ 85,107.88</b>

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
884BC - Oil pressure/AD	Maintenance	Mtech Aviation	\$ 803.91
Reimburse Ray K.	Brillianize		\$ 50.70
Naper Aero	Fuel	Naper Aero	\$ 3,092.42
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Naper Aero (past inv 1433)	Fuel	Naper Aero	\$ 979.80
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Naper Aero (past inv 1339)	Fuel	Naper Aero	\$ 584.47
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00
D&O Insurance	D&O Insurance	Chubb Insurance	\$ 2,005.00
Bradley Swanson	Cookout Expenses	Bradley Swanson	\$ 243.50
TOTAL PAYMENTS			\$ 9,390.80

VII. LOAN STATUS	
INTEREST PAID @ 6.0%	\$ -
PRINCIPAL PAID	
PAYDOWN OF REMAINING LOAN BALANCE	\$ -
TOTAL LOAN PAYMENT	\$ -
AIRCRAFT LOAN BALANCE	\$ -

## FLYING HOURS

June

884BC	
FLYING	34.0
TACH	4139.9
TBO	2000
TMOH	21
<sup>†</sup> CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	40.1
TACH	6746.2
TBO	2000
TMOH	(195)
<sup>†</sup> CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	39.3
TACH	2151.5
TBO	2000
TMOH	1810
<sup>†</sup> CLUB	0.1
*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.

There are spray bottles of brillianize for the windows in the back of each plane in the box of supplies. Use that and only that for windows.

Also thanks to John, Don, and Jack for keeping up with oil changes.

Lastly, good work on not overtightening the dipstick, it's been several months since we've had to fix a leak. Please keep reminding folks not to overtighten.

### N983SP

- 1) Oil changed Sunday before the meeting
- 2) No active squawks – flying well

### N884BC

- 1) Rear nav light replaced a second time, vibration issues with the socket. Will keep an eye on it, please report any problems
- 2) Oil pressure sensor failed; replaced
- 3) Standby attitude indicator was failing; replaced
- 4) Fuel Injector AD completed
- 5) Cowl fastener changes; more work needed, will likely look at it next week when we take the 182 in for annual
- 6) Induction air filter due in just over 4 hours; will replace. May already have part in stock. John will check
- 7) Oil change due in just over 5 hours; will arrange
- 8) Mag inspection due in 20 hours; will arrange
- 9) Annual in November
- 10) Had 1 report of pitch trim failure of autopilot a while back; no second report. If it occurs, let the plane captain know

### N1489L

- 1) Pitot Static and Transponder inspections happening Friday
- 2) Next week will begin annual inspection at DuPage
  - a. Co-pilot side hydrolock to be replaced if we can get parts
  - b. Air vents plugged, will need cleaned out
  - c. Cracked strut fairings; will evaluate
- 3) One report of MFD involuntarily going into reversionary mode; will also try to address at annual – potentially just needs cleaning and reseating; occasional traffic disconnect may be related as well

## AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates via proxy:

- Thanks to all who helped with tree and bush trimming; visibility much better by the club house
- Gas tank lines tested good and compatible with legislation.
- New gas tanks are being signed for, looking to install by labor day
  - New system will be with credit cards, get rid of an expensive phone line
- Light over the pump fixed
- Repairs on hangars soon
  - cedar at top starting to split, will be replaced
  - Door guide repairs
- Two more planes on the field this month, a Cirrus and a Cherokee 6-300

## 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.

## NEW BUSINESS

### Airport Runway Lights

Be careful with the runway lights at night; there's been some reports of lights turning themselves off with radio traffic.

### Monthly Dues Adjustment

Post annual financials reviews, it was decided that we are proportionally too high with our monthly dues given the payoff of the loan.

It was proposed to reduce the dues by \$10 to \$143/month which will still be at a surplus and establish an aircraft replacement fund with the surplus. Discussion ensued that we could leave them where we are at and build that fund faster, and potentially do some fixes like radios and similar, especially as there are no planes to buy right now.

### Scratches on front windows

Do not put things on the visor, as they have a high chance of scratching the window. However, it was discovered that the visors are actually scratching the windows

## SAFETY

It's hot, pay attention to density altitude, especially with our short field. They are routinely above 3000 feet in the summer. In these conditions, during your runup you should be leaning for best performance and use that mixture for takeoff. Short field flaps for takeoffs are also questionable – after 50AGL, the drag tends to outweigh the benefit. If these skills are rusty, you should practice them on an airport with a larger safety margin and also practice aborted takeoffs. Dekalb is a good place to practice. Also remember, the higher the density altitude, the slower the movements needed to avoid stalls.

People don't always fully put the airplane away, including switches and vents. Be sure to close vents and put switches into their proper positions. Be sure to turn down the



rheostats for the lights, set switches with all but beacon off, and close the vents alongside all the normal post-ride checks. You MUST close the vent from the inside, or you will damage things. Make these kinds of checks part of your post-flight walk around.

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

New Guests – Jim, sold his and his partners’ 206, looking for a new home for flying. Michael also visited us; he’s working on his instrument out of Schaumburg right now.

Tim and PNP were returning guests.

Brian Gaffney purchased his own airplane and is leaving the club. PNP was next on the wait list and at the meeting. He’s currently in the process of getting his private pilot license. A motion was raised to admit PNP into the club and was passed.

ACCOMPLISHMENTS

Sam passed his checkride and is now a pilot!



## 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.





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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