

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

July 2025

884BC	22.5 hrs.
983SP	25.8 hrs.
1489L	13.7 hrs.
TOTAL	62.0 hrs.

2025 Totals

884BC	138.4 hrs.
983SP	123.2 hrs.
1489L	94.8 hrs.
TOTAL	356.4 hrs.

IN THIS ISSUE...

August Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, August 5th, 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 June 2025 was 62.0 hours with 2.2 hours club time. We made \$15,789.41 in payments and had \$14,913.82 in billings. Cash in the bank is \$92,228.05. 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, September 2nd, 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
Pashupati Pandey

Guests

George Schick
Julianna Williams
Scott Novak

Social

Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA				
	884BC	983SP	1489L	
BEGIN TACH	4,139.9	6,746.2	2,151.5	
END TACH	4,162.4	6,772.0	2,165.2	
TOTAL HOURS	22.50	25.80	13.70	
TBO	2,000	2,000	2,000	
TMOH	(2)	(221)	1,796	

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	22.50	25.80	13.70	62.0
LESS: CLUB TIME	1.10	0.50	0.60	2.2
BILLABLE HOURS	23.60	26.30	14.30	64.2
BILLING RATE	\$ 128.00	\$ 122.00	\$ 158.98	
FLYING CHARGES (billed)	\$ 3,020.80	\$ 3,208.60	\$ 2,273.41	\$ 8,502.81
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (473.99)
TOTAL BILLINGS	\$ 3,020.80	\$ 3,208.60	\$ 2,273.41	\$ 14,913.82

III. MEMBER CREDIT BREAKDOWN				
Kotcha	Fuel Away, 7/24	26.00	(4.85)	(126.10)
Kotcha	Fuel Away, 7/3	18.00	(4.85)	(87.30)
Kotcha	Fuel Away, 6/27	12.00	(4.85)	(58.20)
Kotcha	Fuel Away, 7/9	24.00	(4.85)	(116.40)
Black	Fuel Away, 7/2	17.73	(4.85)	(85.99)
TOTAL CREDITS				\$ (473.99)

IV. BANK BALANCES				
	US BANK SAV	CHASE CHECK	CHASE SAV	TOTAL
BEGIN BALANCE	\$ -	\$ 49,324.56	\$ 35,783.32	\$ 85,107.88
Operating Cash In	\$ -	\$ 27,259.04	\$ 0.54	\$ 27,259.58
Operating Cash Out	\$ -	\$ (20,139.41)		\$ (20,139.41)
Account Transfers	\$ 34,000.29		\$ (34,000.29)	\$ -
ENDING BALANCE	\$ 34,000.29	\$ 56,444.19	\$ 1,783.57	\$ 92,228.05

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3300/ mo)	\$ 29,700.00	\$ 3,300.00	\$ 33,000.00
ANNUALS (\$1500/ mo)	\$ 8,000.00	\$ (3,569.64)	\$ 4,430.36
LL10 DUES (\$485/ mo)	\$ 4,365.00	\$ 485.00	\$ 4,850.00
INACTIVE MEMBER	\$ 4,250.00	\$ -	\$ 4,250.00
ENG OVRHL (\$1100/mo)	\$ 32,183.66	\$ 1,100.00	\$ 33,283.66
CREDIT BALANCE MEMBERS	\$ 10,595.76	\$ (153.00)	\$ 10,442.76
AIRCRAFT REPAIRS & MAINTENANCE	\$ (3,986.54)	\$ 5,957.81	\$ 1,971.27
TOTAL	\$ 85,107.88	\$ 7,120.17	\$ 92,228.05

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
Naper Aero	Fuel	Naper Aero	\$ 4,435.86
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Reimb: Ray K	Engine Oil	Airplaneoil.com	\$ 567.93
Reimb: Ray K	Pitot Tube - 1489L	Unknown	\$ 400.00
Reimb: John W.	Overhaul Gyro	NU-TEK A/C Inst	\$ 698.46
Mtech Aviation	Annual, 1489L	Mtech	\$ 5,069.64
Mtech Aviation	884BC Brakes, etc	Mtech	\$ 1,157.70
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 35.00
Bradley Swanson	Cookout Fees	Bradley Swanson	\$ 103.45
US Bank	Misc	US Bank	\$ 0.37
US Bank	Non-ATM Fee	US Bank	\$ 5.00
US Bank - Transfer	Transfer to US Bank	US Bank	\$ 2,500.00
TOTAL PAYMENTS			\$ 15,789.41

** Note: Paid out \$4,250 to Brian Gaffney, offset by incoming funds of \$4,250 from PP.

*** Note: We xferred \$2,500 to US Bank, but that does not yet show up on US Bank Stmt

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

FLYING HOURS

July

884BC	
FLYING	22.5
TACH	4162.4
TBO	2000
TMOH	(2)
[†] CLUB	1.1
*GAL/HR.	10.2

983SP	
FLYING	25.8
TACH	6772.0
TBO	2000
TMOH	(221)
[†] CLUB	0.5
*GAL/HR.	10.2

1489L	
FLYING	13.7
TACH	2162.2
TBO	2000
TMOH	1796
[†] CLUB	0.6
*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.

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) 20 hours from oil change as of meeting
- 2) Door hinge pin replaced
- 3) Copilot seat hydrolock is only squawk
- 4) Note of EGT being occasionally intermittent

N884BC

- 1) Replaced brake pads
- 2) Replaced alternator with rebuilt
- 3) Replaced 2 missing cowl fasteners
- 4) Prop balanced
- 5) Replaced nose wheel bearing
- 6) Changed oil
- 7) Day after meeting will replace tailhook
- 8) Magneto overhaul planned for a week after meeting; figuring out best place to do this with minimal plane downtime

N1489L

- 1) Just came out of annual
 - a. Compressions all good
 - b. Oil changed
 - c. All air vents fixed – finger tight is fine, do not over-torque air vents
 - d. Copilot hydrolock replaced, \$1700 – do not let passengers pull on the seat getting in and out
 - e. Seat belt twists fixed
 - f. Repaired both landing gear strut fairings
 - g. Oil pressure relief valve spring replaced
 - h. Pitot Static and Transponder inspections completed
- 2) G1000 squawks still open: sometimes traffic winks out; sometimes it goes into reversionary mode. Being researched by our mechanic.

AIRPORT AFFAIRS

John Wrycza, airport manager, provided updates:

- Gas purchase lucked out again, stayed under \$5/gal

- More painting is happening to the hangar building
- Runway paving scheduled for middle of September; expected downtime approximately 3 days of a week of a work. Expect further details.
- Airport lighting seems to be getting shut down by someone else; 3 clicks were heard on the radio after turning lights up.
- There were some drone operations recently over the prairie by the police. As always, keep your eyes peeled.
- Door guides on 182 were patched together, let John know if issues with it
- Winch swap for 4BC hangar planned
- Pump payments system replacement still in progress, details to come

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.

NEW BUSINESS

NFC Hosting Poker Run in September

September 6th is the planned date. There is more information on their website as well.

Board Elections in October

Will be announcing a slate next month for voting in October. We do have some positions opening up – we need volunteers for positions. For sure a plane captain spot will be opening up.

New Reservation System

To help reduce treasurer workload and to continue our quest of staying modern, we are looking at new reservation systems. This would eliminate paper logging in the airplanes. Expect more information to come. The current best contender is Flight Circle. More features, similar cost to Aircraft Clubs, and very responsive support. Expect to change towards the end of the year, lots to figure out.

New Senate Bill

There was a bill introduced to require ADSB-In wherever there are ADSB-Out requirements. This is a response to the recent DC crash. We should keep an eye on it, we have planes that would not be in compliance if this bill is passed as proposed.

SAFETY

FAA MOSAIC is introducing new regulations allowing more pilots to fly more things. We will have to keep this in

Flying on hazy days sometimes makes other close traffic easy to see but be aware of aeromedical factors if the haze is from smoke or other things you may be sensitive to.

Keep in mind you can fly altitudes off from the even 500 ft when VFR – this can help with avoidance as well.

Be aware of VP TFRs, we had some recently – make sure you're checking for TFRs and understand their boundaries.

Make sure you are checking lights for night flying. You must have position lights and beacon at a minimum.

Be aware at how different the approach looks into Naper Aero, it looks like a very steep approach, especially at night. Operating to commercial standards, you have to be able to make the airport runway within 250 ft of a predetermined point from a power off scenario. Lots of great airports with more room for error such as Dwight to practice grass field operations are nearby. Get with Nick if you need help with this!

Also note, the visual waypoint near Downers Grove on the VFR chart for the radio towers is now inaccurate – the towers are gone. Be aware that VFR chart visual waypoints may no longer be known by ATC. Best way to call into a tower is direction and distance.

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.

New Guest – Scott; long time private pilots license, took a break, is getting back into flying, has a daughter training for commercial as well.

George visited us again as well. Recent private pilot with about 200 hours. Retired with plenty of time to fly and wash planes!

Hubert has decided to leave the club as he is moving; George was next on the list to take his place. He as voted in unanimously.

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, however some pictures of

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
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