

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

September 2025

884BC	16.1 hrs.
983SP	27.8 hrs.
1489L	25.4 hrs.
TOTAL	69.3 hrs.

2025 Totals

884BC	170.5 hrs.
983SP	178.8 hrs.
1489L	148.1 hrs.
TOTAL	497.4 hrs.

IN THIS ISSUE...

October Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, October 7th, 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 September 2025 was 69.3 hours with 0.8 hours club time. We made \$6,958.10 in payments and had \$14,611.84 in billings. Cash in the bank is \$110,807.99. Further details follow in the newsletter. The Treasurer's report was approved as presented.

While not in this treasurer's report, it will be reflected next month, we just paid our annual insurance premiums at about \$39,000. 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.

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 8:16 PM.

Join us for our next meeting:

Tuesday, November 4th, 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
Dan Mannisto
Cooper Forsberg
Walt Slazyk
Pashupati Pandey
Jacob Black
Al Loek

Guests

Michael Zagurski
Aaditey Aryaman
Isaac B.
Bill Samatas
Tim Claudon

Social

Bradley Swanson

TREASURER’S REPORT

I. AIRCRAFT DATA			
	884BC	983SP	1489L
BEGIN TACH	4,178.4	6,799.8	2,193.1
END TACH	4,194.5	6,827.6	2,218.5
TOTAL HOURS	16.10	27.80	25.40
TBO	2,000	2,000	2,000
TMOH	(34)	(276)	1,743

II. MONTHLY BILLING SUMMARY				
	884BC	983SP	1489L	TOTAL
TOTAL HOURS	16.10	27.80	25.40	69.3
LESS: CLUB TIME	(0.40)	(0.30)	(0.10)	(0.8)
BILLABLE HOURS	15.70	27.50	25.30	68.5
BILLING RATE	\$ 128.50	\$ 122.50	\$ 159.60	
FLYING CHARGES (billed)	\$ 2,017.45	\$ 3,368.75	\$ 4,037.88	\$ 9,424.08
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (1,697.24)
TOTAL BILLINGS	\$ 2,017.45	\$ 3,368.75	\$ 4,037.88	\$ 14,611.84

III. MEMBER CREDIT BREAKDOWN				
Derek Mintchell	Fuel 9/16	28.53	(4.90)	(139.80)
Sengullu	Fuel 9/19	7.16	(4.90)	(35.08)
Pyszka	Fuel 9/10	15.67	(4.90)	(76.78)
Pyszka	Fuel 9/13	8.53	(4.90)	(41.80)
Kanarski	flybfc.org			(24.06)
Kanarski	flight circle			(342.00)
Slazyk	Fuel 9/9	22.10	(4.90)	(108.29)
Kotcha	Fuel 9/16	28.00	(4.90)	(137.20)
Kotcha	Fuel 9/24	30.17	(4.90)	(147.83)
McElroy	Fuel 9/20	29.44	(4.90)	(144.26)
McElroy	Fuel 9/18	12.07	(4.90)	(59.14)
Queen	Fuel away	10.00	(4.90)	(49.00)
Knigga	Fuel 9/18	53.00	(4.90)	(259.70)
Knigga	Fuel 8/30	27.00	(4.90)	(132.30)
TOTAL CREDITS				\$ (1,697.24)

IV. BANK BALANCES				
	US BANK SAV	CHASE CHECK	CHASE SAV	TOTAL
BEGIN BALANCE	\$ 50,230.25	\$ 51,191.25	\$ 1,783.58	\$ 103,205.08
Operating Cash In		\$ 15,444.56	\$ -	\$ 15,444.56
Operating Cash Out	\$ (100.00)	\$ (7,886.16)		\$ (7,986.16)
Account Transfers		\$ 1,783.58	\$ (1,783.58)	\$ -
Interest	\$ 144.51			\$ 144.51
ENDING BALANCE	\$ 50,274.76	\$ 60,533.23	\$ -	\$ 110,807.99

US Bank checking account opened, current balance as of 9/30 is \$100. Not shown above.

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3300/ mo)	\$ 36,300.00	\$ 3,300.00	\$ 39,600.00
ANNUALS (\$1500/ mo)	\$ 5,930.36	\$ 1,500.00	\$ 7,430.36
LL10 DUES (\$485/ mo)	\$ 5,335.00	\$ 485.00	\$ 5,820.00
INACTIVE MEMBER	\$ 4,250.00	\$ -	\$ 4,250.00
ENG OVRHL (\$1100/mo)	\$ 34,383.66	\$ 1,100.00	\$ 35,483.66
CREDIT BALANCE MEMBERS	\$ 10,289.76	\$ (153.00)	\$ 10,136.76
AIRCRAFT REPAIRS & MAINTENANCE	\$ 6,716.30	\$ 1,370.91	\$ 8,087.21
TOTAL	\$ 103,205.08	\$ 7,602.91	\$ 110,807.99

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
Naper Aero	Fuel	Naper Aero	\$ 3,110.46
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Kanarski	Battery	Aircraft Spruce	\$ 928.06
Wrycza	Magneto	Point Aviation	\$ 1,937.06
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 56.33
Bradley Swanson	Cookout Fees	Bradley Swanson	\$ 110.19
TOTAL PAYMENTS			\$ 6,958.10

FLYING HOURS

September

884BC	
FLYING	16.1
TACH	4194.5
TBO	2000
TMOH	(34)
[†] CLUB	0.4
*GAL/HR.	10.2

983SP	
FLYING	27.8
TACH	6827.6
TBO	2000
TMOH	(276)
[†] CLUB	0.3
*GAL/HR.	10.2

1489L	
FLYING	25.4
TACH	2218.5
TBO	2000
TMOH	1743
[†] CLUB	0.1
*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) 11 hours from oil change as of meeting
- 2) Air vent on right won’t close
- 3) Tires rotated

N884BC

- 1) Oil changed at end of September, 49 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) 26 hours to fuel injector line inspection
- 5) Annual in November, planned to go to Chris M in DuPage

N1489L

- 1) Upper pilot vent needs repair, still wonky, will fix before winter
- 2) 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

AIRPORT AFFAIRS

Mike, Naper Aero Club president, provided updates:

- Runway is repaved!
 - Original plan was to grind and resurface; however the asphalt was debonding and the aggregate was collapsing
 - This has been repaired properly; was around \$300k investment
 - Be aware of gaps between asphalt and grass; may be small runway closures over next few weeks due to repairing this
 - If you need to exit the runway, you risk a nose dip and hitting the prop
- Implemented a 10 year financial plan
 - Taxi refurbishments
 - Sealcoating end of 2026 or early 2027
 - Underground fuel tanks -> Above ground tank
 - Current tanks no longer insurable
 - Will monitor tanks and lines for leaks and extend service life as much as possible
 - No current planned dues increase or special assessments
- New fuel pumps are in, both pumps work!
- Kudos to John for a lot of hard work on recent improvements
- Flying clubs very important to Naper Aero community

- Not all airport residents understand that
 - Significant part of heritage as well as financial stability
 - Working to increase this awareness to the residents
- Working on new HOA website, will include club information. naperaero.com
 - NOTAMs will exist here; private airports cannot file NOTAMs with the FAA; current process relies on an email chain
- Instrument approach and LOA being maintained – about \$7k to maintain yearly
 - Considered a “national model” for transitioning to RNAV as a private airport
 - For more information, email Mike. He is the authorized person to extend LOA to you.
- Outstanding Issues
 - Approach to 36 has 4 trees across the street that are too tall for the 15:1 RNAV glideslope. Working with neighbors. VASI will bring you to the threshold 25 ft above, and if you are on the VASI you will clear the trees.
 - 27 and 9 also both have tree issues. Working with forest preserve. These breach the 15:1 required glideslope for a Restricted Landing Area. Use a steep approach path. Likely to take a long time to get these handled with forest preserve.
- Implementing hangar lease agreements and established waiting list to help keep track of hangars. First time in 57 years these will be in writing.
- Working with Naperville and DuPage county with drainage issues. In better shape.
- John got a well deserved raise after 5 years serving as airport manager!

A question was asked about transition to 100UL. When the state mandates it, the airport will switch.

Another question was asked about being given folks permission to land here. This is up to the airport manager; the pilot will need to talk to John or someone in John’s stead such as Mike.

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

Last Work Night – Thanks Bradley!

Thanks for all the food this year!

Annual Board Elections

The proposed board slate was unanimously approved in accordance with our club bylaws. The new board members are as follows:

President - Kevin Kanarski
Vice President - Kristoffer Knigga
Treasurer - Ray Kvietkus
Secretary - Alex Siegman
Operations (Maintenance) Officer - John Wrycza
Safety Officer - Nick Davis
Plane Captain N1489L - Jim K
Plane Captain N884BC - Don Patterson
Plane Captain N983SP - Jack Lindquist

The four Directors authorized to conduct financial transactions are as follows:

President - Kevin Kanarski
Vice President - Kristoffer Knigga
Treasurer - Ray Kvietkus
Secretary - Alex Siegman

New Fuel Pumps

New hoses are much easier to use and the new payment system is now card based. An email was sent with details to active club members.

SAFETY

Our safety office was not present, and no members brought up any safety issues to discuss this month.

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.

Repeat guests: Cliff, Tim, Bill, Michael, Isaac (Walt's Grandson), Aadit3y (PNPs Son)

There is an opening tonight; Josh is going inactive. Aaditey was next on the list and was unanimously voted in. Currently a student pilot, Sam will instruct him.

Also, Mike, president of Naper Aero community visited us.

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
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

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