

February 2026

Volume 64 / Issue 2

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

January 2026

884BC	0.0 hrs.
983SP	4.9 hrs.
<u>1489L</u>	<u>9.2 hrs.</u>
<u>TOTAL</u>	<u>14.1 hrs.</u>

2026 Totals

884BC	0.0 hrs.
983SP	4.9 hrs.
<u>1489L</u>	<u>9.2 hrs.</u>
<u>TOTAL</u>	<u>14.1 hrs.</u>

Join us for our next meeting:

Tuesday, March 3rd, 2026

Business meeting @ 7:30pm

Details to follow via email.

See you there!

IN THIS ISSUE...

February Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, February 3rd, 2026 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 January 2026 was 14.1 hours with 0.6 hours club time. We made \$6,579.28 in payments and had \$8,880.07 in billings. Cash in the bank is \$102,642.56. 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 7:57 PM.

V. RESERVES			
	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3200/ mo)	\$ 9,800.00	\$ 3,200.00	\$ 13,000.00
ANNUALS (\$1500/ mo)	\$ 6,000.00	\$ 1,500.00	\$ 7,500.00
LL10 DUES (\$486/ mo)	\$ 1,458.00	\$ 486.00	\$ 1,944.00
INACTIVE MEMBER	\$ 12,750.00		\$ 12,750.00
ENG OVRHL (\$2000/mo)	\$ 40,000.00	\$ 2,000.00	\$ 42,000.00
CREDIT BALANCE MEMBERS	\$ 9,853.76	\$ (153.00)	\$ 9,700.76
FUTURE AIRCRAFT PURCHASES	\$ 3,000.00	\$ 1,000.00	\$ 4,000.00
AIRCRAFT REPAIRS & MAINTENANCE	\$ 11,397.45	\$ 350.35	\$ 11,747.80
TOTAL	\$ 94,259.21	\$ 8,383.35	\$ 102,642.56

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Naper Aero	Fuel Hangar Fees Planning Room Fee	Naper Aero Naper Aero Naper Aero	\$ 1,124.63 \$ 555.00 \$ 225.00
Equity Return	Equity Return	David Vaught	\$ 4,225.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 75.00
3SP Repairs	Switch Replacement	M-Tech Aviation	\$ 338.65
TOTAL PAYMENTS			\$ 6,579.28

FLYING HOURS

January

884BC	
FLYING	0.0
TACH	4203.3
TBO	2000
TMOH	(43)
[†] CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	4.9
TACH	6884.5
TBO	2000
TMOH	(333)
[†] CLUB	0.6
*GAL/HR.	10.2

1489L	
FLYING	9.2
TACH	2263.4
TBO	2000
TMOH	1698
[†] CLUB	9.2
*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) Ignition switch maintained
- 2) NAV circuit breaker replaced
- 3) Battery last replaced December 2020, one report of difficulty starting, will IRAN
- 4) 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

N884BC

- 1) Rear seatbelt retractor coils were thawed and lubricated; should fix
- 2) No upcoming maintenance noted, 42 hours from oil change

N1489L

- 1) Fuel Line inspection due in a couple hours
- 2) Right hand brake seems more worn / less effective; hard to apply even breaking; will look at / bleed when inspection is done
- 3) Copilot gas cap chain replaced

AIRPORT AFFAIRS

John Wrycza provided updates:

- Plenty of gas in stock (~10,000 gallons)
- Sometimes with really bad weather the fuel pumps get knocked out; there's a labeled breaker to switch
- Dumpster is now locked due to "donations"
- Let John know if you see any issues with the new asphalt
- Ice hasn't been too bad, no snow currently in forecast
- Book Rd to be closed for an extended time; started Dec 1. Expected 1yr+ but so far construction has been moving along.

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 – snow melts during the day and often refreezes at night with our current temperatures. Stay off the brakes and go slow!

There was a safety flying seminar over the weekend; the event was well-reviewed by attendees from the club. Be sure to attend these, it's good for the community and we can learn from others!

Have also noticed "roving" TFRs in the area; always be sure to check the TFRs right before your flight.

According to 172S POH, during cold weather the standby battery test lamp may not indicate. After engine start, verify standby battery shows a charge above 1000 RPM. Before takeoff, it should show a charge less than 0.4A.

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 guest: Tyler. Flying for fun for 18 years and approach controller in the north sector. He's submitted his application

New guest: Carl and son Kevin. Carl's dad flew here in the mid 70s, son looking to be a pilot and potentially go to Lewis.

Greg Van De Ham is leaving the club, his airplane (Sling TSI) is almost complete.

Tim Claudon was unanimously voted in to take the spot.

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.

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

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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