

# 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

#### March 2026

884BC	14.8 hrs.
983SP	15.0 hrs.
1489L	12.9 hrs.
<b>TOTAL</b>	<b>42.7 hrs.</b>

#### 2026 Totals

884BC	26.5 hrs.
983SP	31.7 hrs.
1489L	25.8 hrs.
<b>TOTAL</b>	<b>84.0 hrs.</b>

Join us for our next meeting:

**Tuesday, May 5<sup>th</sup>, 2026**

Business meeting @ 7:30pm

Work night @ 6:00pm

Details to follow via email.

See you there!

## IN THIS ISSUE...

### April Meeting Minutes

### MEETING MINUTES

The BFC held its monthly meeting on Tuesday, April 7th, 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 March 2026 was 42.7 hours with 0.4 hours club time. We made \$2,217.74 in payments and had \$12,310.60 in billings. Cash in the bank is \$115,035.17. 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 8:25 PM.

## Attendees

### **Members**

Kevin Kanarski  
Alex Siegman  
Jim K.  
Jack Lindquist  
Ray Kvietkus  
Pashupati Pandey  
Tim Claudon  
Patrick Pyszka  
Dan Mannisto  
Michael Zagurski  
Derek Mintchell  
Kris Queen  
Eric Swanson  
Walt Slazyk  
Cooper Forsberg  
John Sheskier  
Grant Miller  
Don Patterson  
Nick Davis  
John Wrycza

### **Guests**

Chris S.  
Jeff Krischel  
Wyatt B.  
Jim Buitter  
Karthick G.  
Steve Imes

### **Social**

## TREASURER'S REPORT

### I. AIRCRAFT DATA

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>
BEGIN TACH	4,215.0	6,896.3	2,272.7
END TACH	4,229.8	6,911.3	2,285.6
TOTAL HOURS	14.8	15.0	12.9
TBO	2,000	2,000	2,000
TMOH	(69)	(360)	1,675

### II. MONTHLY BILLING SUMMARY

	<u>884BC</u>	<u>983SP</u>	<u>1489L</u>	<u>TOTAL</u>
TOTAL HOURS	14.8	15.0	12.9	42.7
LESS: CLUB TIME	-		(0.40)	(0.4)
<b>BILLABLE HOURS</b>	14.8	15.0	12.5	42.3
BILLING RATE	\$ 128.50	\$ 122.50	\$ 159.60	
FLYING CHARGES (billed)	\$ 1,901.80	\$ 1,837.50	\$ 1,995.00	\$ 5,734.30
MONTHLY DUES (billed)				\$ 6,885.00
MEMBER CREDITS				\$ (308.70)
<b>TOTAL BILLINGS</b>	<b>\$ 1,901.80</b>	<b>\$ 1,837.50</b>	<b>\$ 1,995.00</b>	<b>\$ 12,310.60</b>

### III. MEMBER CREDIT BREAKDOWN

Bill Samatas	Fuel Credit	26.00	(4.90)	(127.40)
Cliff Kotchka	Fuel Credit	5.00	(4.90)	(24.50)
Cliff Kotchka	Fuel Credit	15.00	(4.90)	(73.50)
Bill Samatas	Fuel Credit	17.00	(4.90)	(83.30)
<b>TOTAL CREDITS</b>				<b>\$ (308.70)</b>

### IV. BANK BALANCES

	<u>US BANK SAV</u>	<u>CHASE CHECK</u>	<u>US BANK CHECK</u>	<u>TOTAL</u>
<b>BEGIN BALANCE</b>	<b>\$ 103,207.82</b>	<b>\$ 2,861.21</b>	<b>\$ 111.50</b>	<b>\$ 106,180.53</b>
Operating Cash In		\$ 10,753.10		\$ 10,753.10
Operating Cash Out		\$ (2,217.74)		\$ (2,217.74)
Account Transfers	\$ 8,300.00	\$ (8,300.00)		
Interest	\$ 319.28			\$ 319.28
<b>ENDING BALANCE</b>	<b>\$ 111,827.10</b>	<b>\$ 3,096.57</b>	<b>\$ 111.50</b>	<b>\$ 115,035.17</b>

<b>V. RESERVES</b>			
	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3200/mo)	\$ 16,200.00	\$ 3,200.00	\$ 19,400.00
ANNUALS (\$1500/mo)	\$ 9,000.00	\$ 1,500.00	\$ 10,500.00
LL10 DUES (\$486/mo)	\$ 2,430.00	\$ 486.00	\$ 2,916.00
INACTIVE MEMBER	\$ 8,500.00		\$ 8,500.00
ENG OVRHL (\$2000/mo)	\$ 44,000.00	\$ 2,000.00	\$ 46,000.00
CREDIT BALANCE MEMBERS	\$ 9,411.76	\$ (153.00)	\$ 9,258.76
FUTURE AIRCRAFT PURCHASES	\$ 5,000.00	\$ 1,000.00	\$ 6,000.00
AIRCRAFT REPAIRS & MAINTENANCE	\$ 11,638.77	\$ 821.64	\$ 12,460.41
<b>TOTAL</b>	<b>\$ 106,180.53</b>	<b>\$ 8,854.64</b>	<b>\$ 115,035.17</b>

<b>VI. PAYMENT DETAIL</b>			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Naper Aero	Fuel	Naper Aero	\$ 1,326.74
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 75.00
<b>TOTAL PAYMENTS</b>			<b>\$ 2,217.74</b>

## FLYING HOURS

### March

884BC	
FLYING	14.8
TACH	4229.8
TBO	2000
TMOH	(69)
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	15.0
TACH	6911.3
TBO	2000
TMOH	(360)
†CLUB	0.0
*GAL/HR.	10.2

1489L	
FLYING	12.9
TACH	2285.6
TBO	2000
TMOH	1675
†CLUB	0.4
*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) 17 hours to next oil change as of meeting
- 2) Annual in May
- 3) New Squawk – report of radio intercom excessive static noise; please add details to the squawk if you experience this. Theory is total load on electrical system, was at night with everything running. Seems to be an intercom problem, not a radio problem. Will need to do further troubleshooting.
- 4) Low front strut and nosewheel shimmy will be looked at before annual. Be very careful with the strut, when low it can cause lots of damage, especially on a rough taxi or landing.

### N884BC

- 1) No new squawks
- 2) 10 hours to oil change as of meeting, 70 hours to fuel injector AD

### N1489L

- 1) 25 hours to oil change as of meeting
- 2) Next inspection in July
- 3) Airflow bezels stiff / can't shut off all the way, will need to order parts
- 4) During MX last month, a couple of drops of oils were found. Mechanic snugged up a bunch of fasteners, keep an eye out for any oil where it shouldn't be.

## AIRPORT AFFAIRS

John, airport manager, provided updates on the Airport.

Notable ongoing airport issues below:

- 4000 gallons of \$4.90 fuel left
- 2 houses sold, one pilot, one aviation friendly at the airport
- Dumpster will have a new coded lock, updates when it happens
- Bushes trimmed; 250ft displaced threshold, 18ft would be allowable by the glide slope, they are cut to 14ft
- New board at Naper Aero; flight club friendly
- If the fuel card gets declined to read or a problem several times in a short period, it can get deactivated. Let John know if this happens.
- A report of pump 1 not turning off immediately; will be looked at
- Had a close call on pump end of runway; be vigilant, use the radio in the room to listen to CTAF while you're working in the club house, and always check final in all directions before crossing/pulling out of the runway. We do have planes without radios at the airport.

- New landscaping company will be hired this year; there will be a learning curve for the new crew. Just be aware of mowers, if you see them, take a low pass to investigate first.
- Road construction on Book Rd. is still on-going.

## OLD BUSINESS

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

The momentum behind new flight club software has died down. If a new decision or updates come we will bring it up, but until then it will be removed from our monthly updates.

## NEW BUSINESS

### **Worknights Resume in ~~April~~ May**

April was our first scheduled work month; but it was too cold. We will resume in May instead. Expect an email to confirm or cancel it depending on weather.

### **Thought of using Equipment Upgrade to fix some cosmetics**

The thought was brought up that we should use some of the funds to fix some of the cosmetic blemishes on the planes. Discussion about what would be next on the fix list ensued.

## SAFETY

Enthusiasm can cause accidents. Nick relayed a story about this and theorizes that the recent accident at La Guardia came from a lapse in situational awareness caused by the enthusiasm of getting to another incident on the airport. Even given a clearance to cross a runway, always look twice, always check. Trust, but verify. And at uncontrolled fields, it's entirely on you, there is no controller looking. Controllers are human and make mistakes. Don't let enthusiasm eliminate safety.

At our local airport, as the weather warms, you're going to see more recreation vehicles, golf carts, kids, etc. around the airport. It pays to be extra diligent, because others may not.

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

No openings were available this month.

## ACCOMPLISHMENTS

Eric got Nick recognition at United as a mentor and Nick got to present Eric with his hat and wings at the completion of his coursework at United.

## 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