

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

April 2026

884BC 20.1 hrs.

983SP 7.5 hrs.

1489L 8.8 hrs.

TOTAL 36.4 hrs.

2026 Totals

884BC 46.6 hrs.

983SP 39.2 hrs.

1489L 34.6 hrs.

TOTAL 120.4 hrs.

Join us for our next meeting:

Tuesday, June 2nd, 2026

Business meeting @ 7:30pm

Work night @ 5:00pm

Details to follow via email.

See you there!

IN THIS ISSUE...

May Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, May 5th, 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 April 2026 was 36.4 hours with 0.5 hours club time. We made \$3,911.74 in payments and had \$11,511.83 in billings. Cash in the bank is \$123,394.52. 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 8:21 PM.

V. RESERVES			
	<u>BEGIN BAL</u>	<u>INC / (DEC)</u>	<u>END BAL</u>
INSURANCE (\$3200/mo)	\$ 19,400.00	\$ 3,200.00	\$ 22,600.00
ANNUALS (\$1500/mo)	\$ 10,500.00	\$ 1,500.00	\$ 12,000.00
LL10 DUES (\$486/mo)	\$ 2,916.00	\$ 486.00	\$ 3,402.00
INACTIVE MEMBER	\$ 8,500.00		\$ 8,500.00
ENG OVRHL (\$2000/mo)	\$ 46,000.00	\$ 2,000.00	\$ 48,000.00
CREDIT BALANCE MEMBERS	\$ 9,258.76	\$ (153.00)	\$ 9,105.76
FUTURE AIRCRAFT PURCHASES	\$ 6,000.00	\$ 1,000.00	\$ 7,000.00
AIRCRAFT REPAIRS & MAINTENANCE	\$ 12,460.41	\$ 326.35	\$ 12,786.76
TOTAL	\$ 115,035.17	\$ 8,359.35	\$ 123,394.52

VI. PAYMENT DETAIL			
<u>Expense</u>	<u>Description</u>	<u>Vendor</u>	<u>Amount</u>
Naper Aero	Fuel	Naper Aero	\$ 1,702.74
	Hangar Fees	Naper Aero	\$ 555.00
	Planning Room Fee	Naper Aero	\$ 225.00
DB Subscriptions 4BC & 3SP	GPS Subscriptions	Garmin	\$ 1,318.00
Website Fees	Club Website	Aircraftclubs.com	\$ 36.00
Quickbooks	Acct Software	Intuit	\$ 75.00
TOTAL PAYMENTS			\$ 3,911.74



FLYING HOURS

April

884BC	
FLYING	20.1
TACH	4249.9
TBO	2000
TMOH	(89)
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	7.5
TACH	6918.8
TBO	2000
TMOH	(367)
†CLUB	0.5
*GAL/HR.	10.2

1489L	
FLYING	8.8
TACH	2294.4
TBO	2000
TMOH	1667
†CLUB	0.0
*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) Annual in May, scheduled to start 5/11
 - a. Will check health of engine, nosewheel shimmy, strut, radio, and other maintenance items
 - b. Typically a week or less timing wise
- 2) Spark Plugs were replaced; John showed off the fouling on the bottom plus that couldn't be cleaned; leaning was discussed (see safety section)

N884BC

- 1) Plenty of hours to oil change as of meeting, 55 hours to fuel injector AD, avionics master in 64 more hours.
- 2) Pilot door does not stay open – internal spring on hinge has failed – will be repaired. Do not let go of the door in wind. Be sure to open the window and grab the frame of door rather than internal components.
- 3) Nose shimmy reported; will look at when replacing hinge.

N1489L

- 1) 15 hours to oil change as of meeting
- 2) Annual inspection in July
- 3) Airflow bezels stiff / can't shut off all the way, will need to order parts.
- 4) During MX two months ago, 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.
- 5) Elevator cap got dinged, is still airworthy, will be replaced by Chris M.
- 6) Tires to be rotated

AIRPORT AFFAIRS

John, airport manager, provided updates on the Airport.

Notable ongoing airport issues below:

- 7000 gallons of \$4.90 fuel left
- Lawn mowing has started, took 4 hours instead of 2 days. Goal is to mow on Tuesdays.
- Seal coating in fall, stripe fixing sooner before that
- Looking at "adjusting" trees to meet protected approach area
- If you're having problems with the pump, make sure it's off so you can select it.
- Road construction on Book Rd. is still on-going.

OLD BUSINESS

No old business was covered

NEW BUSINESS

Worknights Resumed in May

May was our first work night of the year due to April being too cold. Thanks to Bradley for cooking for us!

HELP NEEDED: We need a cook for July 7th, please contact Kevin to arrange.

Idea brought to the club regarding maintenance parts

With 3SP being over TBO, we know we'll do the overhaul at some point soon. The idea was brought up to preorder cylinders or other bottlenecked parts well ahead of time to keep in stock for the rebuild. We will revisit this idea once we know the health of the engine after the annual.

SAFETY

Leaning your engine is important. Leaning needs to be part of your normal flows, both before take off, while taxiing, during climbs, and after level off. Being too rich reduces power and can foul spark plugs. Be sure to review how to lean based on EGT data. It's also wasteful of gas increasing our pricing as much as 3gal/hr (~\$18/hr @ \$6/gal). Warm days have thinner air and require less fuel. The book procedures are accurate, but also incredibly conservative. Enriching on descent is just the reverse of leaning on ascent.

VASI is 3 degree glidescope. Getting low is very dangerous – see the recent bread truck incident. Pay attention to the visual or instrument glideslopes, and prefer to be slightly high, don't accept being low.

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

No openings were available this month.

Alex Wolf visited the club, CFI training one of our members through instrument and now commercial.

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
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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