

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

\$6.11/gal as of May 22, 2026

Aircraft Rates

C172S	4BC	\$140.60
C172SP	3SP	\$134.60
C182T	89L	\$174.48

CY Cumulative Hours Flown

June 2026

884BC	25.3 hrs.
983SP	38.9 hrs.
1489L	18.4 hrs.
TOTAL	82.6 hrs.

2026 Totals

884BC	98.8 hrs.
983SP	106.9 hrs.
1489L	73.0 hrs.
TOTAL	278.7 hrs.

IN THIS ISSUE...

July Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, July 7th, 2026 at Naper Aero. The President called the meeting to order at 7:xx 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 2026 was 82.6 hours with 0.7 hours club time. We made \$13,082.13 in payments and had \$18,172.53 in billings. Cash in the bank is \$143,001.88. 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 8:08 PM.

Join us for our next meeting:

Tuesday, August 4th, 2026

Business meeting @ 7:30pm

Work night @ 5:00pm

Details to follow via email.

See you there!

V. RESERVES			
	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE (\$3200/ mo)	\$ 25,800.00	\$ 3,200.00	\$ 29,000.00
ANNUALS (\$1500/ mo)	\$ 13,500.00	\$ (4,500.00)	\$ 9,000.00
LL10 DUES (\$486/ mo)	\$ 3,888.00	\$ 486.00	\$ 4,374.00
INACTIVE MEMBER	\$ 8,500.00	\$ 8,500.00	\$ 17,000.00
ENG OVRHL (\$2000/ mo)	\$ 50,000.00	\$ 2,000.00	\$ 52,000.00
CREDIT BALANCE MEMBERS	\$ 8,952.76	\$ (153.00)	\$ 8,799.76
FUTURE AIRCRAFT PURCHASES	\$ 8,000.00	\$ 1,000.00	\$ 9,000.00
AIRCRAFT REPAIRS & MAINTENANCE	\$ 12,558.87	\$ 1,269.25	\$ 13,828.12
TOTAL	\$ 131,199.63	\$ 11,802.25	\$ 143,001.88

VI. PAYMENT DETAIL			
Expense	Description	Vendor	Amount
Naper Aero	Fuel	Naper Aero	\$ 3,860.71
	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
3SP Annual Inspection	Annual Inspection	M-Tech Aviation	\$ 6,231.07
June Cookout	Food & Bev	Bradley Swanson	\$ 94.35
D&O Insurance	Insurance	Chubb Ins	\$ 2,005.00
TOTAL PAYMENTS			\$ 13,082.13



FLYING HOURS

June

884BC	
FLYING	25.3
TACH	4302.1
TBO	2000
TMOH	(141)
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	38.9
TACH	6986.5
TBO	2000
TMOH	(435)
†CLUB	0.7
*GAL/HR.	10.2

1489L	
FLYING	18.4
TACH	2332.8
TBO	2000
TMOH	1628
†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

N983SP

- 1) 33 hrs from oil change as of meeting
- 2) New squawk – left hand fuel tank gauge is intermittent, usually fine in level flight. Please report details if you see this.
- 3) One report of static on comm radios – please report details if you have static problems
- 4) Brake pads replaced
- 5) Winch reported as intermittent – John to look as able

N884BC

- 1) 46 hours from oil change as of meeting
- 2) Pilot side main tire tube replaced
- 3) Fuel Injector AD complied
- 4) Avionics Master replaced
- 5) Nosewheel shimmy repaired
- 6) Pilot door spring replaced
- 7) Tail tie down repaired
- 8) Down to long term squawks only (cracked plastic on right wingtip)

N1489L

- 1) Annual inspection at end of this month. To be looked at:
 - a. Eyeball Vents
 - b. Oil streaks forming on underside of plane
 - c. Elevator tip cracked
 - d. Door not closing smoothly, have to fiddle with handle. Do not slam.
- 2) One report of winch not working well
- 3) Flying well besides

AIRPORT AFFAIRS

John, airport manager, provided updates on the Airport.

Notable ongoing airport issues below:

- Traded airport tours for tree trimming with the daycare across the street, great success!
- There was substantial flooding from the rains over the holiday weekend, we now have evidence. Fun fact, the VASI lights still worked just fine while in standing water.
- It's summer, lots of escooter/ebikes/golf carts on taxiways is high, be alert
- Mowing is still on Tuesdays; be on the lookout if flying on a Tuesday
- There is now a baby sandhill crane in the area, along with the two parents
- Book St. is now closed all the way from 75th to 95th
- **Operational Note:** Please be sure to turn the pump off when you're done fueling, and before you begin fueling make sure it's off before doing anything. The timeout on the pumps maxes out at 300 seconds; get ready to fuel before activating the pump.

OLD BUSINESS

Challenge Air Charity Event

Looking for pilots for a charity event on Saturday, August 22nd. Predetermined 15 minute route out of Schaumburg giving free rides to kids. Reach out to michael@biaautism.com if you are interested.

NEW BUSINESS

Summer Scheduling Etiquette

Kevin sent out an email to the club members reminding everyone of scheduling etiquette. It's summer, the planes are busy, be cognizant of your fellow pilots. Report when back early, and keep the schedule accurate if you're not going to grab the plane or are running late.

Board Member Elections in October

If you're interested in helping run the club, please get in touch with Kevin. Kevin will be stepping down as president this year, after his 6th year of service to the club.

SAFETY

If you're landing North, roll to the very end of the runway before turning on to the taxi – better visibility with the hangar that was built recently. The east-west grass runway has been very reliable. If you're not comfortable landing on it, it may be worth your while to take some time to learn and practice.

For those interested in IFR flight, there is upcoming technology for GPS Ground Based Assistance. There's 100 or so approaches in the US and growing. Worth reading about if you're interested.

Make use of NASA ASRS Reports if you have an incident – a common one in our area would be inadvertently violating airspace.

Remember that ADS-B is getting more common knowledge – we received a complaint regarding one of our planes doing pattern work at Clow, a perfectly legal thing to be doing, but they were able to track down and complain to the club.

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

No openings were available tonight.

Dan F. stopped by to see the club; knows PNP; was just interested and helped with our wash.

Josh Z. is a local CFI-I who is a Naperville Local, visiting the club. Reach out at (630) 864-8483 or joshuazarkin@me.com. He is available for non-primary training.



ACCOMPLISHMENTS

Mike got his commercial license last week!

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

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