The BFC Flying Club Newsletter

November 2026

Volume 64 / Issue 11

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
$6.52/gal as of Sept. 2026

Aircraft Rates

C172S	4BC	$144.70
C172SP	3SP	$138.70
C182T	89L	$179.52

CY Cumulative Hours Flown

September 2026

884BC	14.8 hrs.
983SP	38.2 hrs.
1489L	35.6 hrs.
TOTAL	88.6 hrs.

2026 Totals

884BC	180.3 hrs.
983SP	245.7 hrs.
1489L	135.9 hrs.
TOTAL	561.9 hrs.

Join us for our next meeting:

Tuesday, December 1st, 2026
Business meeting @ 7:30pm

Details to follow via email.
See you there!

IN THIS ISSUE...

November Meeting Minutes

MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 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 October 2026 was 88.6 hours with 0 hours club time. We made $9,263.28 in payments and had $20,119.56 in billings. Cash in the bank is $121,718.31. 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 8:13 PM.

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Attendees

Members

Jim Krzyzewski
Kevin Kanarski
Ray Kvietkus
John Sheskier
Auditey Aryaman
Derek Mintchell
Pashupati Pandey
Cliff Kotchka
Nick Davis
Patrick Pyszka
Alex Siegman
Kris Knigga
Bill Samatas
John Wrycza
Kris Queen
Jeff Krischel
Don Patterson
Michael Zagurski

Guests

Jim B.
Vince L.
Jeff O.
Chris S.
Wyatt B.
Alex C.

Social

TREASURER'S REPORT

Business Men's Flying Club
Financial Report - October 2026

I. AIRCRAFT DATA

	884BC	983SP	1489L
BEGIN TACH	4,368.8	7,087.1	2,360.1
END TACH	4,383.6	7,125.3	2,395.7
TOTAL HOURS	14.8	38.2	35.6
TBO	2,000	2,000	2,000
TMOH	(223)	(574)	1,565

II. MONTHLY BILLING SUMMARY

	884BC	983SP	1489L	TOTAL
TOTAL HOURS	14.8	38.2	35.6	88.6
LESS: CLUB TIME	-	-	-	-
BILLABLE HOURS	14.8	38.2	35.6	88.6
BILLING RATE	$ 144.70	$ 138.70	$ 179.52	
FLYING CHARGES (billed)	$ 2,141.56	$ 5,298.34	$ 6,390.91	$ 13,830.81
MONTHLY DUES (billed)				$ 6,885.00
MEMBER CREDITS				$ (596.25)
TOTAL BILLINGS	**$ 2,141.56**	**$ 5,298.34**	**$ 6,390.91**	**$ 20,119.56**

III. MEMBER CREDIT BREAKDOWN

Grant McElroy	Fuel Credit	34.10	(6.52)	(222.33)
Grant McElroy	Fuel Credit	12.00	(6.52)	(78.24)
Ray Kvietkus	Fuel Credit	10.00	(6.52)	(65.20)
Patrick Pyszka	Fuel Credit	11.72	(6.52)	(76.41)
Patrick Pyszka	Fuel Credit	4.55	(6.52)	(29.67)
Patrick Pyszka	Fuel Credit	19.08	(6.52)	(124.40)
Fuel now $6.52 on 8/24/26				
TOTAL CREDITS				**$ (596.25)**

IV. BANK BALANCES

	US BANK SAV	CHASE CHECK	US BANK CHECK	TOTAL
BEGIN BALANCE	**$ 115,669.81**	**$ 6,339.30**	**$ 40,111.50**	**$ 162,120.61**
Operating Cash In		$ 8,603.26		$ 8,603.26
Operating Cash Out		$ (9,263.28)	$ (40,088.00)	$ (49,351.28)
Account Transfers	$ 3,500.00	$ (3,500.00)		
Interest	$ 345.72			$ 345.72
ENDING BALANCE	**$ 119,515.53**	**$ 2,179.28**	**$ 23.50**	**$ 121,718.31**

V. RESERVES

	BEGIN BAL	INC / (DEC)	END BAL
INSURANCE ($3400/ mo)	$ 38,600.00	$ (35,200.00)	$ 3,400.00
ANNUALS ($1500/ mo)	$ 7,500.00	$ 1,500.00	$ 9,000.00
LL10 DUES ($513/ mo)	$ 5,832.00	$ (5,319.00)	$ 513.00
INACTIVE MEMBER	$ 12,750.00		$ 12,750.00
ENG OVRHL ($2000/mo)	$ 58,000.00	$ 2,000.00	$ 60,000.00
CREDIT BALANCE MEMBERS	$ 8,340.76	$ (153.00)	$ 8,187.76
FUTURE AIRCRAFT PURCHASES	$ 12,000.00	$ 1,000.00	$ 13,000.00
AIRCRAFT REPAIRS & MAINTENANCE	$ 19,097.85	$ (4,230.30)	$ 14,867.55
TOTAL	**$ 162,120.61**	**$ (40,402.30)**	**$ 121,718.31**

VI. PAYMENT DETAIL

Expense	Description	Vendor	Amount
Naper Aero	Fuel	Naper Aero	$ 2,099.49
	Hangar Fees	Naper Aero	$ 555.00
	Planning Room Fee	Naper Aero	$ 225.00
Website Fees	On Line Scheduler	Aircraftclubs.com	$ 36.00
Quickbooks	Acct Software	Intuit	$ 85.00
Annual Corp. Registration	Annual Registration	State of Illinois	$ 11.00
LL10 Airport Dues	Annual Dues	Naper Aero	$ 6,156.00
Cookout	October Cookout	Bradley Swanson	$ 95.79
TOTAL PAYMENTS			**$ 9,263.28**

Flying Hours

October

884BC	
FLYING	14.8
TACH	4383.6
TBO	2000
TMOH	(223)
†CLUB	0
*GAL/HR.	10.2

983SP	
FLYING	38.2
TACH	7125.3
TBO	2000
TMOH	(574)
†CLUB	0
*GAL/HR.	10.2

1489L	
FLYING	35.6
TACH	2395.7
TBO	2000
TMOH	1565
†CLUB	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) Oil change is due in 25 hours at time of meeting
2) Overhaul due in November
3) Fuel injector line inspection is due in 50 hours at time of meeting
4) Static system check due in January
5) Pilot side outside wheel bearing needs replaced
6) Mags not due, but can be looked at by mechanic who will come to the air field

N884BC

1) Out of service at time of meeting, currently at DPA
    a. ELT battery being replaced
    b. ELT check
    c. Pitot check
    d. Fuel sensor, left side
    e. Cowl fastener
    f. Annual

N1489L

1) 9.3 hours from oil change at time of meeting
2) Database was updated
3) Right side fuel cap chain not connected
4) Pilot side door latch won't stay open
5) Side vents are leaky and copilot lower vent won't close

Airport Affairs

John, airport manager, provided updates on the Airport.

Notable ongoing airport issues below:

- Mowing season has not wrapped up yet
- VASI lights – some of the LEDs are still on order
- Fire alarm system will be tested
- OSFM to test fuel tank
- Contracts for snow plowing came in and vendor has been selected
- Various landscaping items have been planned

Old Business

No old business was covered

New Business

The BFC holiday party will be Sunday Dec 6. More information will be circulated in the coming weeks, along with a sign up.

Safety

- A reminder that as weather starts getting colder to make sure the aircraft temp gauge is in the green before running at high RPM.

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- The Aviation Weather Handbook, which is available for free online, is a great resource. Everyone is encouraged to take a look and review.

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.

One opening was available this month. Jim Williams has decided to step away from flying. Wyatt Buza, a private pilot from the Kankakee area was unanimously voted in.

One new guest visited, Jeff O.

Accomplishments

No new accomplishments were reported.

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.

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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: Jim Krzyzewski
Vice President: Michael Zagurski
Secretary: Jeff Krischel
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	Pashupati Pandey	717-649-2120
N1489L	Kevin Kanarski	630-640-3739

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