

BLACKHAWK FLYING CLUB

taking to the skies



Board Meeting

Pilot Lounge – 03/07/2023 6:30pm

Attendees

Board Members Present: Jeremy Charlton, John Mullen, Larry Johnson, Brad Stoecklin.

Board Members Absent: Don Borisch, Greg Stoecklin.

General Members Present: Doug Finke, Tad Butitta, Lucson Schneider, Nate Marz

Announcements

✈ The next meeting will be on April 4, 2023 at 6:30 pm at the pilot lounge. As usual we will have a drawing for a ½ hour of free flying in the C172. All active members (except board members) are eligible to participate.

✈ Our next Wash and Wax will be May 2, 2023 @6:30pm at the hangers. Please plan to attend to assist cleaning the aircraft. To further encourage attendance, the no-show fee for the Spring Wash & Wax was increased to \$30. We may increase it again for the Fall Wash & Wax, depending on how the turnout goes in May. The club will provide grilled pork chop sandwiches, chips, and pop for members during this event.

✈ Welcome to our new members this month, Tad Butitta, Nate Marz, Lucson Schneider.

✈ Tad Butitta won the drawing for ½ hour of free flying in the C172. Congratulations to Tad.

✈ Spring check rides are due by April 30th. See the Safety Officer report below for more information.

✈ Save yourself and the club some money -- Take advantage of the cheaper fuel at neighboring airports! Currently Monroe, WI has 100LL the incredible price of \$4.65/gal, Burlington, WI is \$4.99, and several other nearby airports are less than our club price of \$6.45 at KRFD. If you are going to refuel at another airport nearby, we have increased the incentive as outlined below. As always, please visit www.airnav.com to confirm prices before your flight since they can change quickly. Also, check for hours of operation so you do not get there and find them closed.

President's Report

Badge renewals are taking an extended amount of time. Please schedule an appointment to renew your badge at least 30 days prior to it expiring to avoid being unable to get in the gate. Contact Shannon @ 815-969-4019, or S.Nygren@flyrfd.com

If you have any photos of the aircraft at other airports, please forward them to Jeremy for use on our Facebook page @ info@blackhawkflyingclub.com Feel free to tag our Facebook page with your flying photos.

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Members are still encouraged to promote the club to any friends and family who may be interested in joining. If you have not already, make sure to "Like" and "Share" the club's page on Facebook (<https://www.facebook.com/BFCRockford>) and use the option on the page to invite friends to like it. If you recruit a new member (with or without Facebook), you will be rewarded with a free half hour of flying in the C172 once they join the club! Please inform any board member of your referral prior to the new member making contact with the club. If you have any other ideas or suggestions on ways that we can get more exposure and promote the club, please let us know!

Treasurer's Report

Our fuel price as of the meeting date was the same as last month - \$6.45 per gallon (fuel surcharge of \$2.08 / gallon). This includes the 54¢ discount from EPIC, the credit card company.

"All-In" Cost for March, 2023 flying: C172 = \$112.64 / hour C182 = \$153.00 / hour

Don't forget - when you add fuel at an airport and paid less than our price at RFD, you will be credited with a bonus of 2/3 of the difference between the price at RFD and the price you paid (up from 50/50). So, if you buy 20 gallons @ \$4.65 (KEFT), I'll credit you with an extra \$24.00 over the price you paid. Just send me your original receipt and I can credit your account. Remember that the club will reimburse actual other-airport fuel costs (plus any bonus) up to the price we pay at RFD. If you plan your flight to stop at the cheaper airport on you way back to RFD, you can add more fuel and get a larger bonus. If you are unfamiliar with "self-service" pumps, please ask your instructor or the FBO agent to show you how they work and the proper safety procedures.

Please always remember to "top-off" again at Rockford unless you filled up at an airport within 35 miles of RFD and then headed straight back at the end of your flight. Then you can make a note on the log sheet of the hobbs time and gallons added for the next pilot.

We have had some issues with the aircraft not being re-fueled after use. The C172 was found with ½ tank remaining, and had to be refueled prior to a flight. Please make sure and re-fuel the airplanes. Please also make sure and check your fuel level prior to any flight. If Emery is unavailable for re-fueling make sure there is a note in the aircraft for the next pilot, and a note on the logsheet.

"Good judgment comes from experience. Unfortunately, experience comes from bad judgment."

Maintenance Officer's Report

For January 2023, the C172 flew 29.4 hours and the C182 was out of service for annual.

The C172M is back from avionics repairs. The prop is in need of being balanced to help with issues on the AV30. Poplar Grove is checking on scheduling to get it done.

The C182J is currently in annual inspection and scheduled to be down until the end of March. The rear bulkhead was replaced on the tail due to a crack that developed, and the engine failed the compression test. The engine is going through a top overhaul, all 6 cylinders are being rebuilt. The engine only had 800 hours on it since overhaul. There is a dual USB -A/USB-C charging port that was installed in the C182 during annual to provide power for pilot devices..

The C172M Annual is due August 1. We are planning the location of the annual to minimize downtime, as Norm is unable to do it at KRFD at that time.

During start up, do not over-prime the engine, as it may cause engine flooding or back-fire. Since the engines are heated they SHOULD NOT require excessive priming. Please follow Cessna's cold starting procedures and observe the minimum temperatures for a NON preheated aircraft (below) if the heater is not plugged in or if it is not operational.

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Please remember to log ANY AMOUNT OF OIL that you add to either plane. If you do not add any, please put down a zero on the sheet. Also, write down on the log sheet the total gallons of avgas added at the end of your flight as well as fuel purchased along the way.

Please bring a quart or two of oil from the hangar on longer cross-country trips since our brand is not always available at other FBOs and mixing brands can cause big problems. The C172 uses the standard Aeroshell 15-W-50 semi-synthetic multi-weight oil. The C182 is going to use mineral oil during the break in of new cylinders. During preflight, please make sure that the oil level is sufficient for your flight. If you have ANY questions about which oil to use, PLEASE contact any board member.

Safety Officer's Report

Spring club member check ride time is here. Active members wishing to act as Pilot-in-Command must complete a check ride with an approved instructor on or before 04/30/2023. ***Once your check ride is complete, make sure to update the "Club Review" date in the Pilot Profile section of your profile on AircraftClubs.***

Please log in and update your profile on Aircraft Clubs. Your license, medical, BFR and club check date should be current.

We are continuing to highlight one or more rules from the BFC Membership Rules each month, as a way for members to refresh their knowledge or maybe even learn something new. If you'd like to review the full rulebook, you can find it on the Membership page on our website: <https://www.blackhawkflyingclub.org/membership>

D. Charges and Billing Procedures

2. Monthly dues are based on the average monthly fixed costs divided by the number of members. One month's dues credit will be given for the calendar year, if dues for eleven months are paid prior to January 31 of that calendar year.

Courtesy Items

If you have a suggestion that could enhance the harmony of the members, please feel free to share it with any board member for consideration for this column.

1. Even as the kamikaze bug population dwindles, PLEASE be diligent about cleaning off these guys after your flights. Please remember to wipe off any carcasses from the windshield, leading edges, and front cowling. These critters come off fairly easily when freshly splattered, but become much more difficult after they dry on. Watch out for the HOT muffler when cleaning! Remember, YOU may be that next pilot who will appreciate a clean plane!
2. When taxiing back to the hangars, please be respectful of others and try to minimize the engine RPM in the vicinity of any open hanger door and especially when turning the plane away from an open hangar – the airflow from the prop can cause chaos for any loose objects (and sometimes "not-so-loose" objects.) Also, when taxiing, do not ride the brakes but instead try to control speed with the throttle as much as possible.
3. When leaving the hangars, please remember to turn off the light. We pay enough for electricity as-is!
4. Please follow the instruction sheet (updated) posted on the wall in each hangar regarding the procedure to report aircraft maintenance issues and/or the need for grounding.

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Safety Pilots for Practice IFR Flights

Don Borisch PVT/INST 815-520-3042
Greg Stoecklin PVT/INST 815-847-9448

Approved Flight Instructors

Name	Phone Number	Credentials	Checkouts	Ground Inst.	PVT/Inst/Comm	BFC Member
Erik Fielder	815-520-5880	CFII	*	*	*	
Austin Gille	815-262-9933	CFII	*	*	*	
Greg Kletecka	815-540-7598	CFII	*	*	*	
Marie Miller	815-394-0759	CFII	*		*	
John Mullen	815-621-1223	CFII/MEI	*			*
Chip Wilson	815-621-4601	CFII/MEI	*		*	

Submitted by Jeremy Charlton, Secretary 3/7/2023