

November Meeting Minutes

Expanding the Club and Changing our Bylaws

- The club members in attendance voted unanimously to accept the new bylaws proposed during October's meeting. These new bylaws have several implications for the club:
- **A share in the club now costs \$3,500.** Current members should send a check for \$500 to Bill Wetmore no later than January 1st.
- **The new rental rate for N334SA is \$70/hour**, effective November 15th.
- We began posting advertisements to increase our club membership from 30 members to 40 members. Prospective members will be given an option of joining immediately and replacing one of the five members currently looking to resign or depositing \$100 with us and waiting until we have enough new members to purchase a second aircraft. Deposits will be refundable if we fail to acquire enough new members to purchase the second aircraft by 3/31/04.

Maintenance and Winter Flying

- We voted on **mandatory pre-heat rules** for the winter. If the outside temperature is below 30 degrees Fahrenheit and the airplane hasn't been flown within the last 3 hours, the aircraft must be pre-heated. Everyone voted to accept 30 degrees as the threshold for a pre-heat as this was the value recommended by the Cessna Pilot's Association and it also means we'll be in compliance with Lycoming's recommendations (which don't require a preheat until the ambient temperature reaches 20 degrees).

During November and December, pilots will be responsible for obtaining a pre-heat through Northwest Fliers. NWF will bill the club, but the club will pass along the cost of the pre-heat to the pilot who needed it in your monthly statement.

Club members at the meeting voted unanimously to install a Reiff TurboXP Pre-heat system when we overhaul the engine. The Reiff pre-heater just needs to be plugged in 1-3 hours before you'd like to depart, though it can be left plugged in over-night. We reviewed the Tanis and Reiff pre-heater products as well as oil sump pad only pre-heaters and selected the Reiff pre-heater as the best choice for our club. The Reiff system will be installed at a cost of <\$1,000 including labor.

- Club members expressed a desire to **overhaul the engine in January**. We'll vote on this at our December club meeting. January was selected because the overhaul will take the plane out of service for 4-5 weeks and January seemed like the least disruptive month in which to overhaul the airplane. The engine has also passed TBO in the last month.

- Norb proposed a **maintenance program** for N334SA. He'll change the oil every 50 Tach hours, and Poplar Grove will perform an inspection every 250 hours. This time interval was chosen to align with the service bulletin requiring magneto inspections every 500 hours and the airworthiness directive requiring that the air induction filter be changed every 500 hours. This program won't take effect until after the overhaul. We may also change this program based on feedback received from Poplar Grove.
- The EGT probe failed last week. It was replaced Thursday morning, and the EGT should now be functioning properly. Please get in touch with Norb and Bobby if you have additional trouble with the EGT.
- The rotating beacon just failed. It should have been replaced by the time you read this.
- A service bulletin has been issued to brace the nose wheel fairing. We'll comply with this SB at overhaul.
- We didn't discuss it at the meeting, but we're still deferring the cosmetic sheet metal repair on the left strut until overhaul.
- We agreed to install a remote oil filter adapter. Poplar Grove will do this work for \$500 (including labor) when we overhaul the engine. The remote filter will make it easier for Norb to change the oil every 50 hours. Payback on this is quick. It costs us \$200 for an oil change at Poplar Grove, it costs \$70 when club members do the work.
- The Static test is due in December, so the airplane will be down for a few days. We'll keep everyone posted once the inspection work has been scheduled.

Club Financials

- Bill Wetmore provided a detailed review of the club's income statement, accounts payable, and accounts receivable. Here's a brief summary of what he shared: October activity yielded billings of \$5,601. Fuel was our single largest cost at \$2,298.67, followed by insurance costs of \$763.92, interest expense of \$628.20 (total loan payment is about \$1,055, the rest went to principle), maintenance and supplies of \$437.75, and tie-down of \$70. Overall, we had net income of \$1,402.46 this month. Slightly over \$400 went to equity in the aircraft, leaving cash on hand of almost \$1,000. For the year though, we have a negative net income of \$1,349.39.
- We have \$6,027.38 in Accounts Receivable, with almost all members except those seeking to resign current in their payments. Just a reminder that all billings currently posted to ScheduleMaster are due by December 1st. Everyone's check for \$500 in additional equity is due by January 1st.