

March 2004 Meeting Minutes



THUS - MARCH. 18, 2004

(Compiled by Jeff Puglielli)

We have a second airplane!

N309SP, our "new" 1999 Cessna 172S has been available for rental at \$60/hour since it arrived last Monday. We paid \$103,000 for this aircraft, which has a blue-book value of \$105,000. With a total time of about 1,514 hours, we will hopefully be able to fly our plane for about a year before needing an overhaul. If you have any squawks for this aircraft please let Norb or Jeff know via e-mail since we'll be sending it to Poplar Grove in about 40 hours to resolve some maintenance issues. As of now, we'll be looking to overhaul the magnetos, swing the compass, and address a rapidly precessing DG. We'll also be sending 9SP up to Waukegan for a data cable that will allow us to upload GPS updates from a laptop. This will cost us \$250, but it will also save us more than \$200/year in GPS subscriptions with Bendix-King. Since it might take a little time to get the new data cable installed, we might not have an up-to-date GPS database in 9SP for a month or so.

To check out in 9SP, you'll need to get a key. To get a key, you'll need to provide a complete set of documentation (if we don't already have it on file). So far 12 keys have been distributed for 9SP. If you do not, please bring the following documents to our next meeting (Jeff will bring a digital camera and Mike will bring a scanner -- between the two of us we'll manage to make copies for our records):

- Certificate
- Medical
- Your last BFR/Wings
- High Performance Endorsement
- 182S endorsement from your logbook
- 172R or 172S endorsement from your logbook
- Last page of your logbook

Sorry for all the hassle folks, but that's what a lack of tort reform and the insurance industry have done to us. If you don't yet have a 172R/S checkout, then you'll need to go up with an instructor. See the "Join" page of the web site for some of the club members' favorites. Make sure that at the end of the checkout, the instructor endorses your log book with something that specifically says something like "C172S checkout satisfactory."

If you want a key prior to the next meeting, contact Jeff or Norb via e-mail and we'll work something out.

Maintenance

Its been an expensive month for 4SA. At the meeting, we announced that the tach cable would have to be replaced. It turned out that the tachometer itself went bad. The cost of a new internally lighted tach was almost \$900. Let's hope we don't have any more instrument failures. Its also beginning to look like we have a bent pin or loose connector on the KLN-89B. The GPS is occasionally giving errors that the database can't be read. Turning off the GPS, removing the cartridge, and reseating it seems to solve the problem (at least temporarily). We'll be sending 4SA to Waukegan for a data cable so we can move from the more expensive data cartridges to cheaper data uploads from a laptop, and they'll send the GPS off to Bendix-King for repairs when they install the data cable.:

Club Finances

The financial update is a little informal this month since its tax time and as a CPA Bill has been deluged at work. We'll present a summary at the April meeting to make up for the lack of detail in March, especially since things are in flux with the purchase of the new aircraft. We've moved our primary bank account from American Heartland Bank to Community Bank in Wheaton, which dropped the interest rate on our loan from 6.5% to 5.95%. As of now, we've just paid \$103,000 for the new aircraft. Only \$87,500 of that was from a loan. Another \$5,500 came from equity "cashed out" of 4SA. Another \$10,000 deposit came from equal \$2,500 contributions from the club, Norb, Bill, and Jeff. Norb, Bill, and Jeff will each be reimbursed \$2,500 out of the new account at Community Bank as soon as we receive our new checks. Our new checking account is going to receive an infusion of \$24,500 cashed out of the equity in 4SA (we paid off about \$114,000, we refinanced a \$144,000 loan, \$5,500 went for 9SP, the rest went to the new bank account). From that \$24,500, we'll pay Norb, Bill, and Jeff as well as the 6.25% use tax due the state of Illinois for 9SP. There are a lot of numbers in that paragraph, but all will be made clear at the April meeting.

New Member Update

At the end of our February Meeting, Tom Gaare joined the Schaumburg Flying Club. In early March, Matt Aaronson joined the club and replaced Al Short. Tom flies MD-80s for a living, Matt has about 150 hours total time but is already instrument rated. There are another 11 individuals who have expressed an interest in joining the club.

Once the 4 members currently seeking to leave have been replaced, we'll need to have another conversation about whether we should limit membership at 30, 35, or 40 members. Our insurance will increase by a couple of thousand dollars per year if we exceed 30 members, so we'll want to make this decision carefully.

Proposal From Club Members

One club member had proposed via an e-mail to the board that we should charge Tach time versus Hobbs time. This motion was voted down at the meeting. Norb spoke in favor of continuing to use Hobbs time since it is more reflective of the wear incurred on the airframe and engine. Someone hopping around the pattern might log 1.0 Hobbs hours and 0.6 Tach time, but the wear on the engine from that 0.6 Tach hours in the pattern far exceeds the wear incurred during a cross country flight.

Another member proposed that we should limit the number and duration of trips that could be booked by members during the summer. After much debate where a number of options were considered, a consensus was reached. There will be no limitations on N334SA at this time, but if either aircraft is gone for more than 5 days, then the other must not be rented for more than 2 days. Since we have no automated way to enforce this rule in Schedulmaster, it will need to be manually monitored by board members.

We also discussed the fact that we still have a student in the club. A number of members expressed concerns about this and the liability risk that it presented. While no formal vote was taken, most members agreed that this would be an untenable situation after the end of April. Our club secretary, Mike Miley, who is also a CFII, will work with this individual to ensure that they have their certificate by the end of next month.

Members Attending

- Robin Clark
- Juan Cuellar
- Tom Gaare

- Marc Hall
- Robert Higginson
- Ken Jarosch
- Michael Miley
- George Moshos
- Norb Paprocki
- Jeffrey Puglielli
- Walter Szeremeta
- Leslie Wadsworth
- Bill Wetmore

Next Meeting

7:30pm on Thursday, April 15th. The usual crew will probably gather at Pilot Pete's beforehand around 6:15 or so.

A formal agenda is not yet finished.

Posted March 29, 2004

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