

April 2004 Meeting Minutes



THUS - APRIL 15, 2004

(Compiled by Jeff Puglielli)

Maintenance

April was a maintenance intensive month for 4SA. Since we discussed replacing the tachometer at the March meeting, we've also needed to replace the turn coordinator and then the DG. As a small bit of good news, there have been no problems with the GPS since we installed the last update card in mid-April. Hopefully it was just a bad database card that gave us some problems in February and March.

Now that we've flown 9SP for about 50 hours, its time to send it in to Poplar Grove for maintenance. Norb sent out a separate e-mail describing the current squawk list and the 50 hour maintenance inspection that PG will perform. We've already replaced an alternator control unit under warranty and an alternator current sensor that was not covered under warranty for 9SP. Although some of us have commented that the DG on 9SP precesses a bit faster than expected, we're going to defer replacement of the DG for another month or two in the interest of fiscal responsibility.

Norb also coordinated the addition of GPS data ports with AvionicsPlace in Waukegan. As of now both aircraft have had data ports installed. The cost differential of updating via cartridge from Bendix-King and Internet download is \$240 per year per plane. The two ports including installation cost \$500, so the twelve month return on investment seemed worthwhile when you also consider that we'll no longer run the risk of bending a pin on card insertion once every 28 days.

Thanks to everyone who volunteered to ferry aircraft back and forth to Poplar Grove or Waukegan this month.

If you have any other squawks for either aircraft please forward them on to Norb and Jeff.

New Member Update

This month we welcome Mike O'Brien to the club. Mike has been flying from Northwest Aviation and joined us after reading the advertisement posted at the airport. Mike has about 100 hours total time and is thinking about obtaining his instrument rating.

Todd Anderson left the club after Mike joined. At this point, there are four club members seeking to resign: Andrew Goodwin, John Pristas, Roy Gross, and Jack Adelizzi. If you know of anyone who might be interested in joining, please let Jeff or Norb know so we can answer whatever questions they might have, provide financial information, etc.

Club Finances

Bill presented the income statement for March. Excluding any money diverted to reserve accounts, we had a positive net income of \$582.25. Our new rates with Avemco also arrived this month. N309SP will have an annual premium of \$4,392. By dropping the member to aircraft ratio with the addition of 9SP our rate on 4SA fell from \$9,167/year to \$7,006/year. We'll all need to consider that adding our 31st member will cost an

extra \$2,100 in insurance for 4SA and about \$2,000/year for 9SP.

This month's biggest expense (not included in the net income statement) was sales tax for the purchase of 9SP. Prior to last year, Illinois didn't charge sales tax on aircraft purchases if you didn't buy from an in state dealer. That's no longer the case, and as expected we ended up paying just over \$7,000 to the county and the state for the right to own 9SP.

While last month's finances were in the black, we're still underutilizing the aircraft as summer hasn't yet arrived. We budgeted a total of 120 flight hours per month between the two aircraft. I don't have the final numbers for April yet, but we'll probably come in at only 75% of that number.

Credit Where Credit is Due

Special thanks to Ken Jarosch for creating laminated checklists for both aircraft. I had a chance to use the one for 4SA this weekend and like it even better than the small blue checklist we had been working from. Please leave these checklists in the aircraft at all times.

Thanks also to Robin Clark, Ken Jarosch, Norb Paprocki, Jeff Puglielli, Leslie Wadsworth, and Bill Wetmore for turning out on April 24th to clean and wax 4SA. Norb will be scheduling another date to finish waxing 4SA and start on 9SP in the near future.

Responsibilities for Summer Flying

We'll discuss the details at our next meeting, but we'll be working on providing a hose near the tie downs. After cleaning 4SA on April 24th, it was obvious that we wanted to continue keeping things clean. With a hose nearby it should be easy to rinse down the leading edges after a flight during the summer. Its much easier to remove the bugs when they're fresh, and anyone who remembers what the leading edges looked like last year should be all in favor of this suggestion.

Be it summer or winter, please keep the interior of the aircraft clean. Everyone is very good about cleaning up the cabin after a flight, but Norb has been finding more empty quarts of oil than full ones in the baggage area. Please discard your empty oil containers after using them (and recording in the schedule book that you added oil). If you find that we're down to the last few spare quarts of oil in either plane, please e-mail Norb so he can replenish the supply.

While flying 4SA this weekend I noticed that no one had recorded a VOR check since February 28th. I know that people have filed IFR since March 28th, so I'd just like to remind everyone that we need a VOR check recorded at least every 30 days. I added one to 4SA for 5/1, so we'll be covered until June. One more bit of administrivia: we trust NWF, but we do want the ability to audit our fuel bills. If you purchase fuel at Schaumburg, please record the amount of fuel purchased in the time log. Some people have been entering "Topped Off" with the best of intentions, but that doesn't allow us to audit what we were billed against the amount of fuel that was actually added.

Members Attending

- Robin Clark
- Juan Cuellar
- George Moshos
- Mike O'Brien
- Norb Paprocki
- John Pristas
- Jeffrey Puglielli
- Leslie Wadsworth
- Bill Wetmore

Next Meeting

7:30pm on Thursday, May 20th. The usual crew will probably gather at Pilot Pete's beforehand around 6:15 or so.

Our next meeting will be the 3rd Thursday of the month at 7:30PM. This month that's May 20th. We'll do the usual Maintenance and Finance updates. Depending on how much flight time we put on in the first few weeks of May, it might even be time to start initial conversations about a third airplane and what improvements we should be considering for the remainder of 2004. Does 4SA need 6 cylinder engine monitoring and GAMInjectors? Will 9SP need a pre-heater come November? Come prepared with your own suggestions

Posted May 16, 2004

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