

May 2004 Meeting Minutes



THUS - MAY. 20, 2004

(Compiled by Jeff Puglielli)

Maintenance

N309SP went back to Poplar Grove this month now that we've put our first ~50 hours on the airframe since purchasing it in March. The squawk list was moderately lengthy: SBO4-28-01 (fuel line inspection), SB 04-55-01 (horizontal stabilizer bolt hole inspection), SBO3-27-02 (flap attach brackets replaced), SBO2-25-01 (shoulder harness guide removal), compass lamp replacement, right cabin window latch repaired, both the left and right door handle latches were repaired, spark plugs were replaced, both mags were repaired in accordance with their much overdue 500 hour inspection, and the oil was changed. Repairing the mags and both door latches made up most of the cost of the repair bill. Compression is still good at 71/80, 76/80, 70/80 and 76/80. We have not yet received the invoice, but Norb was told to expect a charge of about \$2,300. We might need to negotiate here some, as the original quote was for \$450 in labor plus parts (expected to be around \$1,000) and the actual invoiced amount appears like it will be higher.

Subsequent to these repairs at the start of May, we have a couple of new squawks for 9SP: the beacon just went out (Norb will put in a new one Tuesday night), and there's a crack on the fiberglass piece at the base of the rudder that needs to be stop drilled. We'll still need to schedule the replacement of the DG, which continues to precess a bit more than expected. The GPS database is also no longer current in 9SP. As soon as Bendix-King sends the database cable that connects a laptop to the upload jack in the airplane we'll be able to update it. The cable supposedly shipped last week, so this should be a temporary problem.

The cowl plugs for 9SP and new pitot tube covers for both aircraft also arrived this week. The new pitot tube covers are form fitting, so please don't force them on or remove them too rapidly.

There are no outstanding maintenance items for 4SA.

New Member Update

(A non-member) saw our ad at the DuPage airport and attended this month's meeting to learn more about us. No other new or prospective members were at this month's meeting. (another non-member) had previously stated that he would join shortly, but he has not yet done so. I'll keep everyone advised of any changes.

Club Finances

Bill presented the income statement for April. April revenues amounted to \$6,372.24. Those revenues represented 17.9 hours for 9SP and 60.6 hours for 4SA. 9SP was underutilized in part because of downtime for maintenance, but we'll need to see increased utilization in the summer months to keep the budget on target. Deducting fuel and maintenance costs from our revenue of \$6,372.24 left a gross profit for the month of \$3,172.35 (this doesn't include May's \$2,300 bill for 9SP). Subtracting out fixed costs for tie-down, insurance, the mortgage, and scheduling software left a positive net income of \$701.35.

Bill also began accruing for overhaul reserves this month. We're accruing \$12.60 per tach hour for 4SA and \$9.28 per tach hour for 9SP. Since 4SA has about 100 hours since overhaul and 9SP has more than 1,500,

that meant accruing \$15,230.78 this month for our future overhaul. The sum of our checking accounts, accounts receivable, and pre-paid expenses as of April 30th was \$16,242.89. Based on these numbers we've adequately covered our reserves.

If you'd like more detail, Bill makes balance sheets, income statements, accounts payable, and accounts receivable summaries available at every meeting.

Other Changes and Issues

We voted to change the limits on scheduling reservations. Effective immediately, everyone will be allowed to make a combined total of 6 reservations between 9SP and 4SA. However, the fifth and sixth reservations are limited to schedules made for Monday - Thursday. The change was voted in to allow those with flexibility during the week to make better use of the club's aircraft.

The group also spent a few minutes brainstorming about improvements for the aircraft. I'll come prepared to the next meeting with approximate costs for the suggestions made during this meeting: Stormscope, downlink weather, 6 cylinder engine monitoring with GAMInjectors, and a GNS-430 all made the list. More realistically, we can consider high intensity discharge landing lights, a handheld transceiver for emergency use, headsets to share amongst club members, and portable tie-downs that can be used when the plane is away on trips

Members Attending

- Robin Clark
- Juan Cuellar
- Mike O'Brien
- John Pristas
- Jeffrey Puglielli
- Zack Sicher
- Leslie Wadsworth
- Bill Wetmore

Next Meeting

7:30pm on Thursday, June 17th. 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 June 17th. We'll do the usual Maintenance and Finance updates. We'll continue the conversation begun in May about possible improvements to the aircraft.

Posted May 20, 2004

Looking for [previous meetings](#)?