

June 2004 Meeting Minutes



THUS - JUNE. 17, 2004

(Compiled by Mike Miley)

Club Finances

Bill reports slow income based on 1) bad weather's effect on the schedule 2) paying for maintenance performed in past months and 3) higher than expected fuel costs. Basically, fuel costs are higher than expected and activity is low. As we have said in the past, we also need to send in our payments as soon as possible. We are not in trouble by any stretch, but we do need to keep up a positive cash flow.

Maintenance

N309SP & 4SA had data cables installed for updating the GPS databases. The costs for these will pay for themselves quickly based on the cost savings of downloading vs using data cards. The real savings comes next year.

Major maintenance not expected until August and will include 500 hr. inspection on the mags.

New Member Update

Two new members joined us for the meeting and decided to join the club. Welcome Don Segreti and Brad Shafer!

Other Changes and Issues

In the past, the board has not charged members for minimum hours flown per day as outlined in the bylaws. After a lively discussion in the meeting, we agreed in principle to the following course of action:

- 1) Notify all members with a reminder about the policy. (1.5 hrs per weekday and 2.5 hrs on weekends) via e-mail
- 2) Members should expect to be billed for the appropriate number of minimum hours, so plan your flights accordingly.
- 3) If you have mitigating factors that caused you to fly less the minimums (weather, maintenance, illness, potential FAA violation, etc.), it is your responsibility to contact the board and let them know the situation. If the board agrees to the discrepancy, then you can expect a credit on your account.

The group and the board agreed that if you take a flight and knowingly schedule a fewer hours than the minimums outlined in the bylaws, be prepared to pay the flight costs for those unused hours. We bought these aircraft to fly them a certain amount per month. If we do not have enough billable flight hours on the aircraft, then we will continue losing money and will need to change our fee structure. Please fly the aircraft, release it for others to fly, or pay for the minimum hours.

The group suggested and agreed to a fuel surcharge because of the rising costs. Board will figure out what that should be and do a proxy vote via e-mail. To keep costs down, members are encouraged to buy fuel at airports other than O6C. Several websites list fuel costs that are far below O6C's \$3.50(+) per gallon.

Schedulemaster provided quick reference cards for using their phone system. See Jeff for your own.

Ken discussed cleaning the aircraft. Please get the bugs you kill off the plane before they bake in the sun and become harder than cement. Look [HERE](#) for Ken's guidance on the subject and look for a checklist in the aircraft.

Mike Miley noticed that the cabin air intakes are perpetually left open (especially on the 172). Please make CERTAIN that they are closed so we don't get any MORE birds in the intake.

Members Attending

- Robin Clark
- Juan Cuellar
- Tom Gaare
- Robert Higginson
- Ken Jarosch
- Mike Miley
- George Moshos
- Mike O'Brien
- John Pristas
- Jeffrey Puglielli
- Mike Saeger
- Zack Sicher
- Bill Wetmore

Next Meeting

7:30pm on Thursday, July 15th. 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 time it will be July 15th. We'll do the usual Maintenance and Finance updates.

Posted June 17, 2004

Looking for [previous meetings?](#)