

Schaumburg Flying Club Annual Meeting

October 21, 2004

14 Members Present

Robin Clark

Tom Gaare

Bob Higginson

Paul Hoppe

Kevin Kazmierski

George Moshos

Mike O'Brien

Norb Paprocki

Jeff Puglielli

Mike Saeger

Don Segreti

Brad Shafer

Walt Szeremeta

Bill Wetmore

Overview by Jeff Puglielli

2004 was a year of milestones

- New airplane added to fleet
- 4SA Overhaul went very well
- Record number of flight hours in August (114.1)
- Membership keeps evolving while maintaining 30 members

Maintenance exceeded expectations

4SA Overhaul of \$28,000 was planned

Additional maintenance totaled:

	N334SA	N309SP
Engine & Airframe	2,875	3,945
Avionics & Panel	3,600	1,800
Nav/Com	1,300	1,300
Total	\$7,775	\$7,045

Maintenance lessons learned for 2005

- Airframe costs are under control
- We didn't anticipate both navcom maintenance and the replacement of multiple turn coordinators, gyros, and a tach.
- Approximately \$4,000 in the Panel and \$6,600 airframe and avionics unexpected
- 2005 Maintenance budget used to forecast hourly rates and dues uses 2004 actual numbers, even though we hope that 2005 will be better than 2004. We're being pessimists.

Theme for 2005: Generate revenues by encouraging existing members to fly. We rely on flight hours for revenue because our dues of \$35 or \$45 per month don't cover fixed costs of \$104/month.

We must aggressively work to replace members who don't fly that are seeking to leave so we can ensure adequate flight revenues.

We should all think of ourselves as owners and not renters.

See the annual meeting handout (Powerpoint slides) e-mailed to all members for more comments.

Maintenance Comments from Norb

- Optimistic the club has completed the repairs to initial problems on 9SP

- 2005 expected to be much better
- All maintenance bills are filed in 3-ring notebook, available on request
- Spreadsheet for budget vs actual showed Avionics caused over-budget by ~3,500
- Need to pay for overhaul in 2005 [or early 2006] and do not have funding today. We need to build reserves for 9SP aggressively in 2005.
- Maintenance will only take place during the week allowing the aircraft to be available on the weekends. Maintenance shops are open M-F until 4:00pm.
- Overhead Speaker in 309SP intermittently cuts out. Speaker is cracked. Will be replaced when 9SP next goes in for maintenance. Low priority replacement.
- Magneto overhaul discussion
We'll continue our practice of complying with existing service bulletins to overhaul the mags every 500 hours. This isn't required, but paying preventative maintenance now should be cheaper than paying for new mags later.
- Reusable Air Filter
An STC was issued earlier this year for cotton filters for both aircraft, replacing the paper filters that had an AD requiring replacement every 500 hours. The new filter was installed in 4SA in September. We'll install the filter in 9SP when the existing paper filter is due for replacement. While the new filters cost \$236 and the paper filters were just under \$200, the cotton filters can be used 20 to 25 times so long as they are cleaned every 100 hours or every other oil change. We're purchasing two filters for each aircraft so they can be swapped out to minimize downtime. The filters are manufactured by K&N, a name known more in the auto racing world than the aviation world, but the filter is both STC'ed and PMA'ed, so we're on solid legal ground.
- Auxiliary power plug: Many members were in favor of adding an auxiliary power plug to 9SP for a portable GPS at a cost of <\$150. We'll install the plug during the aircraft's annual inspection in January. Original equipment clip on yoke of 172 will be removed to allow for personal GPS to be attached to yoke
- Please tell Norb and Jeff via e-mail as soon as you notice any squawks in the aircraft. This ensures that we know about them even if we don't get out to the plane for a few days.
- Be sure to turn off all internal lights after night flight during the winter. This will extend the life of the compass, pedestal, and panel lights. Report any burned out lights to Norb and Jeff.
- In 2005 we'd like more members to participate in Ferry flights. Fewer than 15% of the membership took responsibility for a ferry flight in 2004.
- In 2005 we'd like more members to take responsibility for helping to maintain the aircraft. We hope for bigger turnouts for wash and wax days.
- Pitot/Static for 4SA requires inspection in December 2004. Talk to Norb if you're interested in taking the plane to Rockford for this check. The avionics shop needs about 4 hours on a weekday.

Discussion about 2005 Rates and Dues

Proposal to:

Increase monthly rates from \$35 to \$45

Increase flight time charge per hour:

		From	To
172	309SP	\$60 + 4.50 fuel surcharge	\$68/hour
182	334SA	\$70 + 6.50 fuel surcharge	\$80/hour

Lengthy discussion including:

- Club currently operates on a minimum monthly dues and a dependency on billed flight time to pay major expenses of ownership
- Club must maintain minimum of 120 hours billed per month to meet expenses at 2004 rates
- Rates can be held down if all members contribute to fly the airplane
- Currently the airplanes are flown by half the membership. We have never flown 120 hours in a month. We have averaged over 100 hours/month for the last several months.
- Minimum charges should stay in place and are shown by usage data that the minimum amount charged is correct
- The original purpose was for adding the second airplane was to have an airplane available while the first airplane

- would be gone on trips
- Suggestions of how to fly the airplanes more:
 - Have second class of non-equity owning member
 - Encourage groups of members to fly together on a more regular basis
 - Encourage long cross-country trips where several members can log hours
- Debate over the precise definition of fixed costs
- Suggestion that Fixed Costs divided by number of members should be monthly charge (\$104/month)
- Suggestion that non-flying members should pay more monthly dues
- Suggestion that monthly dues be raised to include one hour of flight time which would be rebated toward actual flight time for the month
- Suggestion to raise the number of members to 35 to potentially increase flight hours
- If increase club membership >30, Avemco will raise annual insurance by \$1,200
- Websites of other flying clubs show SFC has lowest rates available.
- Suggestion to replace non-flying members with flying members as soon as possible.
- Increase drive to find more members to replace non-flying members
 - Brad Shafer will take lead, distribute flyers, keep flyers in airplane for members to distribute as they fly to different airports
 - Club aircraft not readily available so sometimes can't fly airplanes
 - Mike Saeger will audit Schedulmaster records and Actual hourly billing to determine which member(s) are scheduling the airplanes and not using them but also not airplane up from the schedule.

Motion to amend the proposed rate change to read:

Keep monthly dues at \$35.

Vote: Yes-2, No-12

Motion to accept the new rate increase as proposed: Passed

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Vote: Yes-11, No-2, Abstain-1 Proxy votes: 1 abstention, 1 in favor

Kevin Kazmierski – Website

Website has been updated

Weight and Balance for 182 is available

Don Segreti

Requested clean copies of documents from all members:

Current Pilots Certificate showing all ratings

Current Medical Certificate

Current BFR or Wings

Cessna 172 endorsement

Cessna 182 endorsement

High Performance Endorsement

Total number of hours logged shown on last page of log book

Board Member Vote

Voted as a slate

Yes-14 No-0

President: Jeff Puglielli

Vice-President: Norb Paprocki

Treasurer: Bill Wetmore

Secretary: Don Segreti

Board Members-at-Large: Kevin Kazmierski, Paul Hoppe

Brad Shafer has volunteered to run Membership

