

Schaumburg Flying Club

Meeting 1/26/2005

20 attendees

Jeff Mailing generated great turnout for meeting thank you for coming.

Norb Maintenance

9SP had excellent annual ...\$1,300

preventative maintenance has been successful

new battery installed List \$600 Club Price \$375 (2 year life better than original)

Additionally

Front strut rebuilt, shim damper rebuilt

Fuel gauge squawked (right fuel gauge flutters up/down) but last two flights did not experience repeat of problem.

Squawk on brake this weekend – possibly needs bleeding

Schedulemaster now has Maintenance tab

Click maintenance – list of squawks and action taken

Enter squawks directly

Status – Green=OK, Yellow=medium,

Red = Out of Service

Can send notifications to all members

GPS database expired

New download Feb 5, 2005 – effective 2/14

Will skip 1/19 update (saves club \$50-\$60)

Will install 2/5 which will delay upgrade by 2 weeks but not seen as critical

Safety Seminar at DuPage - Norb

Engine heater consideration

Tannis heater left on for excessive time can burn oil in pan

Excessive time defined as 2-3 days

Recommendation – Plug in heater night before trip

If a member plugs in heater for overnight and then cancels the trip, then it is the member's responsibility to go back to airport in unplug the heater.

Alternate opinion: Cylinder band heater does not heat oil to the point of burning

Rather would have heater plugged in an extra day than take off with a cold

Engine

Norb: General rule: Unplug heater when not going to use the aircraft

Rule = Heat engine one hour for each 10 degrees air temperature below freezing

If zero degrees air temperature then plug in heater for 3 hours.

Winterization Kit removed

Rule: remove kit when above 20 degrees

Norb will replace this weekend

Bill

Finances

IRS Audit as Not for Profit Organization

Audit showed that clubs lacked in requirements for Education and Social Activities

Must restructure events to conform

More social activity group flyouts

Meetings must allow for education

Must take NFP off flyers

Schaumburg Recognition

SFC officially recognized as a Flying Club Organization

Brian Simmons Schaumburg representative

Revenue

Revenue generated in 2004

9SA \$40,000 revenue

9SP \$21,000 revenue

Current financial position – bank balance - \$5,000 (all time low)

Revenue focus is basically just covering fixed expenses

Question: Is 9SP taking revenue from 9SA - General feeling is no

Maintenance costs came down in 2004

Fuel Costs \$3.15 at Schaumburg down from \$3.74

Morris is still best for fuel

Waiting for aircraft usage to increase

People are not currently flying enough to maintain the critical revenue level needed to plan for future overhauls. Can currently meet fixed expenses and will require an assessment when overhauls due.

Rate Increase will not entirely solve the problem but is necessary to smooth out cash flow.

Must collect reserve with hourly flight time

Norb: Must increase membership to 35 active flyers

Jeff: Everyone should be focusing on gaining new members and replacing inactive members

Discussion on Inactive Members

Matt: Suggest have people who want to leave club find a replacement member. Advantage would be that the new member would immediately replace the recruiting member and existing member would not have to wait in line for replacement.

Robin: If member wants to offer share at lower price to encourage the buy-in, then it should be up to the member to take the loss.

Motion: Motion to adopt procedure to allow any member to find their own replacement.

The FIFO sequence holds for member replacement unless a member finds their own replacement. In that case the member immediately is replaced by the newly recruited person.

Vote taken and motion carried unanimously. Yes – 20 No – 0

Note: Club does not need to know about the actual “side deal” that was arranged in the member replacement

Motion Carried

Discussion on increasing rates

Jeff: Propose to increase the billing where each member will be billed \$80 each month in addition to the regular monthly charge. The \$80 would be applied to actual time flown on either club aircraft.

The majority agreed so a motion was put forth.

Motion Increase the monthly billing to each member to include the standard \$45 monthly charge and additionally an \$80 flight time fee. The \$80 would be applied to actual time flown on either club aircraft. If not used, the \$80 would collect in an account for 12 months at which time the \$80 is forfeit to the club.

Special consideration will be given to members classified as “non-flying” members to not be required to pay the \$80 flight fee.

All forfeit and potential refund of the \$80 is at the decision of the Board of Directors. The classification of a “non-flying” club member exemption from the \$80 flying fee to be

determined by the Board of Directors.

Vote taken: Yes – 19, No -1 (Robin Clark generally dislikes raising the fixed charges to members and feels there will be too much accounting and tracking required to efficiently implement the program)

Motion Carried

Change to By-Laws

Jeff: In the interest of more efficient use of time, a change to the bylaws is proposed to eliminate the two week lead time required for a member vote. This eliminates the two week “cooling off period” currently in bylaws.

Motion: Eliminate the two week lead time currently in bylaws required for a member vote

Vote taken: Yes – 19, No – 1 (Robin Clark feels the two week cooling off period is not a problem)

Motion Carried

Jeff: Motion to adjourn:

Matt: Seconded

Meeting over