

June 16, 2005

Schaumburg Flying Club

Meeting Minutes

Attending:

Juan Cuellar
Tom Gaare
Bob Higginson
Mike O'Brien
Jeff Puglielli
Brad Shafer
Don Segreti
Joel Vargas

Business

Jeff Puglielli

Motion to accept last meetings minutes.

All in favor

None opposed

Four people had flying privileges suspended due to non-payment:

Benito Galvan
Bobby Clark
Mark Martin
Zack Sicher

Mike Saeger resigns from the club. He is replaced by Angus Watson.

Insurance renewal is next month (July)

309SP has had its hull insurance increased to \$105,000 - \$120,000 to reflect the correct value of the aircraft.

The deductible was increased to \$1,000 providing a savings of \$120 per month

Annual Premium is now \$12,022.

Financial Report

Jeff Puglielli

Our bank account increased comfortably this month. Our on-line balance topped \$20,000, but once checks are cashed, we'll end the month at \$15,366.90.

Members at the meeting received a more detailed financial summary. One can be requested from Jeff.

Maintenance

Norb

309SP – Replaced GPS antenna \$400. Suspect it was the club's fault due to washing the

antenna

Radio Speaker replaced

Norb suggests that the club buy another KLN89B from e-Bay to have replacement parts allowing the club to perform some of the replacement maintenance.

Topic was discussed but no decision was made

Foam collar made by Norb to wrap around base of spinner to fill gap and keep birds from getting in and building a nest on the engine coils

334SA – Brake squawk signed off. Could not recreate the problem

NAV switch intermittent where the light goes on with volume. Will wait until it fully fails

Service Bulletin - suggestion not to comply due to Bulletin not being necessary to safety and reliability

Taxi light replaced and appears to work better than the original

In general, \$1,723.05 was spent on maintenance in June including:

8 Oil filters

15 Spark Plugs

Oil for about 6 months of use

Miscellaneous gaskets, etc.

Membership

Brad

Membership mailing

Ed mailed 1601 letters recruiting new members to SFC

About 1% response with most responses coming from the first mailing.

15 calls resulting in new members: Angus Watson and Joel Vargas

There may still be additional interest.

Biggest concern was not the \$3500 but how often are the aircraft available

When there are 2 aircraft and 30 pilots.

Cost of mailing:

1601 letters at \$.37 \$592.37

Incidentals 100.00

Mailing Total \$692.37

Jeff: The change to the Bylaws to allow an installment payment of the initial \$3500

Was tabled since there was not an issue with the initial payment amount.

Safety Meeting

Kieth Klampert

Topic: NASA Aviation Safety Reporting System

The **Aviation Safety Reporting System** is a joint venture by NASA and the FAA to collect and analyze data to lessen the likelihood of **aviation** accidents.

All pilots are obliged to report any incident where the pilot inadvertently violated an FAA rule. The reporting should take place within 10 days of the incident.

Example given was while Kieth was enroute to the Lake Michigan shore for a sightseeing Trip of the Chicago skyline, he flew over Soldier Field and discovered the stadium full of people watching a soccer match. He violated the FAA rules of not flying over a large assembly of people. The soccer match had not been reported to the FAA authorities to Allow a notice to be available to pilots.

The example illustrates an inadvertent violation of an FAA rule that should be reported.

The report protects the pilot from FAA sanction if the circumstances show that there was no intent to violate the rule.

The report is only good for one incident every three years. Each pilot is covered the first time. Any subsequent report within a three year period does not have the same effect and the FAA may still take action to question the pilots intentions, planning and preparation.

The Report form can be found at the NASA website:

http://asrs.arc.nasa.gov/main_nf.htm

Stages of Wings Program

In Lieu of BFR

Instructor endorses that the pilot has fulfilled the program requirements

Pilot must mail in instructor's proof to FAA

FAA sends back Wings Certificate with registration number

Must show certificate number to get BFR endorsement