

November 17, 2005

Schaumburg Flying Club

Meeting Minutes

Attendees:

Tom Gaare
Jeff Puglielli
Norb Paprocki
Juan Cuellar
Brad Shafer
Jim Liddle
Angus Watson
Leslie Wadsworth
George Moshos
Paul Hoppe
Bob Higginson
Mike O'Brien
Don Segreti

Finance

Jeff Puglielli

October was a good month for flight hours (over 80) with no significant extra maintenance expenses.

Cash on hand, October 31 \$9,554.51
Accounts Receivable, October 31 \$11,373.76
Other assets include 2 months of pre-paid insurance.

For additional detail on October finances and a copy of the summary distributed at the meeting, please contact Jeff directly.

Maintenance

Norb Paprocki

Static Pitot will be replaced in December

Front Wheel faring (cracked)

| | |
|----------------------------------|-----------|
| New wheel faring from Cessna | \$1200 |
| Wheel Faring replacement | 800 |
| Wheel faring primed only | 250 |
| Can possibly be repaired by Norb | Priceless |

Norb will attempt to repair the Wheel faring

Overhaul due for 172

TBO 2000 Hours
Aircraft Currently at 2110 Hours
Will be at 2200 Hours by late January

Expected expense of \$19,300 with Lycoming cylinders

Overhaul Reserve not currently at the necessary level

Compression looks very good, no metal shaving found in oil, potentially can extend period before overhaul is absolutely required.

Members need to decide when the overhaul will be done and the expense incurred.

Intermittent Problem with 172 Loss of Power

Action Item: Decision required by membership at next meeting

Experienced by:

Norb (recently for the first time) during approaches on the miss (was barely leaned but not full rich
George Moshos while in level cruise on a long cross country at 8500ft leaned to 9gal/hour
Mike O'Brien on takeoff
Juan Cuellar after several practice approaches (occurred on two separate occasions)
Bob Bos during altitude changes with Jim Liddle

Problem has been brought to Poplar Grove but could not identify a cause. Confident not an induction leak but diagnosis has been mostly guesswork.

Norb suspects Fuel Servo

Fuel Servo would cost \$500 to fix now and is part of the mandatory overhaul where it would again approximately cost \$800 again

Members should always run rich of peak (never run lean of peak)

(Service Bulletin currently from Cessna on 172 to **never run Full Rich except on take-off**)

Keep rich (10gal/hour fuel flow) and continue to fly the aircraft

Action Item:

1. Norb will bring the aircraft back to Poplar grove and have problem re-examined
2. Members need to decide whether to fix the problem now at some expense and the pay the expense the second time when the overhaul takes place.
3. Member need to decide when to have the overhaul done.

Points discussed at the meeting:

1. Bring the 172 in during the downtime of the winter months so have complete overhaul in February. This suggestion incurs the \$20,000 Expense immediately so would require re-financing or being granted a line of credit for the club to afford the overhaul.

No decision made.

2. Just fix the Power Loss problem and wait until the cylinders show some loss of compression or other indications of the engine being run out. Potentially August 2006. This suggestion concerned several members that we are flying a dangerous airplane and flying hours would drop off significantly. Especially if a member has a serious incident.

No decision made

Annual for 182

Three (3) tires replace, Expect 1 year out of tires.

Recommend:

Takeoff with 10 degrees of flaps liftoff at 65

Tap brakes after liftoff to stop rotation

Air is being introduced into left brake, Club bleeds brake too often

General Maintenance topics:

There are 3 cases of oil left
No landing lights left
3 spare plugs left
1 navigation light left
1 tail beacon left

Expect to buy \$600-\$700 oil and filter reserves that will last the next 6 months.

Norb put

1. Extension cords out for both aircraft heating
2. Snow brushes are now in each aircraft. Must be screwed together, Handle telescopes

Carbon Monoxide detector strips will be placed on each aircraft panel

Membership

Brad Shafer

Last mailing did not return much result. Total response was 6 e-mails and 2 phone calls
With actually only 5 people still interested but not deciding at this time.

Suggested that the club should try again in April when interest will be starting again following winter.

Meeting adjourned

Jeff: Motion to adjourn

Norb: Seconded