

December 15, 2005

Schaumburg Flying Club

Meeting Minutes

Attendees:

Tom Gaare
Jeff Puglielli
Norb Paprocki
Juan Cuellar
Leslie Wadsworth
Bob Bos
Kevin Kazmierski
Mike Miley
Wally Szeremeta
Don Segreti

Finance

Jeff Puglielli

October was a good month for flight hours with no extra maintenance expense - 90 Hours flown
November was worst month of club history due to weather and maintenance
December looks very weak to reach revenue target

Fuel costs continue to increase, with fuel prices at Schaumburg continuing to be well above nearby fields like Rockford and Morris. We have accounts at Rockford, Morris, and Poplar Grove in addition to Schaumburg. Since fuel represents almost a third of all of our operating costs, it is critical that we try to reduce our fuel costs.

Cash on hand as of November 30: \$14,546.83
Accounts Receivable as of November 30: \$3,569.71

For a copy of the monthly summary distributed at the meeting, please contact Jeff directly.

Maintenance

Norb Paprocki

309SP

2005 YTD Maintenance spent: \$12,375 (Down \$5,000 from 2004)

Pitot Static check was conducted at Poplar Grove

Poplar Grove had limited equipment to perform the test so delay was quite a while. Next time be certain to schedule the test when Poplar Grove does not have multiple aircraft in for the same test.

Suggestion to use Mobile Mike from Lake in the Hills for same test. He will come to Schaumburg.

Overhaul due for 172

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

Expected expense of \$23,600

Overhaul Reserve not currently at the necessary level

Engine is generally in very good condition:

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

Bottom tests are good

Intermittent Problem with 172 Loss of Power

Problem is suspected to be fuel servo or mags. A stuck valve has been suggested, but our symptoms don't quite match.

Fuel Servo is at 2000 hours

Mags are now beyond 500 hours

We'll replace them both at the annual. If the problem continues to recur after the annual, we'll be forced to overhaul.

Vote taken by attending members:

Should 309SP continue to be flown another 300 hours before bringing the aircraft in to an overhaul.

Vote taken: 10 – Yes ... 0 – No

309SP will continue to be flown another 300 hours before overhaul.

General Maintenance topics:

Norb asked once again for any pilot to report to him when there is 1 can of oil left in an aircraft.

Carbon Monoxide detector strips have been placed on each aircraft panel.

New tie-down straps will replace the existing tie-down straps for each aircraft.

Maintenance Fee rebate Program proposed by Norb

Requires a vote by the membership before it can be made an active program.

Intent is to encourage all members to participate in Club activities to maintain the aircraft. Currently less than 50% of membership participate in activities such as plane wash, oil change, membership drives, snow removal, etc.

General points of the program

Each member would be assessed a fee each month

Each activity would have a certain dollar value

The member would be rebated for any activities he/she participates in.

See Norb's attachment for a more detailed description of the proposal

Members should review and be prepared to discuss at the next meeting.

Civil Air Patrol Cadets

Mike Miley would like permission to allow his Civil Air Patrol Cadets to inspect each of the SFC for their education and understanding of a light aircraft. The aircraft would not be flown but would be used for more senior CAP members to present the various components of a light aircraft.

A vote was taken by all attending members and the result was: 10 – Yes ... 0 – No.

Meeting adjourned

Norb: Motion to adjourn

Kevin Seconded