

Schaumburg Flying Club

January 19, 2006

Attending:

Jeff Puglielli
Norb Paprocki
Mike O'Brien
Jim Liddle
Bob Bos
Walt Szeremeta
Leslie Wadsworth
Joel Vargas
Angus Watson
Kevin Kazmierski
Paul Hoppe
Marc Hall
Don Segreti

New Member: Ben Burden

Financial

Jeff

December 2005 the worst month in club history for flight time

November 2005 the 2nd worst month in club history

As a group we've really cut back our winter flying this year. 2005 at 850 hours for both aircraft was less than 2004 total flight hours

With all things considered the club had approximately \$3000 loss for 2005.
Overall Club appears to be in fairly good position; probably better than most clubs.
The club will probably look at an increase at the end of First quarter 2006

Fuel \$3.70 at Schaumburg ... down from \$4.73 at its peak
Fuel currently \$3.50 at Morris so still suggest fuel stops at Morris

Kevin Kazmierski will handle club finances from now on and officially assume his new role as Treasurer.

Cash on Hand, December 31, 2005:	\$13,745.70
Accounts Receivable, December 31, 2005:	\$2,335.62

For a copy of the detailed financial summary distributed at the meeting, please contact Jeff.

Membership

Ben Burden replaces Bob Higginson

Members still wanting to depart:

Robin Clark
Walt Szeremeta
Mark Martin

Membership flyers will be put up at the Flyers Shop at DuPage Airport

Maintenance

172

Annual complete on 172 waiting for a new fuel servo

All 12 items on squawk have been fixed plus cowl fit is still not right so also corrected at annual

Should be back at Schaumburg within a week

Norb: Estimate cost to be \$3000

Power drop

Issue is best tested when weather gets warm

Problem should be fixed with all annual repairs including new fuel servo and new plugs

Expect mixture to be different should be flown accordingly

Nose fairing broken and large piece missing. Aftermarket replacement could be purchased at an estimated cost of \$1800

182

Wheel pant crack could be due to severe nose wheel shimmy

Replacement fairing for 182 is \$1800

Nose wheel shimmy could be exacerbated by poor landing technique allowing nose to drop too quickly on landing

Suggest to all members to land and keep nose wheel off with control wheel back

Always taxi with nose wheel back

Takeoff with 10degrees of flaps and take pressure off nose wheel as soon as possible

Cabin cigarette lighter power source for cabin devices has a 5 amp fuse so too much additional equipment could easily blow the fuse.

Bob Bos

Showed a video tape of the Hong Kong approach

Bob felt the Hong Kong approach was the most challenging approach he has seen in a lifetime of flying.

Motion to Adjourn: Norb

Seconded: Marc Hall