

Schaumburg Flying Club
Annual Meeting

October 12, 2006

Attending:

Ben Burden
Chad Christenson
Mike O'Brien
George Moshos
Joel Vargas
Juan Cuellar
John Rhymes
Tom Gaare
Ken Jarosch
Marc Hall
Jim Liddle
Mike Miley
Jeffrey Puglielli
Norb Paprocki
Leslie Wadsworth
Don Segreti

Guest: Gene Woods

**Maintenance
Norb**

Maintenance Overview – Total Maintenance Cost - N309SP and N334SP

Maintenance in 2006 – projected at approximately \$16,000

Jan 2006 thru Sept 2006 - ~\$12,300 (actual)

Maintenance in 2005 - \$14,514

Breakdown of aircraft estimated for full year 2006

334SA - ~\$7,200

309SP - ~\$8,800

Engine issues on 309SP required fuel servo overhaul. Normal mag overhauls occurred over 500 hours as recommended by service bulletins.

Engine issues on 334SA required cylinders. Normal mag overhauls occurred over 500 hours as recommended by service bulletins.

Instrument upgrade on 309SP of EDM-700 Engine Monitor

Maintenance Lessons from 2006

Annual costs are highly variable

2006 annual costs higher than 2005

Hourly costs allocated for maintenance higher in 2006 since club members are flying less

2005 Hourly maintenance cost - \$20

2006 Hourly maintenance cost - >\$25

Planning to overhaul 9SP in first quarter of 2007

Engine and Airframe Maintenance – 2006

N309SP

Annual Inspection: \$5400

(\$1300 in 2005, \$1700 for 50 hour inspection in 2004)
EDM-700 - \$2100
(Purchased as part of strategy to extend necessity for engine overhaul)
Vacuum Pump - \$430

N334SA

Annual Inspection: \$2000
(\$1200 in 2005, \$1100 in 2004, \$3500 in 2003)
Battery - \$350
Magneto Overhaul - \$500
Vacuum Pump - \$500
Tires - \$450
Turn Coordinator - \$850

Oil Changes on both aircraft – Approximately \$1,400 (about same as previous years)

Additional maintenance topics:

334SA back at Poplar Grove due to excessive oil burn after recent maintenance (warranty work)
EGT system has electrical spike when lights turned on

GPS Updates: e-mail Norb, Mike Miley or Jeff when update required.

Ongoing maintenance concerns:

Lean Airplanes

Pre-Heat in cold weather –

if temperature < 30 degrees pre-heat for 1 hour for each 10 degrees below
30 degrees.

Finances

Jeff Puglielli

Indirect Costs - \$114/ month/ member
(2005 - \$110, 2004 - \$104)

Debt Service -	\$1,960/month
Insurance -	\$978/month
Tie-Down -	\$160/month
Scheduling and Billing -	\$67/month
GPS Subscription -	\$60/month
Advertising -	\$85

Financial Review – Revenue

SFC still relying on flight hours to cover indirect costs
Flight Hours not adequate due to flying fewer hours
Previously SFC flew 334SA 70-80 hours per month
2006 flight hour pace – 60 hours per month for both aircraft

Net Income of \$6,200 YTD excluding reserves

Fuel costs have now reached \$4.99/gal at Schaumburg. The rising fuel costs will put pressure to raise the fuel surcharge or monthly dues.

Membership in 2006

Four new member added (3 new members in 2005)

Ben Burden
John Rhymes
Chad Christenson
Kevin Fletcher

Four members have left SFC

Bob Higginson
Robin Clark
Mark Martin
Matt Aaronson

Six members currently seeking to resign:

Wally Szeremeta
Paul Hoppe
Bill Wetmore
Kevin Kazmierski
Ed Voelkner
Juan Cuellar

Direct mail campaign and advertising to attract new members cost \$1,300
Currently 29 members

New Board Members elected.

The following members were elected by unanimous vote.

Members elected for 2007 positions:

President	Jim Liddle
Vice-President	Chad Christenson
Treasurer	Jeff Puglielli
Secretary	Don Segreti
Maintenance Officer	Norb Paprocki
Members-at-large:	Angus Watson
	Mike Miley

Suggestions for 2007

1. Include a training topic at each monthly meeting - Bob Bos
2. In-depth Training on 89B
3. Purchase a club Garmin 496 with weather
4. Attend more aviation meetings to encourage SFC visibility (99s Seminars, EAA Breakfasts, etc)
5. Have a safety liaison from SFC attend safety seminars and report back at meetings

Motion to adjourn: Jeff Puglielli

Seconded: Jim Liddle