

Oregon State Flying Club
Board of Directors Meeting Minutes
July 26, 2011

Board of Directors

Name	Position	Present
Thomas Lindner	President	X
Jerry Anderson	Secretary	X
Lance McMurphy	Treasurer	X
Tim Niedermeyer	Student Club President	X
Thomas Windom	Student Club Vice President	X
	Student Club Secretary	
John Schlipf	Faculty Advisor	X
Bob Parrott	Director of Flight Operations	
Brent Dalrymple	Director of Maintenance	X
Chris White	Director of Information Services	X

Visitors: Zack Brattain
Matt Kernek

Meeting called to order ~ 17:35

Miscellaneous issues

- June meeting minutes reviewed and approved, 5-0-1
- Motion to reimburse Brent Dalrymple for \$168.57 for expenses incurred. Passed 6-0-0

Routine reports

- **Maintenance**
 - June Maintenance
 - The total maintenance bill for June totaled \$423.09. The work consisted of an oil change for N46439 and some little stuff for N46439 and N73146.
 - July Issues to Date
 - N73146 had an annual completed 7/1/11.
 - N66083 had several reports of the fuel gauge for the right tank not operating properly—showing full when it was not and, in one instance, showing a fault on the MFD. Fuel gauges are required equipment both VFR and IFR flight so I grounded the aircraft. CAS could not duplicate the problem on the ground. They tested the float sensors and remade all of the electrical connections, and recommended that it be test flown, which I did. Despite various maneuvers to get the fuel moving around in the tank in various directions, I could not reproduce the problem in flight—the gauges consistently performed as they should. The airplane was returned to service and has been flown several times since then without any problems. It is likely that it was a bad connection, which is now fixed.

- N66083 also had a tire blowout (right main) either on landing or while taxiing and the aircraft sat on Taxiway B3 overnight at KCVO, properly secured. When the tire was removed, it was found to have a huge flat spot that wore right through the cord and either exposed or wore through the tube as well. The flat spot indicates that the right brake was completely locked either while landing or while making the turnoff to the taxiway. This is not the sort of flat spot that can be produced over time but as the result of a single occurrence. An email was sent to all members suggesting ways to prevent this from happening in the future.
- The G1000 on N66083 showed an advisory message last Friday that the AHRS was not receiving backup GPS information. The CAS avionics staff checked and tightened all connections and the problem seems to have disappeared.
- Upcoming Maintenance
 - N46439 will need a 100 hr. inspection within the next two weeks and N66083 sometime in August. An annual, instead of a 100 hr., will be done on N66083 since the annual is due in September.
- **Flight Operations**
 - Proficiency checks for 4 members needed.
 - A lot of discussion about 'Schedule Point' not appropriately marking pilots that are 'out of force'. The database is still being worked on.
 - Recommended C162 Options:
 - Second MFD: Yes. We think that this will add value to the aircraft and create a better transition into the C172SP. Since the information can be split between two screens, the moving map can be displayed on the MFD and this will make the PFD less cluttered and probably easier to use for a student pilot. \$4770.
 - XM Antenna: No. Since this is primarily a training airplane we don't see the need for the initial expense (\$1025) or XM subscription cost (\$650/yr).
 - Intercom: No. The aircraft comes equipped with a Garmin SL-40 that includes a two-place intercom. This intercom is needed only for XM weather and radio.
 - Autopilot: No. This is neither necessary nor advisable for a training aircraft.
 - 406MHz ELT: Yes. Early C162s were provided with a 121.5 MHz ELT only while later ones come standard with a 406MHz ELT. We don't know about ours but if necessary we should pay the additional \$1200. It would cost us about \$3k to have one installed later.
 - Airframe Parachute System: No. When available, this will be a very expensive option.
 - Fuel Primer: Yes. The basic aircraft does not include a primer hand pump. One apparently primes it by pumping the throttle. We think this is a better and safer option, particularly since we do have a number of cold winter days.

- EGT: Yes. It is low cost and is a better way to train students how to lean an aircraft engine for cruise. \$235.
 - Quick Oil Drain: Yes. This will probably save us money at oil change time. \$105.
 - External Power Receptacle: Yes. This is necessary for training students in the use of the avionics while on the ground. \$495.
 - Cold Weather Kit: No. It doesn't get that cold in Corvallis.
 - Sun Visors: Yes. \$325.
 - Wheel Fairings: No. We don't think they are worth the cost considering that the additional 1-2 kts of airspeed won't be that useful in a training aircraft and it is easier to inspect the tires and brakes without them. Besides, the airplane looks pretty nice without the wheel pants.
 - Fire Extinguisher: Yes. \$405
 - Tail Tie Down Guard. Yes. Could prevent some damage. \$390.
 - Exterior Accent Graphics: No. If they had orange this would be a yes.
- **Treasury**
 - Letters to get dues paid up were somewhat successful. Two members promptly paid.
 - Club balance sheet was discussed.
 - Motion Lindner, second Anderson: "To continue termination process of member". Passed 8-0-0
- **Student Flying Club**
 - Tim has posters & flyers from the booth (Alaska Airlines). The booth did not have a lot of traffic.
 - Bought 2 headsets and charts for student pilots to use. Gave to CAS and are available at the CAS counter.
- **Secretary**
 - June flight hours: 103.1 (up continuously since November).
 - Quickbooks entries for July should be smoother than June after climbing the learning curve.
- **President**
 - \$2769 of fuel left. Good for about 1 month. Not recommending to prepay for more fuel until prices decline. Current fuel cost is \$5.65/gallon at the pump and \$5.50/gallon for prepay.
 - 2011 dues income should be approximately \$27,000.
 - Budgeted maintenance cost exceeded for some planes.
 - Rate increase took place July 1 (\$75/hr. 152, \$100/hr. 172M, \$125/hr. 172SP).
 - Depending on fuel costs for 2011-12, the club expenses should be fine. A spreadsheet showing costs estimates was distributed.

Old Business

- Skycatcher
 - 2nd MFD discussed: Thomas proposed to include it and the board agreed (no motion needed).
 - Pricing for early delivery – don't know exactly but base price plus a CPI escalator.
 - Do we want to accept an earlier delivered plane? After much discussion, probably not but Thomas will double check the prices.

New Business

- New member ideas
 - Albany book fair – give 1 hour free plane ride to contest winner.
 - Many other ideas were brainstormed.
- Board task list:
 - Chris W: Print flyer tri-fold and pass out at dorms.
 - Chris W: Check on open house dates.
 - John S: Contact alumni association. Check options for mailing post cards/flyers.
 - Thomas L: Ask airport manager if we can post a sign at the airport.
 - Thomas L: Check on social network posts.
 - Tim N & Thomas W: Ask ASOSU what can be done to promote club.
 - Tim N & Thomas W: Check out beaver community fair.
 - Jerry A: Contact LBCC and see if we can place posters or flyers promoting the club. Email Jim Bell.
- Next meeting: August 16th

Adjourned 19:45