

Oregon State Flying Club
Board of Directors Meeting Agenda/Minutes
June 19, 2012

Board of Directors

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

Location and Time: Gill, Room 110 @ 6:00

Visitors: None

Meeting called to order: 18:00

Miscellaneous issues

- 1) Agenda revisions:
 - a. Old Business: N73146 engine replacement (see flight operations minutes)
 - b. New Business: Student club officer openings
- 2) May minute approval:
 - a. Motion to approve minutes as amended (see notes) Schlipf, 2nd Parrott –
Approved 6-0-0

Routine reports

1) **Maintenance**

a. May Maintenance Expenses

- i. **N46439**: Annual (\$1108.47), replace cracked motor mount (\$3127.26), fix numerous little discrepancies (\$1619.42), test ELT (\$81.37). **Total = \$5936.52**
- ii. **N6045W**: 100 hour inspection (\$1210.18), replace GSU73 in G300 (\$427.16. Note: We should get this labor charge refunded because labor is included in the warranty.), temporary repair to heat baffle—part back ordered (\$38.13), repair filter bowl leak (\$75.00), repair brake line leak (\$75.00), set up maintenance tracking program (\$225.00), replace damaged POH binder (\$53.50). **Total = \$2103.97**
- iii. **N73146**: Annual (\$1155.13), pitot-static calibration (\$261.00), transponder calibration (\$89.00), repair leak in pitot-static system (\$318.19), replace vacuum pump (\$565.65), replace landing light (\$109.52), repair landing light wiring (\$18.75), replace missing tail tie-down (\$74.21), retune magnetos (\$37.50), install vacuum regulator

and induction air filters (\$49.45), replace instrument panel covers (\$942.46), ELT test (\$79.00). **Total = \$3699.86**

- iv. **N66083:** This airplane had an annual in May but it was not billed with the June invoices because of the late arrival of the air bag control module, which has to be replaced every 7 years. It will likely be billed with the July invoices. Update G1000 system software (\$223.77), replace #2 EGT probe (\$539.11), replace rear position light (\$80.80). **Total = \$843.68**

b. Known Issues for June

- i. **N73146:** Oil change on 6/11/12. New Special Inspections for corrosion and strain in older Cessnas will likely increase maintenance costs over next 12 months (previously reported to Board by e-mail—Cost unknown). The engine is now over TBO and will need to be replaced within next 3-4 months if we keep the airplane.
- ii. **N66083:** Oil change on 6/15/12.
- iii. **N6045W:** The 4 rudder pedal arms will be replaced this month under warranty.

c. Discussion about hourly costs and future decisions

- i. The good news is that with 11 months of the current FY in the bag our flight hours total 1160, so we will certainly exceed 1200 hours this FY (FY11-12, which ends June 30). For the entire FY10-11, our total was 810, so things are looking very good. The more we fly, the less expensive it is to fly per hour.
- ii. Hourly maintenance costs, scheduled plus unscheduled, for our airplanes for the 11 months of FY11-12 are:
- | | |
|-----------|------------|
| 1. N46439 | \$44.60/hr |
| 2. N73146 | \$48.30/hr |
| 3. N6045W | \$22.22/hr |
| 4. N66083 | \$33.34/hr |
- iii. N73146 is now 12 hours beyond TBO. We usually don't go over about 10% (200 hours) above TBO so we need to think carefully about what we want to do with this airplane. We will need to replace the engine or sell the airplane in 3-4 months. If we sell it, then a newer replacement will probably cost in the neighborhood of \$150k. At 2012 prices, re-engining N73146 will cost about \$28,000 but will add only about \$14,000 immediately to its value. Lycoming will undoubtedly raise prices on Jan 1, 2013 by 3-5%. Although its hourly maintenance costs are probably anomalously high this FY, I don't expect them to come down a lot next year because of Cessna's new mandatory inspections for older aircraft. Whatever they reveal will have to be fixed and inspections always reveal something that needs fixing. The AOPA Vref valuation for N73146 is currently \$34,740. With a new engine Vref immediately jumps to about \$49,000 but at an immediate cost of \$28,000 for the new engine. If we re-engine and fly it for another 3-4 years, it will likely need an interior and possibly paint, which will knock the Vref value down by \$10,000. And, it will be older and have more time on the airframe and engine, which will take Vref down even further. My guess is that in 3-4 years with 1200-1600 hours on another engine Vref will probably be about \$30k. This is a problem that will not be solved by procrastination so the Board needs

to do some hard thinking, and soon, about which path will serve the OSFC best. In particular, I need to know whether or not to order a new engine within the next 2-3 months.

2) Flight Operations

- a. Two receipts for data updates for N66083 (obstacles and data card reader)
- b. New Japanese student for Frontier
- c. Some discussion about future aircraft needs and surveying members about their wants. No resolution or decision.
- d. Decided for engine replacement (150hp) for N73146.

3) Treasury

- a. P&L statement
- b. FNF list
- c. Receipt reimbursement:
 - i. Dalrymple

Expenses Incurred for OSFC--Brent Dalrymple			
6/19/12			
Date	Vendor	Item	Cost (\$)
5/4/12	Napa Auto Parts	Plane wash supplies (all 3 airplanes)	36.75
5/14/12	amazon.com	LCD screen cleaner (all 3 airplanes)	44.40
5/15/12	Bi-Mart	Oil funnel (N6045W), tie-downs (all 3 airplanes)*	53.76
5/18/12	Home Depot	4" drain cap to make funnel holder for N6045W	1.72
5/21/12	amazon.com	Mesh bags to hold tie-downs (all 3 airplanes)	20.00
5/25/12	amazon.com	Self-laminating tags for mesh bags (all 3 planes)	5.63
		Total	162.26

*I had a piece of 4" drain pipe but needed a cap to make the funnel holder.

- 1. Motion Parrott to reimburse Dalrymple, 2nd Lindner – Approved 6-0-0

4) Secretary

- a. May Flight hours
 - i. N6045W – 34.0
 - ii. N66083 – 47.0
 - iii. N73146 – 59.3
 - iv. Total – 140.3
- b. Trend in flight hours - up

5) Student Flying Club

- a. No report but much discussion about attracting new students for members and to serve as student officers.

6) President

- a. General discussion about PR board position. No resolution.
- b. Accounting rate discussion for bookwork, currently \$300/month. Also, invoices need clarification for accountant to record accurately.

Old Business

- 1. Much discussion about the previous requirement for a club member to do additional training before being allowed to fly club aircraft. It was recognized by the board that the previous motion still stood. A subsequent motion was made by Schlipf and

seconded by Lindner: “The member has 30 days to complete ~2 hours of instruction with Parrott including flight safety, cockpit management and safe planning. The member’s club membership will be terminated if not completed.” – Approved 6-0-0. This motion supersedes the motion approved in the May board meeting.

New Business.

Adjourned: 20:05

Next board meeting: July 17 in Gill @ 6:00.