MEETING MINUTES
September 10, 2009
Northern Onondaga Public Library
North Syracuse, NY

ATTENDANCE: Members – E. Austin, K. Walsh, K. White, P. Walsh, L. Reid, D. Anderson, T. Zentner

Meeting opened at 18:30 by Eric Austin. Introductions were made. No guests tonight

SAFETY BRIEFING: None available tonight.

MEMBERSHIP MEETING MINUTES: The minutes of the July 9, 2009 Membership meeting were reviewed. Motion to accept by K Walsh, 2nd by E Austin.

PRESIDENT'S REPORT:

- Discussion of the recent Board meeting:
  - At the August Picnic a short Board meeting was called to discuss the membership status for Jeff Kleinwaks. He is working through some medical issues. As he agreed to continue as the Club Treasurer, it was moved and agreed that he would maintain Active status with no ground fees charged, and non-PIC.

TREASURER'S REPORT: Bank balance – ~$36k - $18.8k engine reserves, $18.6k checking

- 98V has been expensive this year – continued discussion about club rates, etc. no changes anticipated at this time. We'll continue to watch the costs.
- 5MC expenses are normal

MEMBERSHIP REPORT:

Current Membership: 28 Active
Recent Activity: 2 new members – Wade Becker and Dave Meier
Leads: Working on a couple – more to follow.

PLANE CAPTAIN REPORTS:

N8198V: Discussed recent expenses, electrical and magneto problems. Lots of hours this year, and we are feeling it in increased maintenance costs.

N735MC: Flying well.

Maintenance Reports:

MAINTENANCE SCHEDULE – September, 2009

N8198V
Tach Reading as of 9/01/09: 4417
Next Oil Change due: 4465
Next Firewall Forward inspection due: 4515
Next Mag Check due: 4915
Next Annual inspection due: 12/01/09
Next Altimeter & Pitot/Static System certification due: 9/31/11
Next ELT inspections due: 12/01/09
Next ELT Battery change due: 12/01/09
Next Transponder certification due: 9/31/11
Next Engine Overhaul due: 5329
SMOH: 1088
Recurring ADs:
AD2004-10-14 - Crankshaft gear retaining bolt. Due at engine overhaul, sudden stoppage or prop strike.
AD95-26-13 - Oil cooler hose replacement due at 4439.1 tach hours or 9/2014, whichever occurs first. (Superceded by previous alternate method of compliance.)

N735MC
Tach Reading as of 9/2/09: 3713
Next Oil Change due: 3718
Next Firewall Forward inspection due: 3718
Next Mag Check due: FWF
Next Annual inspection due: 5/1/2010
Next Altimeter & Pitot/Static System certification due: 4/30/11
Next ELT inspections due: 5/31/10
Next ELT Battery change due: 5/31/10
Next Transponder certification due: 4/30/11
SMOH:
Recurring ADs:

Maintenance Report
98V: Running well after two rebuilt mags, new plugs, replacement of altimeter & Tx encoder. *Minimal* priming required.
5MC: Running well, no recent squawks. Due for FWF this month. Damage to pilot's door frame from latch to be addressed.

OLD BUSINESS:

- SOP's
    - Ground Operations – discussion about mixture leaning on the ground. Will discuss with maintenance staff. Will also make a better push to update the SOP's and publish them.
    - Doors on 5MC – some damage on the left side from improper operation. Members need to be careful when opening or closing either door so that they latch properly and don't damage the door frames.
- Member Status – Jeff Kleinwaks – see notes from Board meeting above.

NEW BUSINESS:

- 5MC door damage – discussion of left side door damage. See the photo below. Please be careful when opening and closing the doors.
- FBO complaints – discussed recent communications from Landmark regarding people by-passing the desk in the main hangar when accessing aircraft (around the fence near Exec-Air, and through the maintenance office in hangar 4). Members are reminded to check in with the desk in hangar 3 to access Club aircraft. Also comments about access to aircraft for records updates, etc. This was resolved with LA.
- Maintenance Flight Billings – at the September Board meeting, this topic came up. After extended discussion, it was agreed that we would bill members at a 50% rate for maintenance transport flights, rather than the Club covering the entire cost.
- HOBBS in 98V – Eric raised the issue that the Hobbs on 98V is electric (rather than oil pressure driven). This has made for some confusion when the Membership Chair is demonstrating the avionics with the master switch on. We'll look to replace this during the annual if the price is right.

The meeting was adjourned at 19:40

Respectfully Submitted,
Kevin Walsh
Vice President/Secretary