



MEETING MINUTES Landmark Aviation

October 12, 2006

ATTENDANCE: E. Austin, J. Mignogna, J. Ambrose, C. Doane, C. Clarkson, K. Craig, J. Engle, G. Murray, R. Kavanaugh

Eric Austin opened the business meeting at 1930. Introductions were made.

Cindy Doane gave an excellent Flight Safety discussion on "Checklists". Cindy is a former military pilot, a test pilot for Sikorsky and a CFII in both fixed-wing and rotorcraft. Cindy explained how checklists are developed and how their inherent flow is grounded in the common sense use of a specific aircraft. As an instructor, Cindy insists that her students develop their own checklists for every phase of piloting.

The **minutes** of the September 14, 2006 meeting were accepted.

PRESIDENT'S REPORT: E. Austin declared there was no meeting of the board this month.

1. The members who turned out for the cleaning of 98V were lauded for an excellent job. 98V is nice and shiny now – even rumored to have picked-up 1-2 knots.
2. **By-laws and SOP** revisions are proceeding and should be finalized soon.

TREASURER'S REPORT: J. Mignogna

The reports by the treasurer were accepted as filed.

1. Quarterly insurance payment is due 10/25.
2. 60% of 20C's engine repair covered by insurance; SFC paid \$4,400.

MEMBERSHIP REPORT: E. Austin

No new members.

Current Membership: 29 = 27 Regular + 2 Family

Recent Activity: Ms. Teri Elia has signed up to join the club once the Warrior is back on line. Ron Kavanaugh joined the meeting and is interested in the SFC. He is a new private pilot who trained under Andy and Rob at Exec Air.

CHIEF PILOT REPORT: J. Ambrose

1. A Garmin 300 GPS for 98V is being investigated.
2. The Chief Pilot's role is being finalized.

PLANE CAPTAIN REPORTS:

N6320C: G. Murray

1. 20C is back on line and painted.
2. 48 hours to break in:
 - a. Use mineral oil
 - b. No touch and go's
 - c. 65% power.
 - d. Be careful to use the POH recommended RPM/MP settings as Coastal Aviation reported that the engine wear is consistent with running a low RPM/ high MP combination of settings.
3. Annual due 12/1/06.

N8198V: E. Austin

1. Probably back on line 10/20.

OLD BUSINESS:

1. 20C and its possible replacement were discussed. 20C has 8646 hours total time on it and it's believed that a new plane would require considerably less down time for maintenance, which in turn translates to more club revenue and enjoyment. A Piper Dakota in the \$100-130K range currently targeted as the leading candidate. The main reason favoring the Dakota is it's high useful load of ~1100 lbs. which translates to 4 FAA people (170 lbs.) and full fuel. The Arrow by comparison hauls 3 FAA people and full fuel at ~990 lbs useful load. There was some concern voiced about the move to the Dakota:
 - a. Higher fees: would the debt service for the new aircraft prove too costly for the membership?
 - b. Insurance: Dakota is fixed gear vs. retractable Arrow which decreases insurance exposure; however, the Dakota is considered a 4-seater vs. the Arrow which is considered a 3-seater which increases insurance exposure.
 - c. Maintenance Costs: the Dakota has a more costly engine; the Arrow has more costly landing gear. Which costs more?
 - d. Fuel Costs: an apples-for-apples comparison was requested.

NEW BUSINESS: None

The meeting was adjourned at 2045.

Respectfully Submitted,

Chris Clarkson
Acting Secretary