

Gary Nalband called meeting to order at 7:02 PM

Attendees:

- Gary Nalband, President
- Ed Chromczak, VP
- Karl Noffke, Secretary
- Kristi Dobbs, Treasurer
- Ron Schmecker
- Burt Stevens
- Matt Baker
- Glen Dobbs

Quorum: Yes

¹ Per By-Laws, quorum = one-third of regular plus non-mentored student members. In the event a quorum is not achieved, or is subsequently lost, the President will determine if a majority of the board is present. If so, then the meeting will become a Board Meeting.

Topics:

1. Long Range Planning – funding for 2nd half of 2013

Brian provided a briefing to Ed. C. prior to the meeting.

Recommended expenditures:

<u>62Y</u>	<u>Cost:</u>
Upgrade to 406 ELT (during annual)	\$2K
<u>819</u>	<u>Cost:</u>
Upgrade to 406 ELT (before annual)	\$2K
Interior corrosion application	\$1K
Interior plastic replacement	\$1.5K
Exterior paint touchup	\$300.
<u>84F</u>	<u>Cost:</u>
Interior corrosion application	\$ 1K
Exterior paint touchup	\$300.
<u>Total:</u>	<u>\$8K</u>

** Allocating a total of \$2K for corrosion treatment for 819. If members can contribute labor, might be able to also do 84F.

Also discussed Brian's proposal to paint 819 (\$18K) vs. touchup. Club funds do not permit this expenditure at this time. Discussion on painting 819 postponed until 2014.

2. ADS-B Upgrade – Which plane to do first?

There are no available funds to do any of these upgrades, but they were discussed.

Schedule changed to accommodate IFR:

- 1st 61H, may do ADS-B out only if XPDR upgraded to “ES”
- 2nd 62Y, may do with NavWorx to interface with Garmin MX-20

Each plane has a different configuration to achieve this upgrade. FAA mandates ADS-B Out (XMIT) by Jan 1, 2020. Information below extracted from detailed information provided by Ed C.

61H \$1200.
Upgrade Garmin GTX 330 Mode-S XPDR

819 \$3.5K.
Upgrade Garmin GNS 430 to WAAS

62Y No cost estimate
The Garmin MX-20 has not been considered by Garmin for interface with Garmin GDL-88 or other ADS-B arrangements

84F No cost estimate
The slide-in replacement for the KT 76A XPDR is another option to meet the ADS-B mandate

3. 1-Year Cost Review of 62Y

Kristi D. provide approximate figures just to get the big picture.

Operating Income: \$42K

Operating Expenses: \$45K

Conclusion: Slight loss in revenue.

Other positive considerations to factor in:

Burt S. mentioned that we purchased 62Y at a very good price, below market value due to some of the issues found.

Expenses for the first year are generally higher for any plane purchased by OFC to bring it up to club standards.

4 or 5 new members joined OFC because we had 62Y.

Expect to generate income in coming year.

4. Engine Replacement 84F

Brian P. proposes we change the engine during the scheduled annual in March 2014 unless we see unfavorable oil analysis results.

Brain P. also provided the following via email "I want to point out that the engine is very much at TBO and that the newer cylinders are allowing us to extend somewhat beyond TBO because these are the highest wear items of any aircraft engine. Piston, rings, and cylinder walls were replaced with new at the engine's half-life. Policy will be to continue to follow MFG recommended TBO numbers unless engine maintenance allows us to safely extend beyond TBO and oil analysis continues to appear well within limits. At this time, 3 out of 4 of our engines have had cylinder replacements. What made 84F unique is that all 4 cylinders were replaced at the same time."

Ron S. spends a lot of time teaching students in this airplane and suggested we replace the engine now. Funding is available as this is planned into our forecasted engine changes. The perception that something could go wrong as engine is over TBO becomes a factor.

Glen D. expressed that the club should have a criteria for scheduled engine changes. The OFC used to change engines at TBO and now this is not the case. What factors into this decision is the top half of the engine and cylinders were recently overhauled/replaced.

Most members felt our 25 Hr. oil changes reduce the risk of engine failure by identifying potential problems before any failure.

5. Other BOD recommendations

Gary N. proposed we have September's meeting at 62Y hanger along with a barbecue to show all our member's and any new prospective members our wonderful accommodations. After discussions Kristi D. motioned to accept proposal, Ed C. seconded the motion, and all members unanimously approved.

Meeting adjourned at 8:02 PM.

Submitted by,
Karl Noffke

Document History

Version	Date	Change Reference
1.0	30-Jul-2013	Original release
2.0	01-Aug-2013	Email remarks from Brian P. added under engine replacement 84F. Also removed references to any board members not present at meeting.