

SUBJECT: Minutes of OFC Board Meeting – 26 May 2012

Gary Nalband called the meeting to order at 9:05AM.

Attendees:

- Gary Nalband, President
- Ed Chromczak, VP
- Don Heidrich, Membership Chair
- Burt Stevens, Treasurer
- Bruce Palmatier, Secretary
- Brian Proulx, Maintenance Officer
- Ron Schmecker

*Quorum*

Topics:

1. 84F Annual. Brian estimated \$5k prior to the inspection. The unexpected \$10k cost of the 84F annual was examined to determine the cause and then develop policy and/or process recommendations.
  - a. Causes.
    - i. 84F was sent to Reliant who had not seen the aircraft for several years. Not being familiar with the aircraft they, therefore, performed a much more extensive inspection. The result was a long list of discrepancies including holes in the airframe, a faulty voltage regulator, and a door sealing/latch issue.
    - ii. Cost of labor unexpectedly went from \$80/hour to \$99/hour.
    - iii. Brian will be negotiating the final cost, including a reduction in the labor cost which could save approximately \$2000.
  - b. Policy/Process Recommendations.
    - i. Develop a “stable” of vendors capable of performing an annual. Review the list periodically to determine who to add, drop or keep.
    - ii. Rotate the club’s aircraft among club-approved annual vendors. The downside is that annuals will tend to be a bit higher because a vendor does not develop familiarity with aircraft. The upside is that annuals will tend to receive more detailed inspections for the same reason.
    - iii. Once a vendor develops a squawk list, that list will be shared with the BOD. The intent is to provide a decision-making opportunity for a broader section of the club regarding annuals.
    - iv. Establish a threshold for authority to commit club money below which the Maintenance Officer does not need BOD approval to proceed. \$5000 was suggested.
  - c. Other related discussion – Russ at Classic. Considering making a commitment (verbal or written) to Russ for routine work on the airfield and include a commitment to send him some annual work.

2. Pre-buy Inspection of the Cessna RG182.
  - a. The inspection began 25 May and two airworthiness issues have surfaced so far:
    - i. Pilot-side inboard seat rail has cracks and is in violation of an AD. The board determined we should also replace the outboard rail and inertia reel. The club will likely absorb the cost of these fixes.
    - ii. Leading edge of the horizontal stabilizer is showing crushed ribs with skin separation and loose/pulled rivets. Brian estimated repair costs of \$5k. Brian is going to call "3-Wing" for potential repair.
  - b. There are also several non-airworthiness issues including a fuel stain on the nose wheel, oil drips in the engine compartment. The fuel stain likely resulted from a stuck float in the carburetor.
  - c. The BOD decided to wait until the inspection was complete (Tuesday) then contact Scott and setup a meeting/phone conference to determine a way ahead (including reducing the sale price of the aircraft by the amount of repairs required).
3. Hangar Rental. The BOD discussed continuing the lease on the hangar for N7362Y.
  - a. Costs: \$525/month (\$6300/year). The lease is month-to-month. Includes insurance. Not sure about electricity. There is no heat in the hangar other than benefit from adjacent facilities. Does not appear to ever get below 35 degrees F in the hangar.
  - b. Considered the new ability to do oil changes in a hangared environment. If, the club can maintain the discipline to do all oil changes for four aircraft, there could be a potential savings of ~\$4000 per year. Therefore...
  - c. Net cost of \$2300 per year.
  - d. Other benefits: A hangared environment for the complex aircraft, reduced exposure to the elements thereby reducing painting requirements, less/no preheating required, less likely to see water leaks.
  - e. Considering the net cost, benefits and risk, the BOD decided to continue the lease and see how it goes.

Meeting adjourned at 10:40 AM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "B. Palmatier", written in a cursive style.

Bruce T. Palmatier  
Secretary