

Mon, Mar 30, 15:59 (1 hr)

Flying Club Board Check-in

Attendees & logistics

- Attendees on the call: Steve, Michelle, Scott (noted Mark had provided input asynchronously).
- Michelle agreed to take minutes/notes for the meeting.
- Steve plans to compile a board report after receiving Michelle's minutes and share it with the full membership for feedback.

Financial status & dues proposal

- Recent additional maintenance spend: ~\$300 since the agenda went out.
- Current bank balance reported: \$1,258.12.
- Flight Circle revenue expected end of month: \$2,253.10.
- Upcoming insurance payment: \$2,500; projected to be barely covered by the end-of-month revenue.
- Proposed new recurring costs to stabilize cash flow and fund next year's insurance:
- Monthly dues: \$135 per member.
- Hourly usage fee: \$45/hour.
- Maintenance budgeting assumptions mentioned: ~\$10k maintenance plus ~\$5k annual expenses, plus ~\$3k inspection charge.
- Target year-end (FY26) cash balance if plan holds: ~\$9,700.
- Approach to discretionary improvements: handle via special assessments for larger upgrades (e.g., interior).
- Owen purchased a fire extinguisher; club will reimburse him.
- Steve will add \$42 to this month's monthly charge and reimburse Owen via PayPal.

Potential upgrades & equipment

- Upholstery option researched (AirTex / DIY install): ~\$3,200 for seats only (front + rear).
- Timing idea: do upholstery during annual when seats are removed; estimated ~2-week window; Steve believes he can do it in his garage.

- Carpet replacement option: ~\$837 plus delivery for pre-made/edged carpet (with heel pads).
- Interim carpet fix: use removable carpet tape in key areas (e.g., around rudder pedals) to prevent curling.
- CO detector discussion:
- Current stick-on detector on passenger door is likely nearing expiration (~1 year old).
- Digital/portable panel-clip style option bookmarked by Steve: ~ \$200; includes alarm.
- Plan: pursue a CO detector purchase within the next couple of months; confirm member agreement and whether to fund from maintenance/upgrade funds.
- Personal locator beacon (PLB) discussed:
- Example price found: \$464.
- Suggested mounting location: near latch side of passenger door for quick access.
- Steve expects this would likely require a special assessment; to be run by membership.
- Block heater discussion:
- Old (non-functioning) heater plug removed/disabled by maintenance to avoid unsafe use.
- Block heater: ~ \$150.
- Remote control concept (Gallagher Aviation) contingent on power source (e.g., Jackery battery in job box); remote noted as potentially ~ \$1,000.

Hangar waitlist update & paint planning

- Hangar waitlist: Scott reported he was moved to the end after missing a call while traveling, then moved back toward the top after clarifying the club owns an aircraft and is ready to move in.
- Open-air hangars may eventually be enclosed; Scott requested “first available.”
- Enclosed hangars are not insulated; block heater may still be beneficial even with hangar.
- Repaint discussion:
- Typical repaint quotes seen: ~\$18k–\$22k.
- Local mention: Paine Field option allegedly ~ \$50k (heard secondhand).
- Consensus: continue doing touch-ups to prevent corrosion and defer full repaint until later (possibly after hangar), unless paint condition worsens.
- Scott to ask a friend about the California paint shop used for wings/tail to inform future quotes.

- Steve proposed polling membership on whether to budget/save (e.g., \$100/month for ~18 months to reach ~\$18k) vs. deferring.

Policies, membership pipeline, and operations

- Waitlist applicants:
- Steve received 3 new waitlist applications in the last month.
- Bylaws: exiting members must offer their share to waitlist people first.
- Discussed instituting a waitlist fee to confirm interest: \$25/year, non-refundable.
- Group leaned toward implementing the annual \$25 fee; Mark previously felt it wasn't necessary.
- Long-term growth: if waitlist grows to ~7–8 people, begin shopping for a second aircraft.
- Potential aircraft types mentioned: another Mooney vs. alternatives like Piper Archer/Cherokee (noted potentially cheaper to insure).
- Concept: next 10 members fund the second aircraft, resulting in 1/20 share of the overall club; both planes available to all members; Flight Circle can schedule multiple aircraft.
- Foreign national ownership rule:
- Discussed US ownership limitations; exemption allows partial ownership but foreign national percentage must remain under a limit.
- Board aligned on setting club cap at 10% foreign nationals (rather than 25%).
- Steve has drafted updated bylaws language and will highlight the change for member review.
- Scheduling concerns:
- Multiple board members felt “squeezed out” due to long blocks booked far in advance.
- Preference expressed for booking smaller blocks (e.g., half-day) rather than holding the plane all day for short flights.
- Did not want overly restrictive “flight school” style rules; idea was to promote considerate scheduling norms.
- Possible rule concepts to float to members: limit number of active reservations (e.g., 3 at a time) and/or limit frequency of multi-day bookings.
- Stranded aircraft / return responsibility:
- Noted prior diversion/layover situation and lack of formal policy.
- Discussed adding rules that member who strands aircraft should coordinate/cover return (member help, compensation, or ferry pilot), potentially with a target timeline (e.g., 48 hours), weather/maintenance permitting.
- Safety officer role:

- Bylaws call for a Director of Safety and safety meetings; club currently has neither.
- Insurance carrier did not appear to require it.
- Steve suggested that a higher-priority need is a dedicated treasurer/bookkeeping role.
- Treasury/bookkeeping:
- Bookkeeping currently maintained in Excel with automated P&L.
- Need someone spreadsheet/Excel-capable to keep the bank register up to date; treasurer may not need direct bank access.
- Michelle has bank signing privileges for payments.
- Plan: feel out or nominate a treasurer; Michelle agreed to continue handling meeting notes going forward.
- Taxes/filings:
- Need to file 501(c)(7) social club status within first two years; estimated cost ~ \$600.
- Steve plans to handle the filing next month and has cash flow penciled for May.

Maintenance: oil report and oil changes

- Oil analysis:
- Filter cut showed no visible metal/particles.
- Lab analysis indicated ~3x higher readings than last few inspections; lab suggested checking the air filter for particulates.
- Discussion raised whether cold starts or improper use of “power boost” could contribute; plan to ask members if/when they use it.
- Mike’s availability: limited time on Tuesday; primary focus will be cowling removal and spark plug clean/replace.
- Self-performed oil changes:
- Board discussed forming a maintenance committee to do oil changes to reduce cost (shop charges reported as >\$400 per oil change).
- Scott and Steve open to doing oil changes; may involve Brian (experienced friend with tools) for first one.
- Tools/supplies: safety wire pliers and safety wire to be stocked in job box; Steve already has PVC pipe idea to reduce oil mess during filter removal.
- Oil change interval:
- Last oil change at tach 2798.
- Current tach ~2836 (per Flight Circle).
- Plan to keep 70-hour interval for now and reevaluate based on next oil report; shorten if particulates remain high.

- Maintenance tracking: Steve keeping a maintenance log and will share with Scott.