

## **Minutes, January 11th, 2012, Meeting of the University Flying Club**

The meeting was held in the Bumps Room of the Memorial Union at 1900.

Present: 17

Rick began by handing out ground school fliers to be posted by members.

Nathan brought up the point that UM ground school students will be expected to pay \$20 according to the flier, however, his request to the student council maintained that it would be free to students this semester. Others agree that we should just make it free for UM undergraduates and Rick pointed out that the expectation of payment of a \$20 fee stated on the poster would help ensure that only those willing to commit to the class would take it.

### **Maintenance Report**

-Soren said there is not much to report, that 16B had an annual done – the least expensive ever! Caleb is currently charging 1/2 base price of annual cost

-Changed battery; clamp on muffler; on and off problems with nav/com still unclear

-Turn and bank coordinator is getting noisy

-61L had an oil change and the pilot door lock fixed. This is a temporary fix and any force will cause it to break. Soren reminded all to push in on the handle while locking rather than forcing the key to turn.

-Soren reported that a pilot had been stranded in Old Town due to a bad shimmy on the nose wheel. Soren discovered that it did shimmy at a certain speed. Caleb rebuilt it and it seems fine now.

-Pre-heating – both airplanes must be plugged in for at least 1 hour before, preferably 2 hours. Avitat has a heat gun they can use but they charge for this service, and users of it are asked to pay for it themselves. Having the plane plugged in for an hour or two before flight is covered by our hangar fee and so it costs the pilot nothing. Al asked if they could be plugged in all the time. Soren informed us that doing so is not good for the engine and may have been an issue with the last engine.

-Soren reminded all that neither plane is to be flown in temperatures below 10 degrees Fahrenheit.

### **Treasurer's Report**

\$2700 in the bank

\$5043 accounts receivable

\$1173 outstanding fuel bill

Current membership: 24

### **Old Business:**

-Motion from last meeting to reduce fee on 16B to \$55 Hobbes time. Nathan asked if there was any further discussion; none voiced. Vote was taken and motion passed.

## **New Business:**

-Rick informed all that February is our annual meeting when we vote in new officers. He stated that, in addition to new members, we need people to be active. He reminded all that we have a \$500 scholarship to be awarded to an *active member*.

-Nathan called for nominations for:

President - none voiced

Vice President – none voiced

Treasurer – Al was nominated and seconded

Secretary – Kim was nominated, however Rick informed us that our student government recognition requires that undergraduate students serve as officers. The exception has been made for the office of Treasurer because of the need for continuity of billing service, etc. and the office of co-treasurer is to be filled by an undergraduate student.

Maintenance Officer – Soren was nominated and seconded

Advisor – Rick was nominated and seconded

-Nathan asked again if anyone wished to nominate someone else or themselves to any of these offices.

-An attendee questioned if there was a difference in grad or undergrad. She spoke of grad students as she is on the grad board and if there are grad students in the club, then she may be able to apply to the grad student body for money. She will obtain more specific information about qualifying for the money.

## **Featured Topic:**

Private Pilot Certificate – What It Takes and What Can You Do With It?

-Rick shared that next month we will have some sort of presentation on the annual Oshkosh event – 10,000 planes fly-in each year!

-What is required:

Bottom line is that 3 tests must be passed in order to receive a private pilot certificate: the written or knowledge test and the 2 in 1 oral/check ride exam. Ground school prepares students for the written test. Ground school is not required but more questions get answered than by self-study. The written test may be taken at any time but you may want to hold off if you don't anticipate taking the check ride anytime soon. There is a two year period after taking the written exam in which to complete your check ride. If more time elapses, then you must re-take the written exam. The ideal time to take the written/knowledge exam may be right after your solo cross-country flight.

-Ground school begins next week, 6:30 -9pm with Michael Lessard. Michael recommends that you begin flying sometime around the 5<sup>th</sup> or 6<sup>th</sup> class but most instructors allow students to begin at anytime.

-What can you do with it?

There are 6 certificates: student, recreational, sport, private, commercial, ATP. Private pilot certificate can be used as a stepping stone toward other ratings, etc. Rick discussed the 3 classes of medical certificates, age requirements and duration. He shared information about the pre-solo phase and the need for the student certificate in order to solo.

Rick gave an overview of what a first lesson is like with pre-flight, surface and the four fundamentals. He discussed slow flight, steep turns and pulling his Matchbox size airplane from his bag, demonstrated what stalls are, how wings stall and spins. Soren mentioned the stall horn.

Next Rick gave some information on how an engine failure is handled: #1 priority being 'fly the plane'! He suggested using ABC as a memory aid for airspeed, best place to land and checklist.

Also talked about were requirements for instrument training, night flights, cross-country flights, endorsements for high-performance and complex aircraft.

A private pilot cannot be paid, however the cost of gas, oil and landing fees can be shared pro-rata with passengers. A commercial pilot may be paid for their service and some lines of work include scenic, crop dusting, power line inspection.

Sam asked if our airplanes are instrument rated. The answer is yes but due to insurance restraints, IFR flying is prohibited in club planes. However, instrument training is done in club planes.

Rick demonstrated using E6B; he showed FAR/AIM and AFD books. iPad is ok for private pilot to rely on for charts and there are several apps available such as SkyChart at approx. \$20 and Foreflight at \$70/year, FAR apps for \$6-7/year. Question was asked regarding cost of flying across the country and Rick shared that his one-month trip to Oshkosh, CA, Grand Canyon cost approx. \$2000. He joked that his wife flew in a commercial airline to meet up with him and missed a whole day due to a flight delay. Next time she needs to take more reliable air travel!

Rick suggested that the club begin planning Saturday morning breakfast runs to Lewiston, Sanford, etc.

Meeting wrapped up with attendees introducing themselves and giving brief background.

Meeting adjourned 2050 hours.

Respectfully submitted,  
Kim Mayo