

K S Flying Club, Inc.

Spring Semi-Annual Meeting of Members

April 27, 2014

The spring semi-annual meeting of members of the K S Flying Club, Inc. was held on April 27, 2014 at club headquarters at KMHK. Members who were present are identified on the sign-in sheet maintained in the corporate records. The following business was transacted:

In the absence of President Ron Jones, Vice President Kevin Kirkland called the meeting to order at 19:40Z and presented the President's Report:

- In the absence of Secretary Michael Munson, he asked member David Fricke to take minutes.
- He thanked all the members for participating in the meeting and asked them to introduce themselves.
- Minutes of the October 13, 2013 meeting of members were read aloud by Vice President Kirkland. Vice President Kirkland moved and Don Peters seconded the motion to approve the minutes as presented. Motion carried unanimously.
- Vice President Kirkland read a note from President Jones. In it, President Jones thanked the Board of Directors and the members for their support during his presidency. He announced that he was naming the club as a beneficiary of his life insurance policy and urged other members to consider including the club in their estate plan.
- Vice President Kirkland announced that the Board of Directors was in the process of re-writing the club's By-Laws and that there would be substantial changes. This would be discussed later in the meeting. He urged the members to give thoughtful consideration to the changes.

Vice President Kirkland presented the Vice-President's Report:

- There have been very few new members join since the fall 2013 Wash-n-Wax. Three new members joined and three previous members re-joined. There is usually 14-20 new members who join between the fall and the spring meetings. Part of the problem is new members' lack of access to CFIs. There were five applications where the prospective member could not find a CFI. He explained that his procedure is to take the application but not approve the membership until the applicant finds a CFI.
- The club currently has 51 members.

Safety Officer Brian Cornell presented the Safety Officer's Report:

- He commented that he is a commercial pilot during the week but spends most weekends at KMHK. He has had some success locating CFIs at K-State Salina and would explore CFI options. CFII Josh Hay commented that Cameron Calvert is familiar with the club and is planning on instructing full time this summer.
- He explained the proper way to push aircraft into the hanger. He stressed that the focus should be on the tail of the aircraft, not the nose gear. Justin Reed commented that the lines on the ramp at 7MA's hanger must be ignored. They are not guide lines. It was stressed that when in doubt, a member should stop and physically look to make sure the wings and tail will clear. Don't be afraid to ask Gordon or his people for help.

- Each member has the obligation to know club rules and proper aircraft operations and follow them. Saying “I did not know” or “I did not understand” is unacceptable.
- Justin Reed commented that members should make sure the hangar doors are all the way open. It is possible that if an adjacent hangar door was opened, it could have slightly closed the door to a club hangar.
- For 7MA, aim the horizontal stabilizer toward the center of the “X” on the back wall of the hangar.
- If you rush to do something, you will forget something. Develop good habits and don’t rush.
- Bird strikes can happen at any time so be aware. Remember that birds generally dive down so if you find yourself in a bird strike situation, pitch up.
- On windy days, fuel with the nose pointed into the wind. Always do your run-up and park into the wind. This puts less stress on the airframe and prevents the wind from forcing the doors open and springing them. Exercise proper aileron control to account for the wind.
- Be courteous to other members and clean the windscreen after each flight, remove trash from the aircraft, buckle seatbelts and if you flew cross-country and used oil, put a new quart of oil in the storage tub in the aircraft. Leave the aircraft better than you found it.
- Check the aircraft after flying it.
- Remember to fly safely and be courteous and cautious.

Treasurer Justin Reed presented the Treasurer’s Report:

- Income statement and balance sheets were distributed to members and reviewed. Current cash on hand amounts to \$115,069. The engine fund (\$54,618), emergency fund (\$10,000), self-insurance fund (\$8,327), paint and interior fund (\$7,762), and members with account credits (\$57,110) equal required reserves of \$137,818. There is thus a balance sheet deficit of almost \$17,000.
- Vice President Kirkland commented that the way to reduce the deficit is to have accident-free hours.
- Aircraft hourly usage was reviewed. There has been a downward trend in usage the last 18 months.
- The bird strike repair on 63H would have cost \$5,000, but Gordon was able to patch it for \$1,100.
- The repair on 10H came in about \$3,000 less than budgeted.

The following Old Business was discussed:

- There has been no discussion of ADS-B since the last members’ meeting. The current club financial condition prohibits pursuing this at this time.
- Josh Hay commented that it is too late to plan a Fly-In for 2014. Safety Officer Cornell commented that he had some ideas for a 2014 Fly-In. Josh and Brian commented that they will have more information at the fall 2014 meeting. Vice President Kirkland commented that the members should form a committee at the fall meeting. It was commented that Junction City is having a Bi-Plane Fly-IN this summer and any member wanting to help should contact the Junction City EAA Chapter.

- Flight Scheduling Software. The club has tested Schedule Master Pro (“SMP”). Treasurer Reed asked for comments from members. The SMP version is similar to the current program. It has a nice i-Phone App but no Android App. With SMP, you print out a log-in sheet to check-in. When your flight is over, you input flight hour data and can pay for your flight right there. Schedule Master has very poor customer service. Flight Schedule Pro (“FSP”) is another option. Treasurer Reed commented that his experience with FSP has been positive and that they have excellent customer service. It was agreed that the club should migrate to one of the Pros to make the billing process easier. The cost difference between the two is minimal. The Pros do put more of the workload on the pilot. The club needs a Plan B if the computer is down and the pilot is unable to check-in. **Following discussion, Don Peters moved and Alex Augustyniewicz seconded the motion to switch to FSP. Motion carried unanimously.** Treasurer Reed instructed members to continue to use Schedule Master until FSP is up and running. Schedule any flights after that date on FSP. More information on the switch and dates will be sent to members. He also told members that their medical and annual/bi-annual checkout dates must be input into FSP or you will be unable to schedule aircraft.
- Treasurer Reed reminded members how to properly fill out current flight sheets. Write legibly. Don’t use a felt tip because the carbon sheet won’t work. Don’t leave the white copy in the book; take it with you or throw it away. Your sheet must have Hobbs and Tach start and end times.

The following New Business was transacted:

- Changes to By-Laws and Constitution.
  - Vice President Kirkland informed members that the Board of Directors has made proposed changes and modifications to the club’s By-Laws and Constitution.
  - It was announced that they would not be presented for a vote at this meeting in order to give members a chance to read and carefully consider them. Members must read and understand them. If a member does not understand, that member must raise a question.
  - Byron Jones commented:
    - The board did a great job in rewriting the By-Laws; they are very professional.
    - Members were reminded that this is their club and the board serves at the pleasure of the members.
    - Members must read and understand the By-Laws.
    - The ability of the board to amend the By-Laws without member approval concerns him.
    - The board is given authority to charge members for damage to aircraft. A member’s liability is entirely in the board’s hands.
    - Currently, the Club Handbook is informational. These changes make the Handbook the law of the club.
  - Vice President Kirkland commented that the Handbook should address topics that are fluid and change often.
  - Vice President Kirkland commented that if members have suggestions for changes to the By-Laws, they should provide them to the President.

- Vice President Kirkland commented that members must not have the attitude that, “if I damage the aircraft, the club has insurance.” Members should have the attitude that they have personal responsibility and liability. He asked if the member’s liability should be limited.
- Treasurer Reed commented that there is a big difference between a bird strike and clipping a wing while returning the airplane to the hanger. If you are doing something in a club aircraft that breaches the club’s By-Laws or insurance policy requirements, there is no insurance.
- Vice President Kirkland commented that the By-Laws change the election of all officers to the spring meeting and the board would discuss this further.
- Vice President Kirkland commented that members should send out their suggestions to the entire membership via Schedule Master. The board will consider comments, make changes and re-submit to the membership.
- There was discussion about making an immediate change to the By-Laws as it relates to the election of the Vice President. Currently the President, Vice President and Secretary are elected at the spring membership meeting and the Treasurer and Safety Officer are elected at the fall meeting. The board recommends that for ease of transition and continuity, that the Vice President should be elected at the fall meeting. **Following discussion, Justin Reed moved and Byron Jones seconded the motion. Motion carried unanimously.**
- There was discussion regarding the legal name of the club. The legal name of the club is “K S Flying Club, Inc.” with no periods after the “K” and “S”. The Constitution and By-Laws refer to “K.S. Flying Club, Inc.” **Following discussion, Byron Jones moved and Josh Hay seconded the motion to amend the By-Laws to reflect the correct legal name of the corporation. Motion carried unanimously.**
- There was discussion regarding the club’s billing cycle. Treasurer Reed suggested that to make billing simpler, the By-Laws should be amended to adopt a month to month billing cycle. To accomplish this, he recommended that any reference to “21<sup>st</sup>” in the By-Laws be changed to “1<sup>st</sup>.” **Following discussion, Garth Thompson moved and Josh Hay seconded the motion to change any reference to “21<sup>st</sup>” to instead read “1<sup>st</sup>.” Motion carried unanimously.**
- It was recommended that all of the approved changes to the By-Laws not take effect until the meeting adjourns. **Following discussion, Kevin Kirkland moved and Josh Hay seconded the motion to postpone the effectiveness of the changes to the By-Laws until after the adjournment of the meeting. Motion carried unanimously.**
- The members engaged in a discussion of the future of 32524. Usage, insurance, repair costs and alternatives were discussed. Josh Hay commented that the Arrow should be kept as long as possible for members wanting to get their Commercial or CFI ratings.
- A member asked if the club had ever considered acquiring a Light Sport Aircraft. Josh Hay commented that an LSA will cost approximately \$150,000. Vice President Kirkland commented that if members have ideas for replacement aircraft, they should present them to any board member.

Election of Officers:

- Vice President Kirkland asked if there were any members willing to serve and President for the ensuing year. David Fricke indicated that he would be willing to serve. **Following discussion, Garth Thompson moved and Byron Jones seconded the motion to close nominations and elect David Fricke as President for the ensuing year. Motion carried unanimously.**
- Vice President Kirkland announced that he would be willing to continue to serve as Vice President until the fall membership meeting. **Following discussion, Byron Jones moved and Garth Thompson seconded the motion to close nominations and re-elect Kevin Kirkland as Vice President until the fall membership meeting. Motion carried unanimously.**
- David Fricke announced that Michael Munson agreed to serve another year as Secretary. **Following discussion, Byron Jones moved and Josh Hay seconded the motion to close nominations and re-elect Michael Munson as Secretary for the ensuing year. Motion carried unanimously.**

Adjournment. Vice President Kirkland asked the members if there was any other business to attend to. **Hearing none, Garth Thompson moved and Byron Jones seconded the motion to adjourn. Motion carried unanimously and the meeting was adjourned at 21:30Z.**

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David S. Fricke  
Acting Secretary