



PRNFC Membership & Safety Meeting

Oct 2023

Agenda

- Financial Situation (John Taylor)
- Other Business as Time Allows:
 - Flight Instruction (John Taylor)
 - Operations (Jordan Loy)
 - Ops Presentation
 - Maintenance (Amanda McHugh)
 - Member Financial Info (Alex Dulude)
 - Secretary (Dave Kirk)
 - V.P. – Club Finances & Flight Hours (John Taylor)
 - President (John Taylor)
 - Manager (Amanda McHugh)

Financial Situation

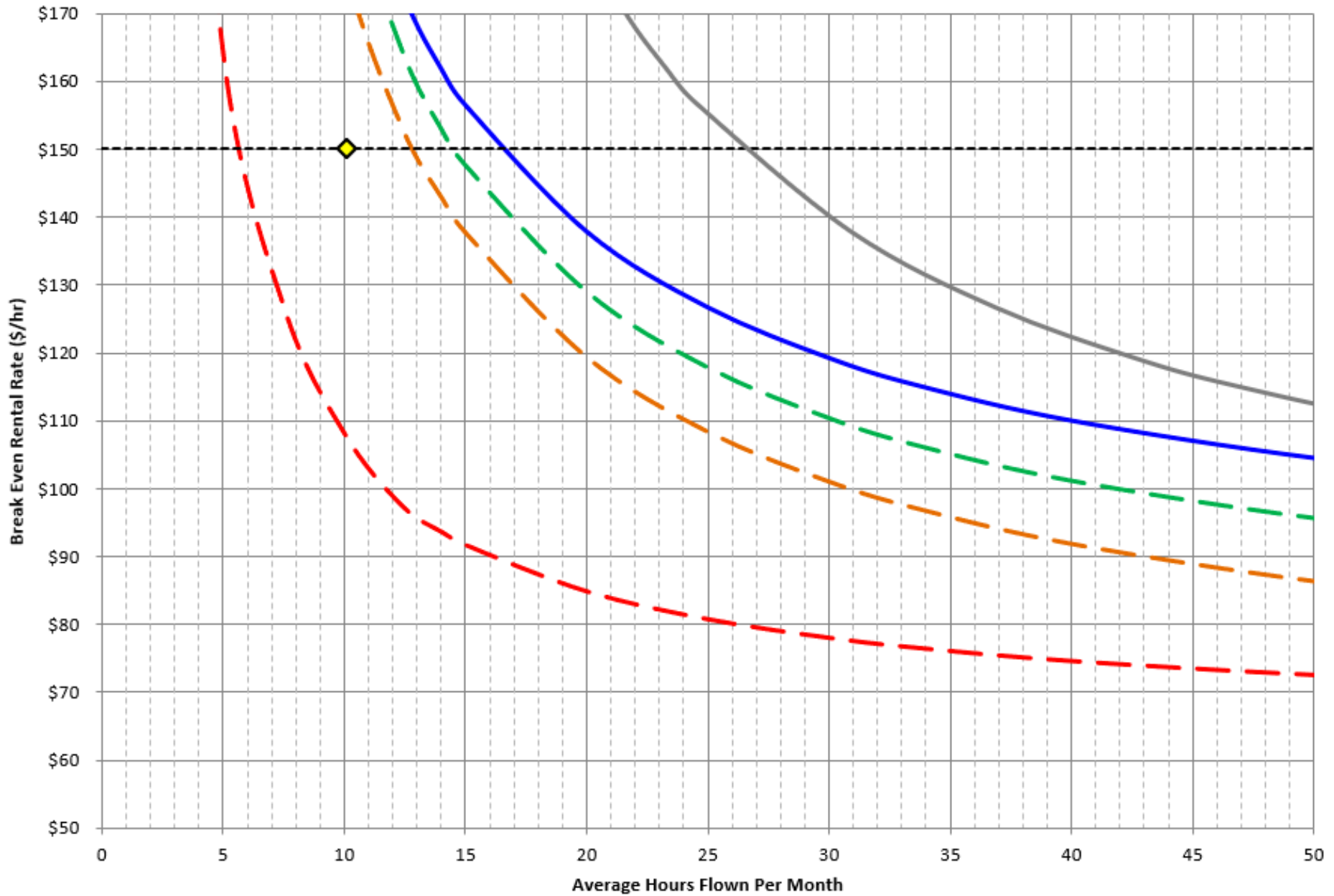
- ▶ We need money – Why?:
 - We haven't been correctly tracking money that we are authorized to expend. We have approximately \$10,000 in obligations:
 - Dues previously collected for future months
 - Money paid by the Triton Program that will likely never be used.
 - The cost of the Arrow's Annual Inspection will likely be around \$8,000.
 - Tom Jackson will no longer be able to work on Club airplanes on Atkinson premises. Thus, our maintenance labor rate will go from \$20/hour to approximately \$120/hour.

Financial Situation

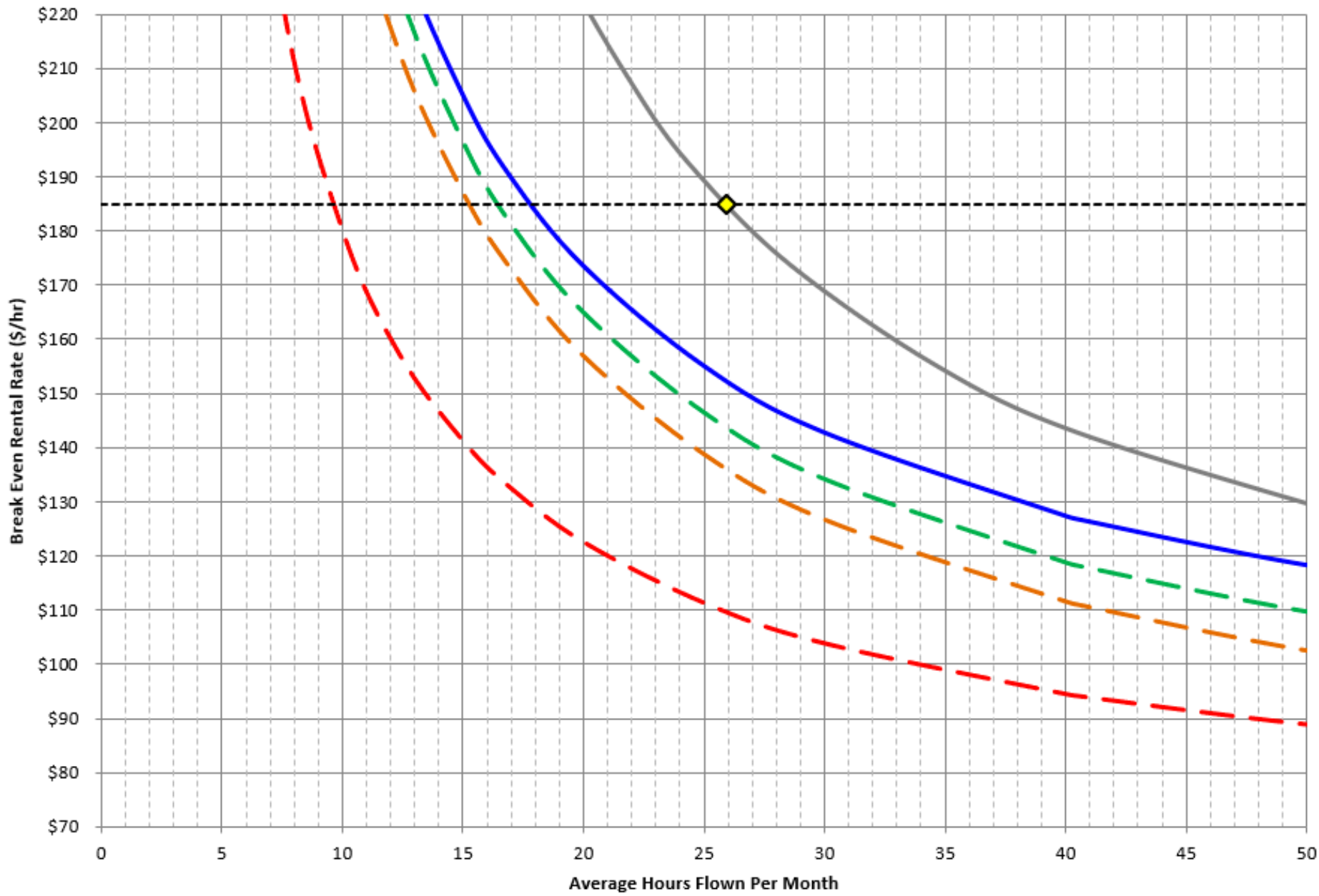
▶ What we have

- Approximately \$10,000; we have been approved to spend \$9,000 of that.
- \$10,000+ held in reserve to shut down operations.
 - As an organization working on non-appropriated funds, no DoD money can be spent to help us, or shut us down.
- The Arrow can be sold. It is worth about \$60,000.
- The Arrow and T-41, after annual inspection, can generate revenue.
- Perhaps some miscellaneous parts (low value)
- The goodwill of our membership :-)

T-41C Mescalero



P28R-200 Arrow



Proposed Rate Increases

- ▶ Dues (these have not increased since before 2015)
 - \$550/year, or
 - \$50/month
- ▶ PA-28R-200 Arrow
 - \$185/hour (\$20/hour increase)
- ▶ T-41C Skyhawk
 - \$170/hour (\$40/hour increase)

A little more than half of this increase is due to the increased cost of maintenance.

Paying the Bills

▶ Near-term Expenses

- \$6,000(ish) for Arrow Annual Inspection
- \$2,000 for Arrow fuel lines and alternator
- \$3,000 for T-41 Annual Inspection
- \$1,500 for 2 1/2 months of monthly losses that we have been experiencing, on average.
- \$1,000 for other random expenses like Jeppesen subscriptions
- \$13,500 Total

▶ Cash on Hand

- \$9,000
- $\$13,500 - \$9,000 = \$4,500$ we need to raise

Raising Money

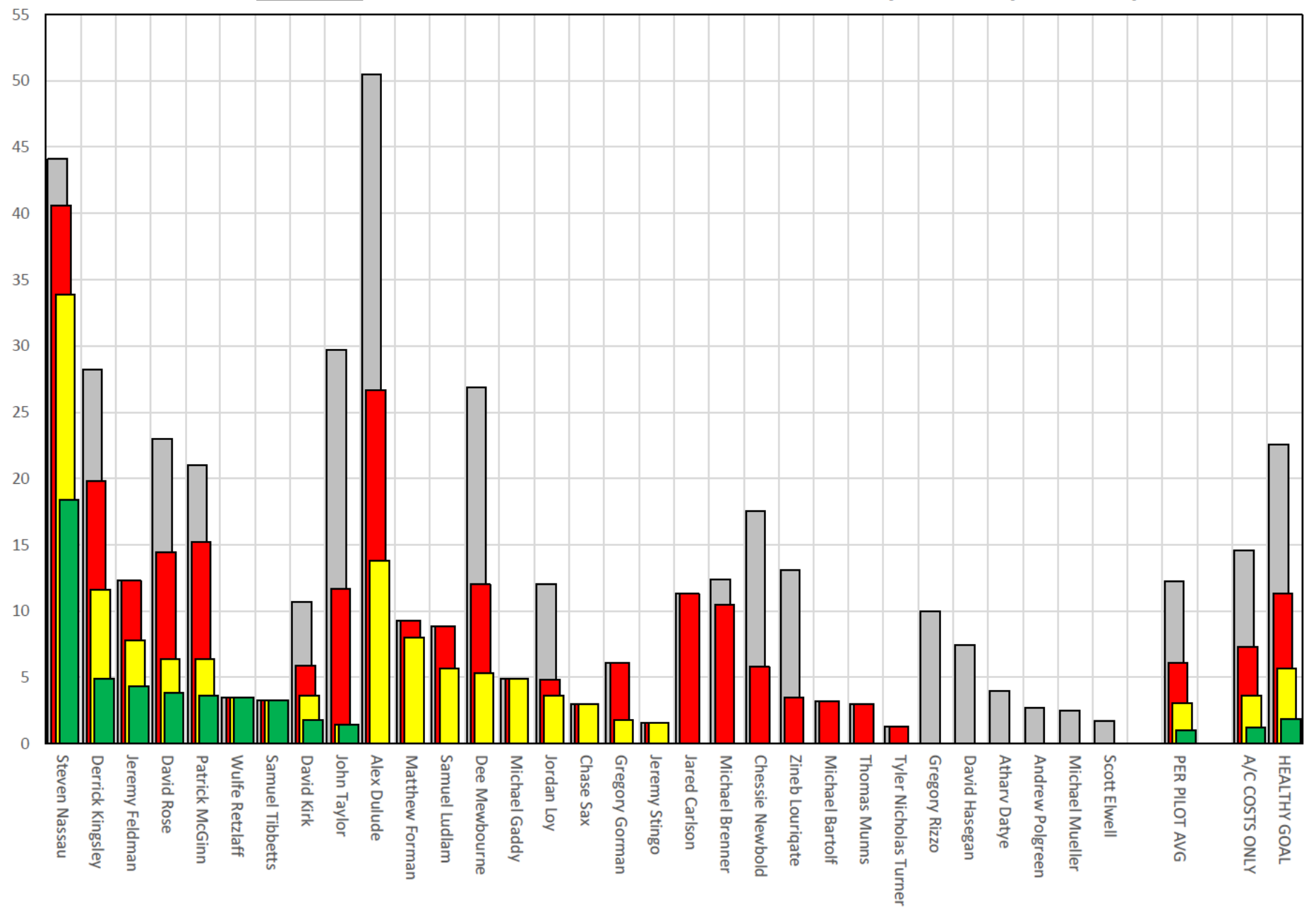
▶ Donations

- Completely voluntary
- Approved by the CO to conduct a fund-raising event
- How do we achieve our target of \$4,500 somewhat equitably?
- For the average Club member that has been flying, here's a suggestion:
 - Ask older members (> 1 year?) to pay more (\$200?) than newer members.
 - Approximately 8, older flying members and 16, newer flying members. See the following slide.
 - $8(x+200) + 16x = 4500$
 - $x \approx \$120$
 - $x+200 = \$320$

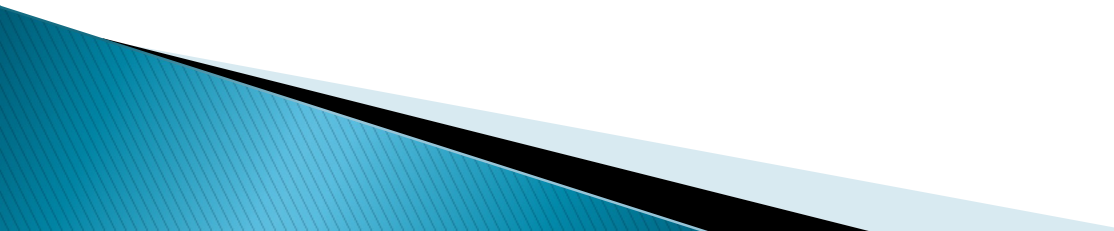
Raising Money (cont.)

- ▶ Donations – How would it work?
 - Contemplate what the Club means to you and what you can afford. I will donate at least \$640.
 - Donation period will end on 15 Dec 2023, which is our Holiday Party.
 - We would like to hear from all Club Members (RSVP) about your donation amount—again, it could be \$0.
 - On 15 Dec, we will count up the donation checks.
 - If $> \$4,500$, we cash the checks and business as usual.
 - If $< \$4,500$, we return the checks and decide to either:
 - Sell the Arrow and operate with the just the T-41.
 - Close
 - Sell the Arrow and flyoff the money
 - Transfer the Arrow to another Club
 - Etc.

Total REVENUE flight time in the past 12-months 180-days 90-days 30-days



Raising Money (cont. 2)

- ▶ Sell or Auction Odds and Ends
 - Older instruments
 - Shop supplies
 - Items that were purchased by the Club
 - Washers, gaskets, bolts, etc.
 - ▶ Questions?
 - ▶ Suggestions?
- 

Flight Instruction

- ▶ New airplane checkouts?
- ▶ Private Pilot Ground School – On hold for insufficient students

Ops Notes

- ▶ Airfield construction and repair continues—check the NOTAMs.
- ▶ Flight Plan submission to transition to NAS Norfolk maybe in October.
 - For now, just tell Clearance Delivery: Type Aircraft, Altitude, Destination, and Time Enroute(?) to get VFR squawk and flight following.
- ▶ BASH Yellow for deer activity
- ▶ PAR replacement upgrade coming soon.
- ▶ Taxiway A Shutdown Apr – Nov 2024
- ▶ Be aware that the E-6B will be parked on the transient ramp. VQ-4 Ramp ECD September 2023(?)
- ▶ Rwy 6/24 Approach lights – est. completion 2025

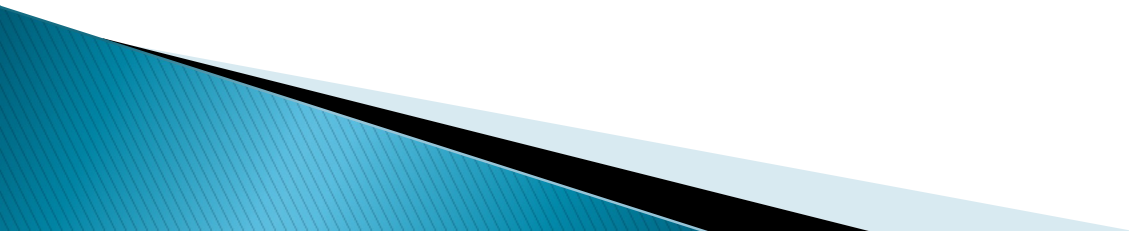
Maintenance

- PA-28R Arrow
 - Down for 100 Hour Inspection
- T-41C Skyhawk
 - Down(ish) for 100 Hour Inspection

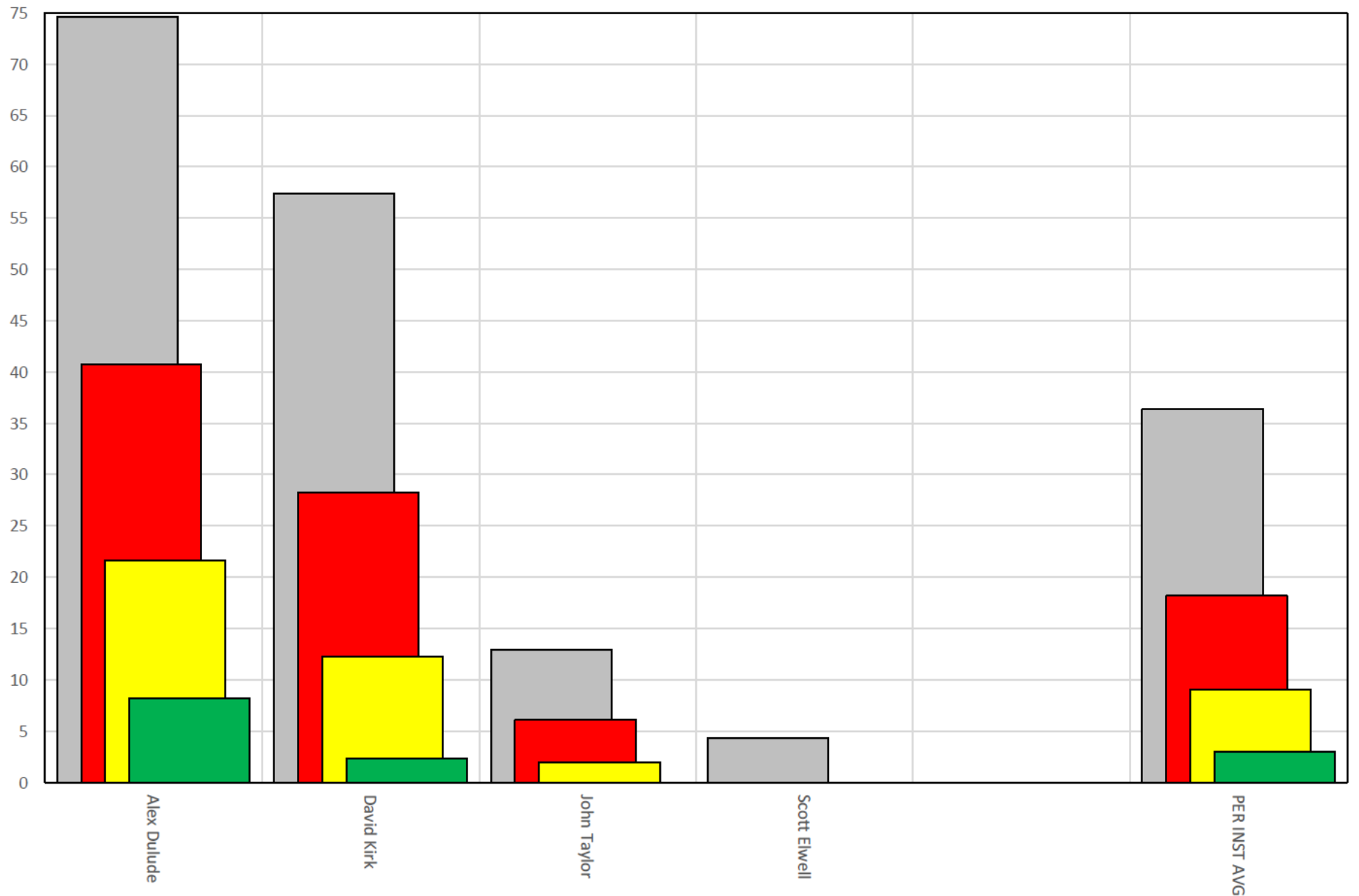
Financial Secretary

- Membership
- Dues

Vice President

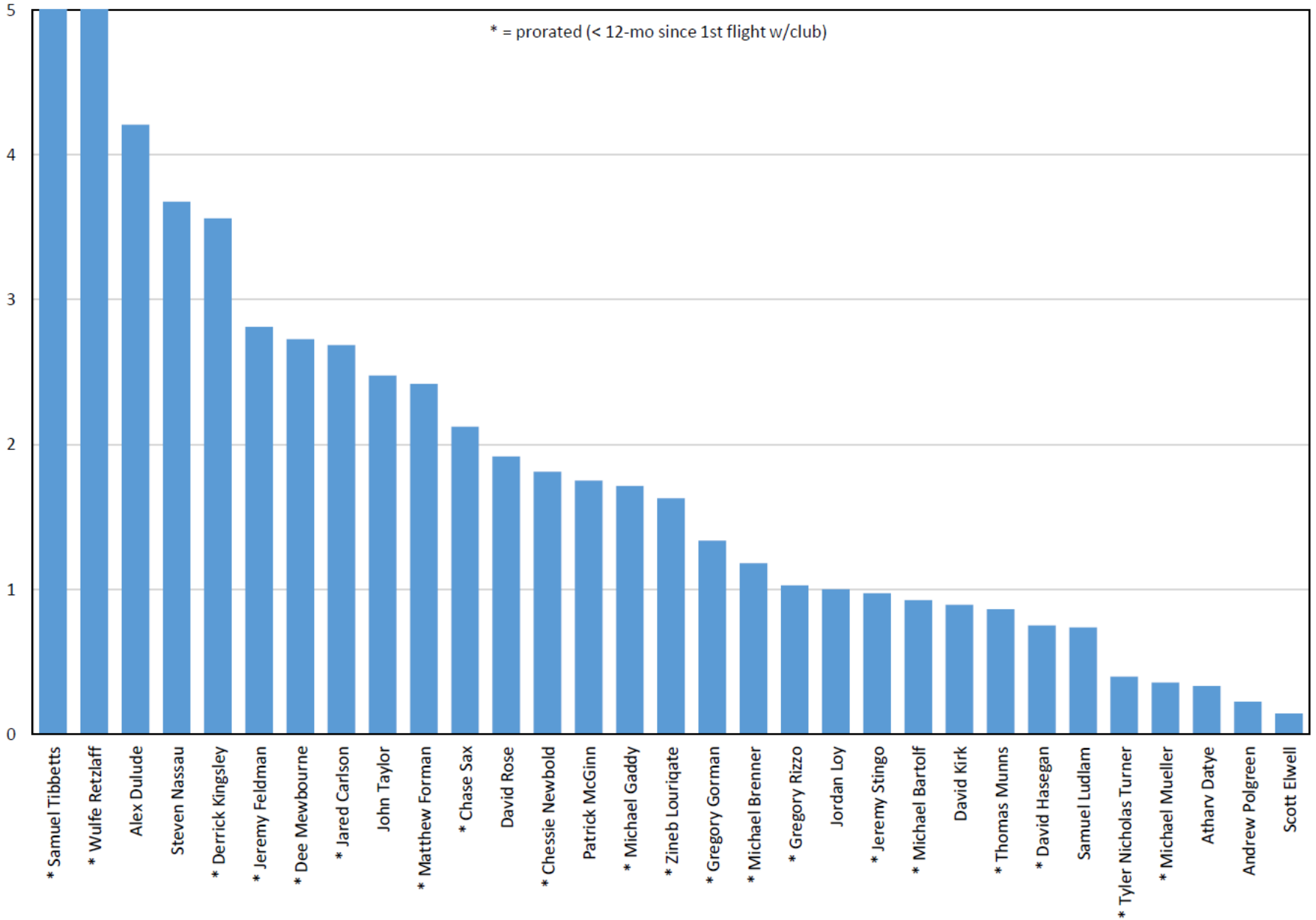


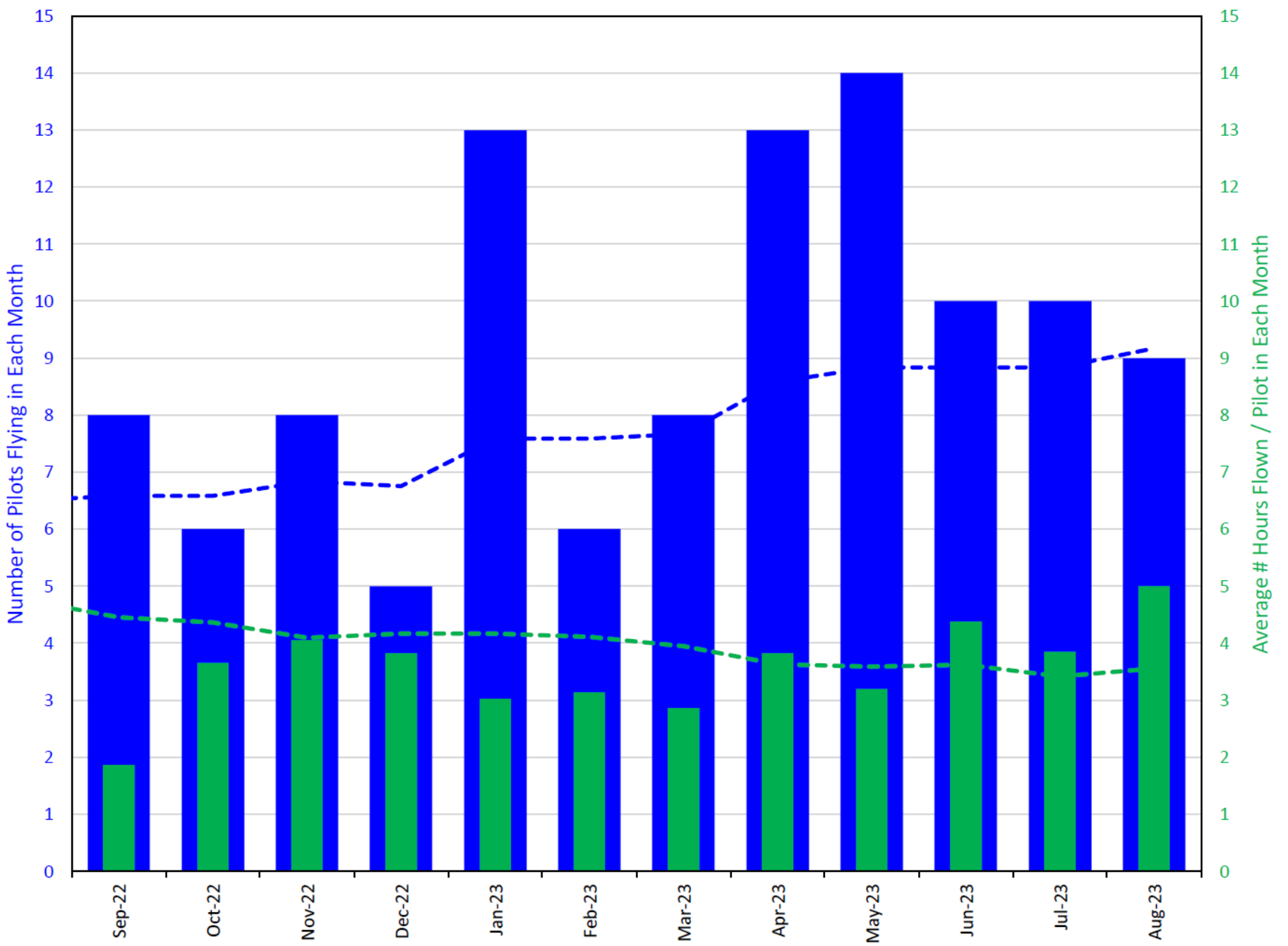
Total instructor flight time in the past 12-months 180-days 90-days 30-days



Average Revenue Flight Hours per Month (past 12-mo)

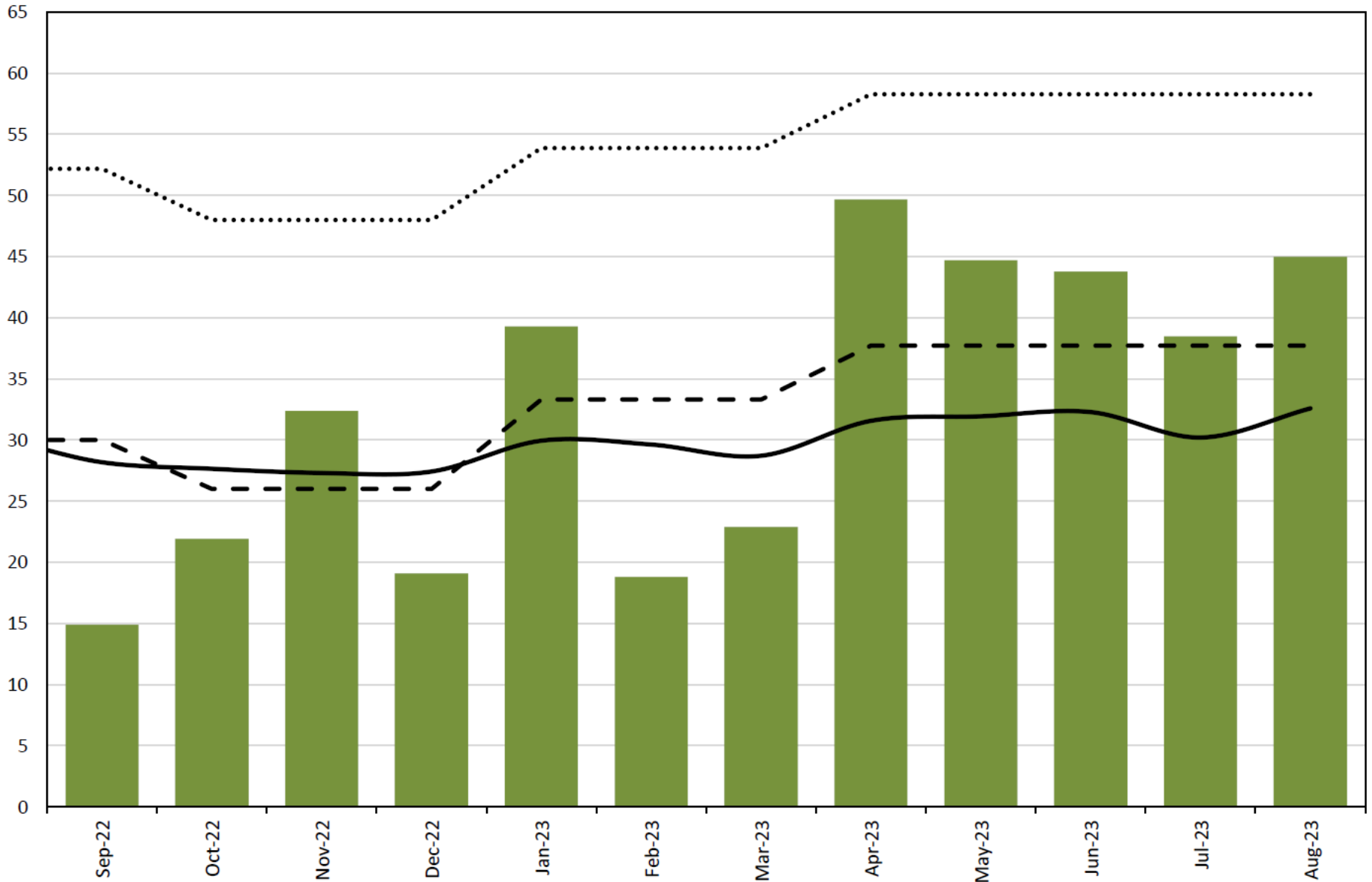
* = prorated (< 12-mo since 1st flight w/club)





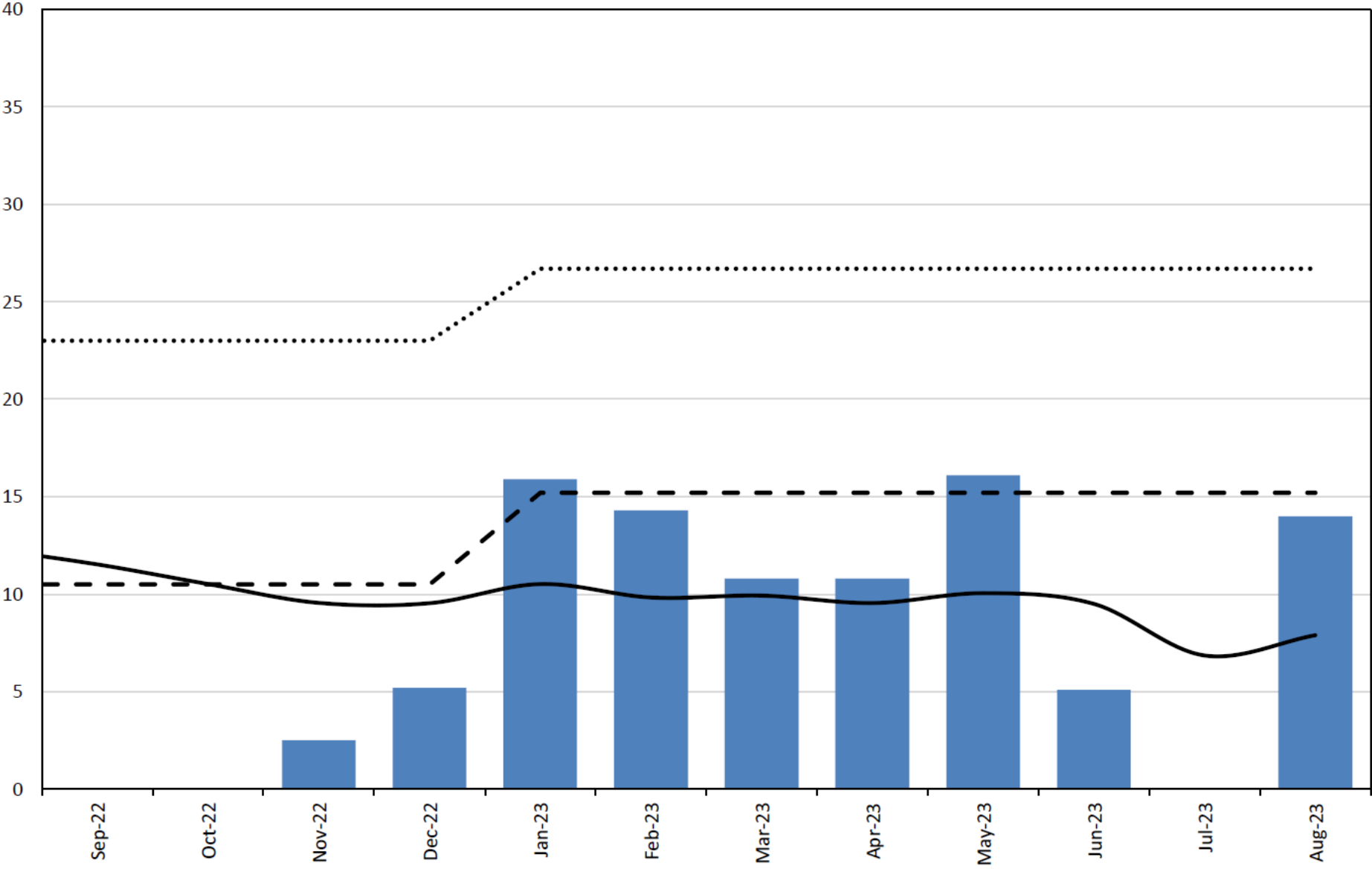
Flight Hrs/Mo (all A/C)

— 12-mo Moving Avg - - Break Even (Flt Ops) Break Even (+\$3K)



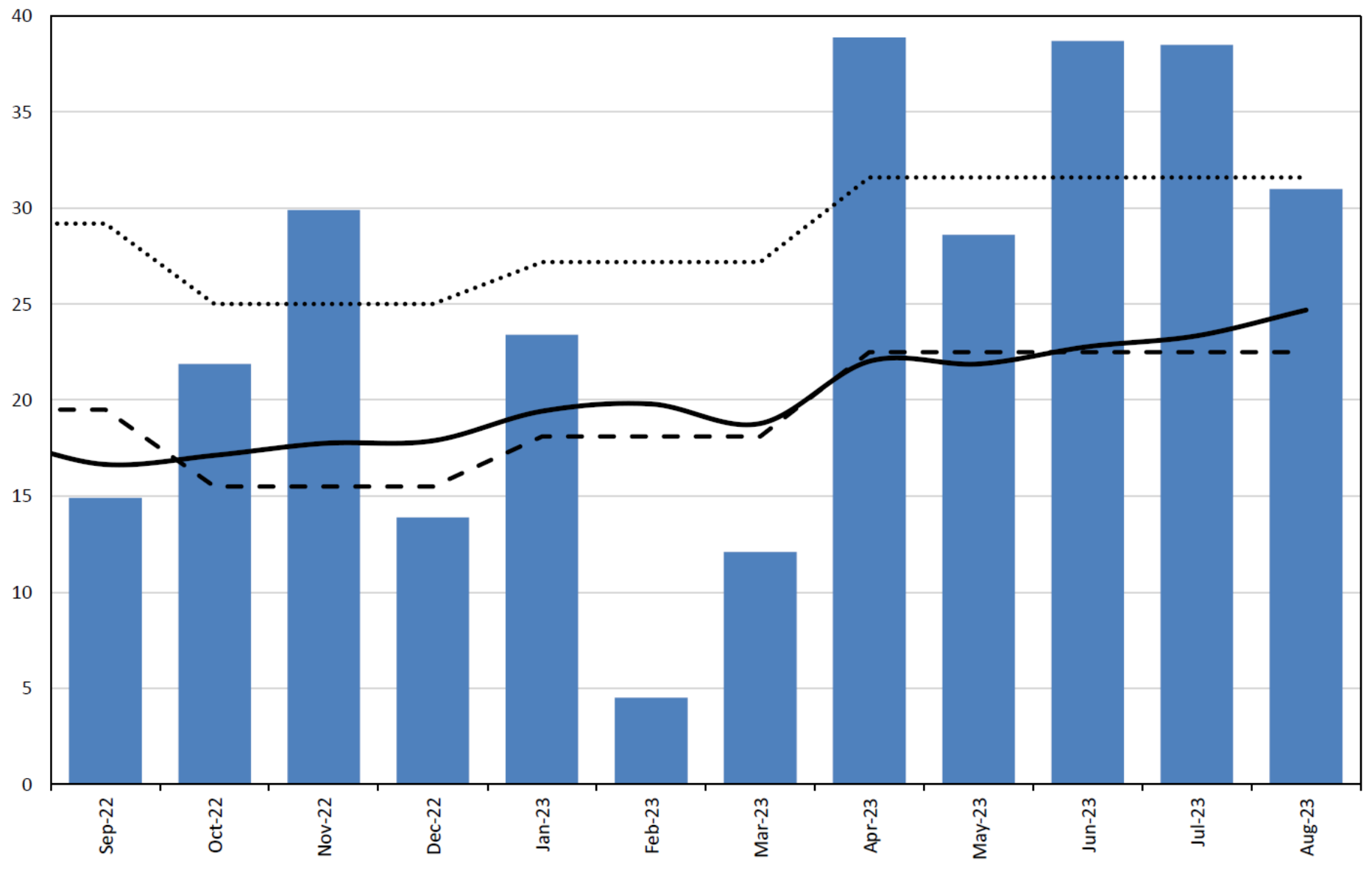
Flight Hrs/Mo (T-41C)

— 12-mo Moving Avg - - Break Even (Flt Ops) Break Even (+\$3K)



Flight Hrs/Mo (PA28R-200)

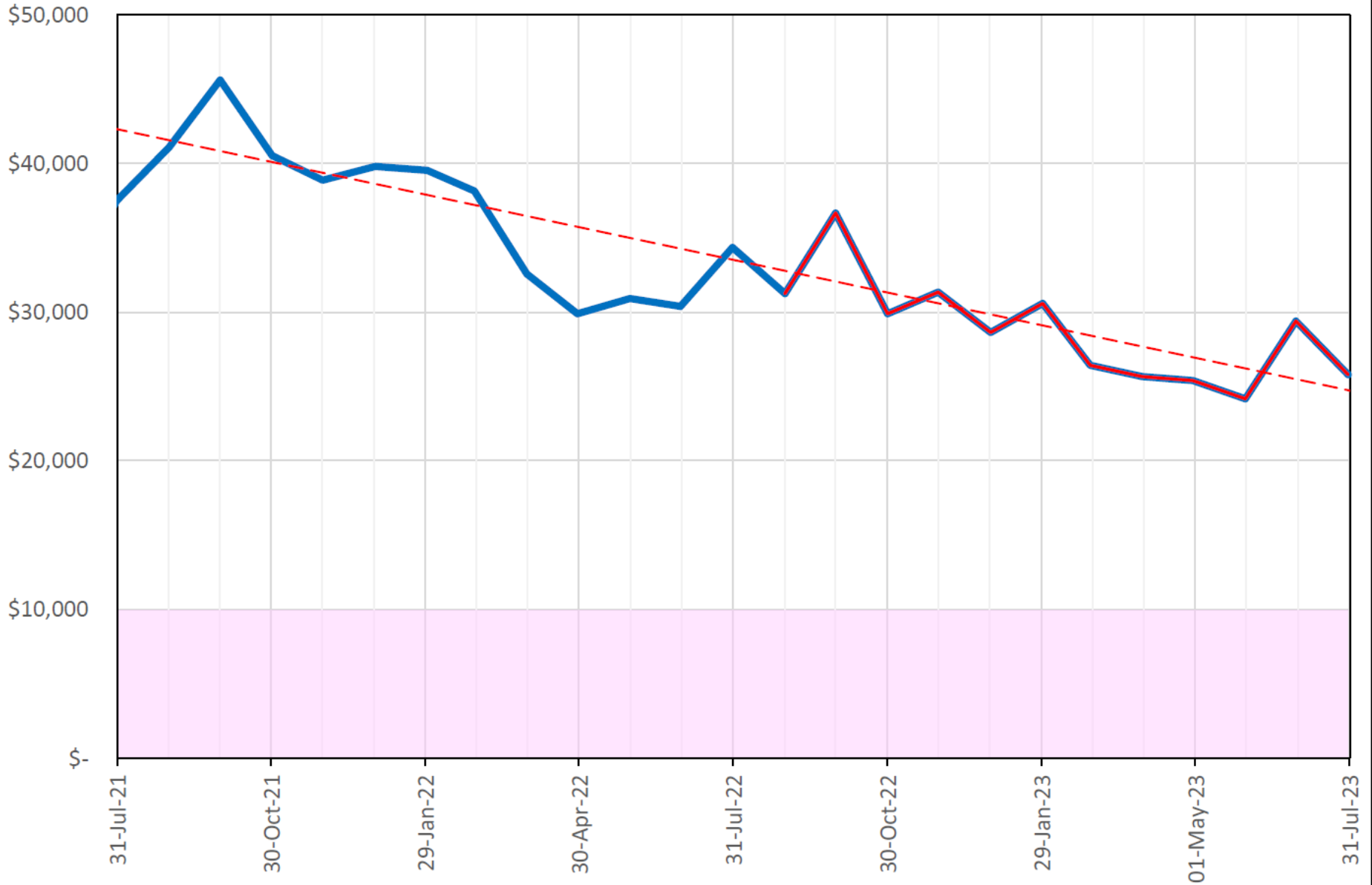
— 12-mo Moving Avg - - Break Even (Flt Ops) Break Even (+\$3K)



PRNFC Account Balance

(dashed red line = linear trend of operational revenue for past 12 months)

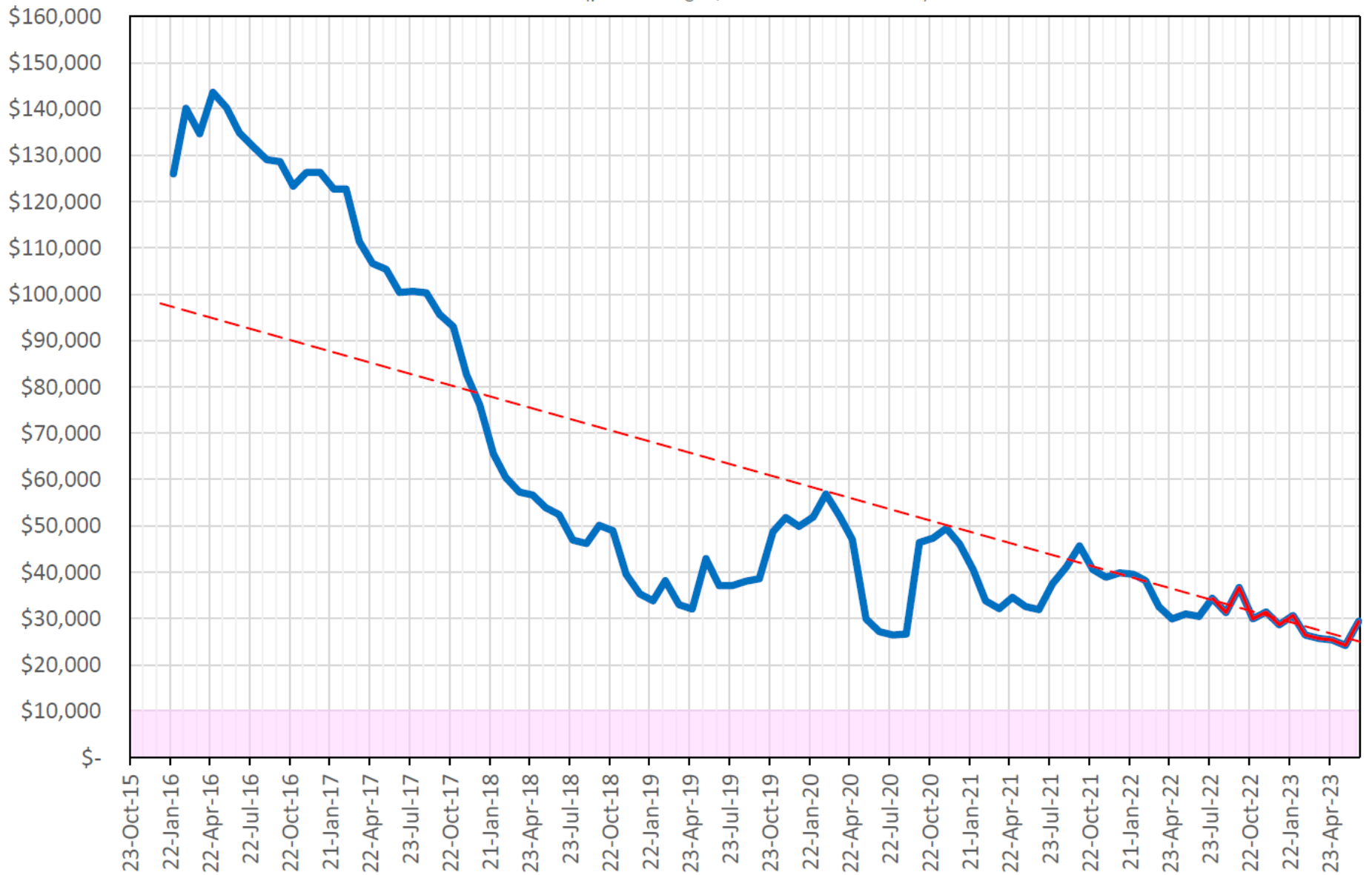
(pink shading = \$10K "shut down" metric)



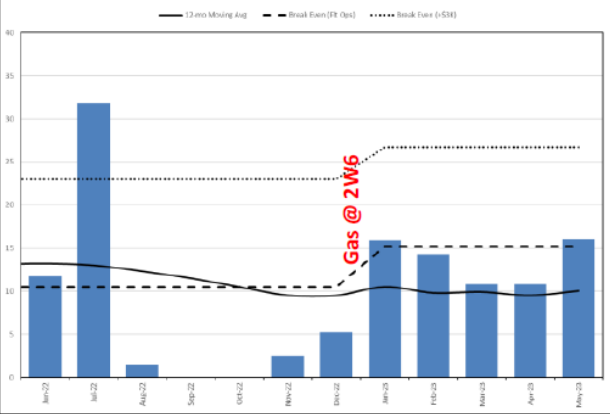
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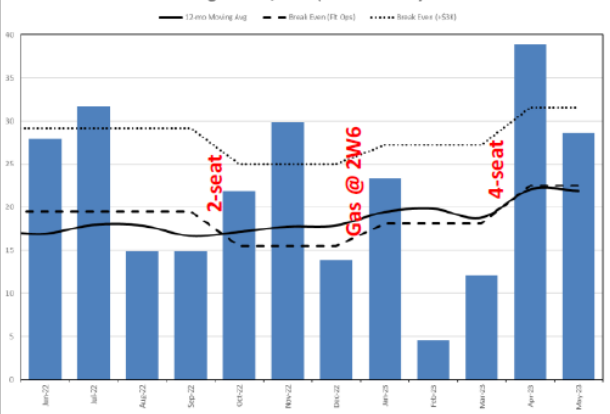


Flight Hrs/Mo (T-41C)



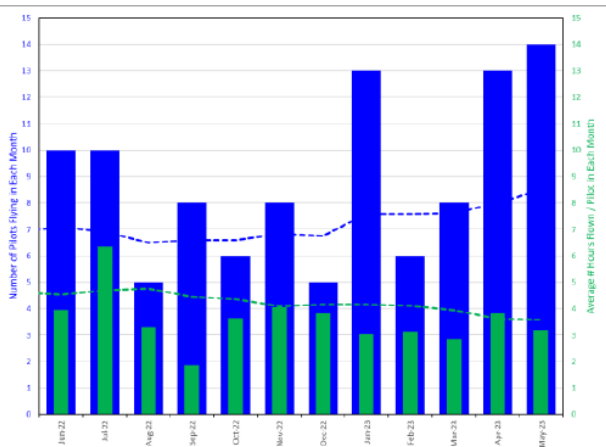
- T-41 needs to average 15.2 hrs/mo to break even.
 - For the past year it has averaged 10.1 hrs/mo.

Flight Hrs/Mo (PA28R-200)



- Arrow needs to average 18.1 hrs/mo (2-seat insurance) and 22.5 hrs/mo (4-seat insurance) to break even.
 - For the past year it has averaged 21.9 hrs/mo.

- In total, we need to average 33.3-37.7 hrs/mo to break even.
 - For the past year we've averaged 32.6 hrs/mo.



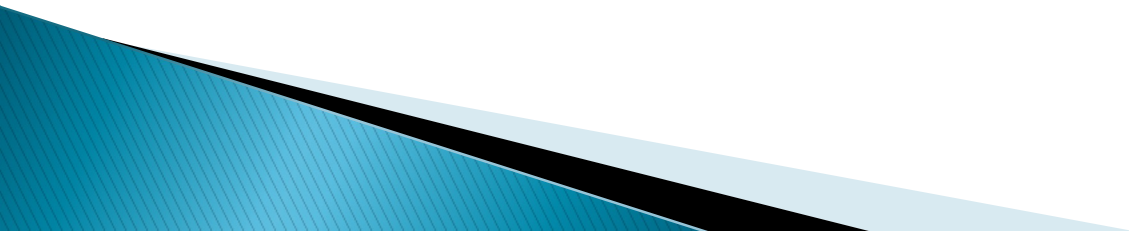
- For the past year an average of ~8 pilots fly ~4 hrs/mo.

- 8 pilots need to average 4.2-4.7 hrs/mo.
- 12 pilots need to average 2.8-3.1 hrs/mo.
- 16 pilots need to average 2.1-2.4 hrs/mo.
- 20 pilots need to average 1.7-1.9 hrs/mo.
- 24 pilots need to average 1.4-1.6 hrs/mo.

Pres

- We still need a Maintenance Officer!

Manager



Questions?

