

## **South Mountain Flying Club**

### **General Information:**

The official name of our club is the South Mountain Flying Club, Inc (SMFC). SMFC was formed in the late 1980s and is incorporated in the State of Massachusetts. The club by-laws limit total membership to fifteen and each member must have at least a Private Pilot SEL license, a current medical, and meet FAA currency requirements. We do have a clause allowing one student pilot as a member with several restrictions. The addition of a student pilot as a member would require a majority vote by the club membership in favor. To the best of my knowledge, SMFC has never had a student pilot as an active member. Prospective members are required to fill out an application and are then voted on by the club officers. New members join by purchasing the membership of an existing member. The financial arrangements are usually set up between the buyer and the seller. In rare instances, the club has sold shares that have been surrendered or were forfeited due to non-payment. After approval by the club officers, our insurance requires new members to complete a flight review in the club aircraft with a CFI certifying that training has been completed.

### **Monthly dues and hourly flight costs:**

Each member is assessed a monthly fee of \$60 for dues. Dues are used to cover fixed costs such as insurance, hangar rent, State registration, corporation fees, software subscriptions, and inspections (the annual & pitot-static/transponder). SMFC also bills by the hour for operating the aircraft. The hourly rate is set at \$120.00 (Tach) based on a fuel price of \$5.90/gal (Jan. 2023). The hourly usage fees pay for variable costs such as fuel, oil changes, oil consumption, unscheduled maintenance events, and engine reserves. Club members are billed on a monthly basis. Member billing statements are usually sent out in the first week of each month with payment due by the end of that month. Payment can be mailed (check) or sent electronically via Venmo. The hourly rate is a wet cost, meaning- fuel is included. Upon returning the aircraft to Pittsfield (KPSF), the local airport FBO (Lyon Aviation) performs refueling. Lyon Aviation bills the club directly on a monthly basis for fuel purchased, hangar rent, and any maintenance performed on our aircraft. If a member elects to buy fuel elsewhere, that purchase will be credited to him/her on the following month's statement. Landing or parking fees, handling charges, etc., are not reimbursed by the club. Flight time billing is based on Tach and not Hobbs time. If the engine is operated at 2200-2300 RPM, tach time may equate to 15-20% less than actual hobbs time. As an example- a flight time of 1.0 hours (hobbs) will likely equal 0.8 hours (tach) time- thus reducing the cost to the club member.

### **Insurance:**

The club aircraft is insured through Avemco Insurance with \$1,000,000 liability coverage for property and \$100,000 per person for injury. In addition, we carry aircraft hull coverage of \$75,000 and \$5000.00 per occupant for medical expenses as a result of an accident. We do not require club members to carry their own supplemental insurance.

**Club Aircraft: 1973 Cessna 172M Skyhawk.**

SMFC has one aircraft at this time. The club's C-172M is a four-place aircraft with an empty weight of approximately 1495 lbs. and a maximum takeoff weight of 2300 lbs. Total useful load is therefore 805 lbs. Cruise speeds average 105-110 knots at 9.3 gallons fuel consumed per tach hour. At reduced power settings (65%), the aircraft is capable of 5.5 hours endurance with the tanks filled. The aircraft is kept stored in a T-Hangar at the Pittsfield Municipal Airport (KPSF). Total time on the airframe is 8820 since new (as of 01/05/2023). A Penn Yan overhauled engine (Model 0-320-E2d, 150HP) was installed on 10/13/2006. The engine has approximately 1345 hours tach time since overhaul. The recommended TBO is 2000 hours and we are setting aside funds for the next engine overhaul.

**Total Hours at installation of new engine:**

Tach: 7475.2

Hobbs: 1088.0

**Total Hours as of 01/05/2023:**

Tach: 8820

Hobbs: 2793.6

**Utilization Rate:**

The club has put 1345 hours on the engine & airframe over the last 16 years. This breaks down to a utilization rate of 84.0 hours per year.

**Damage history:**

An accident occurred on 6/21/2011 at the North Adams Airport (KAQW). One of our members struck a light pole with the outer right wing while taxiing to park the aircraft. Subsequently, a new wing was installed. All repairs were completed by 8/17/2011. The aircraft was repainted in March of 2012. On June 7th, 2022, the left aileron received light damage as the aircraft was being pushed back into the club hangar. Rather than re-skin and repaint the old aileron, we chose to install a new overhauled aileron. The new component was installed on July 7th, 2022.

**Maintenance:**

SMFC has had the annual inspection and oil changes performed at either Berkshire Aviation Enterprise, Great Barrington (KGBR) or Lyon Aviation (KPSF) for many years. The club has also utilized Turbo-Prop East Inc. at North Adams (KAQW) for maintenance in the past. The maintenance staff have stated that the engine oil analysis has remained clean at each servicing. The engine is maintaining excellent compression (78-80 lbs. per cylinder) and is aging well. As of 2020, oil changes are now conducted at 50-hour intervals per maintenance recommendations. Previously, the engine oil servicing was performed at 25-hour intervals. The aircraft was last weighed on December 6, 2016. A pitot-static & transponder check was last performed on April 25th, 2022. The annual inspection was completed on Nov 15, 2022.

**Equipment:**

The plane is certified and current for IFR flight but is not RNAV capable. It has dual Narco Nav/Comms with VOR and Glideslope. It has a King DME and we also have an ADF installed but it is inoperative. The left side yoke has a push to talk

button. In addition, we have a four-place intercom with headset jacks installed at each seat position. This C-172M is equipped with the optional long-range fuel tanks and total capacity is 52 gallons- with 48 gallons useable. To meet the 2020 FAA mandate for ADS-B, an Appareo Stratus ESGi (ADS-B Out) Mode S Transponder was installed approximately 3 years ago. I use an app called Foreflight on my personal iPad and pair this wirelessly to the installed Stratus transponder. The Stratus unit receives ADS-B data and then transmits this to properly equipped devices (iPad, iPhone) with a paid Foreflight subscription. This set-up provides accurate inflight navigation, weather, and real-time traffic information. In addition, the Stratus ESGi can provide backup AHRS data to a compatible handheld device (iPad with a Foreflight subscription). Finally, the Lycoming engine is equipped with a Tanis preheating system for easier cold weather starts and reduced engine wear. We keep the Tanis system plugged in with the engine inlet covers installed during the winter months.

#### **Scheduling:**

SMFC utilizes an online scheduling tool called Whenyoufly to book the aircraft. Each club member receives a discreet username and password and may log in, view available dates and times, and schedule the aircraft. The availability of the aircraft is generally very good. We operate on a first come, first served basis but do ask that members send a courtesy email out to the club for trips of more than a few days duration.

#### **Club Meetings:**

SMFC holds periodic meetings which are every three months on average. As a result of the Covid pandemic our club meetings have been conducted via Zoom since March 2020. We are discussing the possibility of resuming in-person meetings.

#### **Future Upgrades:**

As previously noted, the aircraft has older and somewhat outdated avionics. Our club voted (Aug-Sept 2022) to approve an extensive avionics upgrade. Lyon Aviation at KPSF will be installing all new Garmin equipment. This will include a new audio control panel, a new panel mounted, IFR GPS (GNC 355), new EFIS flight instruments (a G5 attitude indicator and an HSI) and the elimination of both the vacuum system and ADF radio. All new wiring will be included with this installation. This project is scheduled to begin in August, 2023. All club members were billed for the half the amount due via an assessment on November 1st, 2022. I will be sending out another payment request (2nd assessment) in mid-summer for \$800.00 per member to cover the remainder due for this upgrade.

I'm certain that I have missed a few things. Please reach out to me with any additional questions you may have.

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