

Purdue Pilots Inc. meeting  
March 10, 2009. 7:00 PM. Physics 110  
Attendance list below. Please send corrections to Rick at [westerman@purdue.edu](mailto:westerman@purdue.edu)

Grayson Steding and Eric Biedermann have both passed their instrument checkrides.  
Congrats!

As a reminder, the Fly in is April 18<sup>th</sup>. We need volunteers for this event. Volunteer T-shirts are \$7.00. These are optional but we are encouraged to get them. Volunteers get in for free and get free food so the cost of the T-shirt is really a wash. There are two shifts. 0600 to 0900 and 0900 to 1200. At this time we are unclear what our club's role will be but it will probably be something simple like ticket sales.

As a side note, PPI still has 4 PPI shirts for sale: 2 white and 2 black. See Hannis if you are interested.

Treasurer's report. Working balance is \$4580.69. February hours were 75.7. Year to date total is 538.2 hours with the year starting in July. We need to fly more! As of March 6<sup>th</sup> both planes were free for the upcoming week.

Maintenance report. The Warrior ('862) had 50 hour inspection with indicator lights replaced. The engine in the Archer ('394) will probably be replaced next year instead of this year as originally planned. We are looking for 2100 to 2150 hours on it before replacement.

#### New plane ideas

The question was raised as to if a GPS should be put into '394 and then move some the '394 equipment to '862. The IFR/GPS would run about \$11K with all of the work being closer to \$15K to \$20K. There is a rumor that Purdue may be getting rid of their existing Warrior IIIs.. They may move to Cirrus aircraft. Their current fleet has GPS with about 4000-5000 hours and are very well maintained.. We have about 14000 hours on our Warrior and 10000 hours on our Archer. So purchasing one of Purdue's aircraft would be an upgrade. But then would we want the GPS on our Warrior and not on our Archer? Or just have two Warriors – but that causes problems in terms of load capacity. Would Purdue even be willing to sell us a single aircraft. The last time they sold their aircraft the planes went as one group to a single buyer. In any case Purdue probably won't be selling for a year so there is no immediate decision to be made.

People can donate to Purdue and make the gift available to PPI. This would give the donor a tax credit from Indiana as well as a itemization credit on their federal taxes. Maybe we should target fund raising for a new plane to our former members and our parents?

If need be we could borrow from Purdue. But it would be more preferable to sell one of our planes for, say, \$20K, and then apply our current funds to the new plane. We would get the most out of our Archer but then we would really like an Archer for Archer trade which is not possible with the Purdue deal. The Purdue fleet is from 2000 while our planes are from the '70s and '80s. Any Archer we could afford from a non-Purdue source would likely be expensive.

Chris Clifton presented a informative “We learned about flying from that”. Bottom line is to not rely on any one form of navigation except perhaps for your eyeballs.

After the normal meeting we had an officers meeting in order to discuss raising semester dues and the prospective aircraft purchase.

Mar 10, 2009 attendance roster. Let me know if you were there but did not sign the roster. The meeting was lightly attended. Perhaps because of the looming Spring Break.

Clifton, Chris  
Corner, Robert  
DeRosa, James  
Juliano, Thomas  
Leverenz, Larry  
McCrary, Ryan  
Lulich, Tyler  
Shumann, Peter  
Steding, Grayson  
Thompson, Hannis  
Walthall, Carolyn  
Westerman, Rick  
Zink, Bob