

Servant Air Ministries, Inc.
Board of Directors Meeting
February 8th, 2020

Officers Present: Mr. Sam Parsons, Mr. Dick Blondin, Dr. Bob Lehton, Mr. Tom Miller, Mr. Steve Miller, Mr. Daniel Mandracken and Mr. Ryan Roberts.

Officers Absent: Mr. Scott Langston, Mr. Kyle Dixon and Mr. Dan Vital.

Call to Order: Mr. Sam Parsons, President of Servant Air Ministries called the meeting to order at 7:33am.

Board of Directors: The Board of Directors will remain the same with no additions or resignations.

Review of the Minutes: The previous meeting minutes were accepted, with a minor change. The static display provided by Mr. Joe Hurston for the air show was coordinated by someone other than Mr. Sam Parsons. There was a motion to accept the minutes by Mr. Sam Parsons and seconded by Mr. Ryan Roberts on a majority vote.

Treasurers Report:

Mr. Bob Lehton presented the Treasurer report as of January 11th, 2020. The present balance is \$73,599.92. Mr. Mark Grainger still owes SAMI for previous utility costs before vacating the hanger. The report was accepted on a motion by Mr. Dan Mandracken, with a second from Mr. Dick Blondin; and passed with all in favor.

Airshow Report:

Mr. Dan Mandracken reported that Sanford aviation day was a complete success. There was much interest in Servant Air, with appreciation from the hosts.

The young eagles flight experienced an engine fire during start. Mr. Dick Blondin, the pilot, continued to crank the engine as per the POH. Children were evacuated, but in an untimely manner. Mr. Sam Parsons proposed to conduct an evacuation drill before the flight when children are being flown.

OLD BUSINESS:

The Beechcraft Sierra is now in the hanger, but is still disassembled. Mr. Mike Brady will perform the Annual Inspection in coordination with Sean's team during re-assembly. We hope to do this when the WOG Cessna 310 is here for its annual in March. The Sierra ADS-B and sales discussions is tabled until after the annual inspection.

The Piper Aztec is still in maintenance. PlaneExhaust came onsite to repair the right engine exhaust, but left due to a gasket not being on hand. When they sent us the gasket, we found the system could not be snugged tight (greater than an 1/8" gap remained). We proposed that PlaneExhaust return to complete their work at no cost except for any additional parts that are needed. This is tentatively scheduled for the week of Feb 10. Mike Brady believes that the engine can be run as-is to troubleshoot the fuel pressure line problem and that test is planned for Feb 4. That should wrap up the annual, Lord willing.

The Piper Aztec needs to get the ADS-B tail beacon installed. The tail beacon has a quick install time, and would not need an upgrade to the transponder. To upgrade the transponder would be more expensive and take until at least April. Mr. Bob Lehton made a motion to secure the **ADS-B tail beacon for the Aztec**. All in favor. None opposed. Mr. Sam Parsons will order the part.

Bahamas is once again charging a 30% tax for all imported items. The Bahamas government values donated items upon entry.

The engine monitoring instrumentation will soon be installed in the Cessna 172.

Mr. Mark Grainger has officially exited the hanger as of February 7th. Utilities for water and electric will now be covered by Servant Air. Mr. Grainer's payment for January is still due.

There is nothing new to report on the Piper Cherokee Six Acquisition. There is still an additional partner being sought after to make the acquisition a reality.

Formal Cooperation and/or Partnership with Wings of Grace is still being pursued, with nothing new to report.

NEW BUSINESS:

Servant Air is looking for a mechanic to volunteer time to repair the aircraft. Mr. Matthew Graham is interested in providing mechanical work on the aircraft in exchange for paying for only fuel for flights on a 2:1 basis. Two hours of maintenance for each hour of dry flight. Mr. Sam Parsons will discuss this opportunity with him.

Mr. Bob Lehton motions to change the terminology from aircraft "partnership" to "sponsorship".

Sponsorship in the Cessna 172 requires an initial donation of \$5000. Active sponsors will equally share hanger, maintenance and insurance costs. Should a sponsor not pay their

billed share, they will no longer have sponsor privileges. They are welcome to rejoin at any time without paying the initial donation again, but will be required to catch up on unpaid costs sharing.

Mr. Dick Blondin seconded the motion. All in favor. None opposed.

There is currently no insurance on the hanger. Mr. Bob Lehton will look into liability insurance. Flood and hurricane insurance is prohibitively expensive. The hanger is capable of 130 mph winds. Mr. Sam Parsons motioned to get million dollar **liability insurance** for the hanger. Mr. Bob Lehton, Mr. Sam Parsons, and Mr. Scott Langston will investigate. Mr. Bob Lehton seconded. All in favor. None opposed.

There is limited aircraft insurance for the aircraft. Mr. Sam Parsons will **investigate insuring the aircraft** for Servant Air aircraft. Mr. Steve Miller motioned to immediately get liability insurance for the aircraft. Mr. Tom Miller seconded. All in favor. None opposed.

Mr. Dan Mandracken will create an Instagram account for Servant Air.

Mr. Bob Lehton recommends getting an additional same model Cessna 172 instead of a different model. Panels should be similar for easy transition between aircraft.

Mr. Bob Lehton will start researching acquiring an additional Cessna 172M, as well as reaching out to acquire the Piper Cherokee Six once again.

Final prayer was by Mr. Sam Parsons. Mr. Dick Blondin motioned for the meeting to be adjourned at 8:54am. Seconded by Mr. Steve Miller. All in favor.

Respectfully Submitted,

Captain Ryan Roberts
Secretary
Servant Air Ministries, Inc.