

Servant Air Ministries, Inc.
Board of Directors Meeting
May 5th, 2020

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

Officers Absent: Mr. Scott Langston and Mr. Dan Vital.

Call to Order: Mr. Sam Parsons, President of Servant Air Ministries called the online zoom meeting to order at 6:00pm. The meeting was opened in prayer by Mr. Bob Lehton.

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 motioned to be accepted by Mr. Bob Lehton, seconded by Mr. Steve Miller, passing on a majority vote.

Treasurers Report:

There was no Treasury Report.

Airshow Report:

There are currently no airshows due to COVID-19.

OLD BUSINESS:

The Cessna 172 is closing in on the 2000-hour TBO recommended by Lycoming. Discussion between a Top Overhaul and a Full Overhaul ensued. A full overhaul has not been accomplished on N5141R for 17 years. There was Service Instruction 1009BE issued by Lycoming on April 24th, 2020. A full overhaul is required at least once every 12 years. TBO is 2000 hours.

Dr. Bob Lehton recommended doing an oil analysis to see how the engine is currently doing. He has never seen a Cessna 172 have a bottom failure, only a top crankshaft failure. Cylinder compression is currently good (>60PSI). It is possible to get a yearly check by an IA and not be required to have the complete engine overhaul. A complete overhaul will cost between \$25000-\$30000. A Top overhaul will be about \$5000.

Having an IA make a ruling on what it would take to satisfy this service instruction could mitigate a complete overhaul. If the IA is in favor of an annual inspection, we could complete the Top overhaul. Otherwise, a complete overhaul would be required. Mr. Sam Parson will attempt to get an answer from an IA.

There was concern for the maintenance costs, if it will fall on SAMI or the aircraft sponsors.

NEW BUSINESS:

For the May 9th SAMI meeting, should there be a meeting with social distancing and masks? There is still a limit on large gatherings of more than 10 people. A motion was put forward by Mr. Sam Parsons to postpone the meeting until next month. Mr. Ryan Roberts seconded. All in favor. None opposed.

Wings of Grace was approached to partner with SAMI. SAMI was offering use of the hanger and potentially have use of WOG aircraft. Mr. Dwight Bell of WOG was open to the idea. WOG mechanics would help with SAMI aircraft maintenance. Mr. Sam Parsons looked into insurance requirements, and the impact of the partnership. Mr. Kyle Dixon and Mr. Ryan Roberts were fully in favor. Mr. Steve Miller and Mr. Dick Blondin were also in favor of helping WOG expand their ministry and sharing the Cessna 172s between the ministries. WOG was not interested in sharing any of the multiengine aircraft. Mr. Sean Holloway, their chief mechanic, was not sure how much extra time WOG would have to take care of SAMI aircraft. Mr. Bob Lehton is in favor of combining efforts. Currently SAMI is not charging WOG for hanger use, and WOG is not charging SAMI for any mechanical work. Mr. Tom Miller, Mr. Bob Lehton, and Mr. Kyle Dixon will be helping Mr. Sam Parsons speak with Mr. Dwight Bell about nailing down the specifics or a partnership.

There is sanitizer in the aircraft now to decontaminate after the flight.

Final prayer was by Mr. Sam Parsons at 6:53pm.

Respectfully Submitted,

Captain Ryan Roberts
Secretary
Servant Air Ministries, Inc.