

# **OXFORD FLYING CLUB**

## **MEETING MINUTES**

18 October 2012

**Location:** Naugatuck Valley Community College, Ekstrom Hall

**Attendance:** Regular: 14 Students: 1 Associates: 2 **Quorum:**<sup>1</sup> Yes X No    

Type		Member	Present	Type		Member	Present	Type		Member	Present
1	Assoc	Aulet, Maximillian		Med Assoc	Hill, Jeremy			Reg	Rosen, Stewart		
2	Reg	Baggett, Scudder		Reg	Kit, Volod			Reg	Rosendahl, Eric		
3	Reg	Baker, Matt		Mentored Stu	Kramer, Skyler			Assoc	Sabot, Jay	X	
4	Assoc	Bell, Joe		Reg	Kramer, Tom			Reg	Schafer, Tim		
5	Reg	Berwick, Kent	X	Reg	Laine, George			Assoc	Schindler, Leonard		
6	Reg	Burmann, Bruce		Reg	Lyons, Hal			Stu	Schmecker, Peter	X	
7	Assoc	Camejo, Christopher		Assoc	Morrow, Bill			Reg	Schmecker, Ron	X	
8	Reg	Carr, Tim		Reg	Mowerman, Illya			Reg/Stu	Shaker, Ed		
9	Reg	Chromczak, Ed	X	Reg	Nalband, Gary	X		Reg	Stevens, Burt	X	
10	Assoc (Honorary)	Dasilva, Domingos		Reg	Noffke, Karl	X		Reg	Strasburger, Rusty		
11	Reg	Dobbs, Glen		Reg	Oloff, Scott			Reg	Treanor, Jim	X	
12	Reg	Dobbs, Kristi		Reg	Osborne, Tom			Assoc	Vallilo, Tony	X	
13	Mentored Stu	Fazio, Mike		Reg	Palmatier, Bruce	X		Reg	Wilson, Richard		
14	Reg	Feeney, Richard	X	Assoc	Piwowarski, David			Reg	Zipkin, David		
15	Assoc	Feinman, Phil		Reg	Proulx, Brian	X					
16	Reg	Goudy, Jim		Reg	Pugliese, Jay	X					
17	Reg	Green, Geoffrey	X	Reg	Richardson, Bruce						
18	Reg	Heidrich, Don	X	Reg	Robinson, Andy	X					

**Gary N called the meeting to order at 6:30 pm.**

**September minutes accepted unanimously.**

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<sup>1</sup> Per By-Laws, quorum = one-third of regular plus non-mentored student members. In the event a quorum is not achieved, or is subsequently lost, the President will determine if a majority of the board is present. If so, then the meeting will become a Board Meeting.

**Membership Report:**

- Gary N presented the Membership Report for Don H.
- Welcome to Tom and Skyler Kramer. Tom is an ATP and approved club CFI. Skyler is his son and Mentored Student.
- Membership report accepted unanimously

**Treasurer's Report:** Attached is the treasurer's report of \_\_ October 2012. Through 18 October, we are in the red by about \$3300. That does NOT include the extraordinary expenses incurred for 84F's reupholstering, 819's Garmin 430 or 62Y's avionics and other extraordinary expenses. It DOES include an \$8500 deposit sent to J&M for 62Y's annual. We do expect another \$5 to \$7,000 to complete 62Y. These unexpected expenses on 62Y will most likely affect our discretionary spending for the coming year brought forward by the LRP committee. See attached. Report accepted unanimously.

**MX Report:** Brian summarized and provided the following via email. Also see attached. Maintenance report accepted unanimously.

61H – unfortunately we suffered a broken window during our plane wash event last week. Classic Air was able to apply a temporary fix to the window however we need to replace the window in the near future. I am working on pricing and timing to get this done.

84F – went to VIP to investigate A/P issues and none were found. Please remember that the A/P in 84F is a coupler and not a tracker (61H is a tracker). A coupler is a better A/P and will fly intercept courses set in OMNI mode. This could have been the issue when this was squawked. Also, Transponder and Pitot Static have been recertified for 2 years.

819 – Corrosion issues need to be addressed sooner rather than later. It may be best if the Club considers a new paint job for this plane. There are simply too many spots that need addressing. I would be interested in learning if this can be put into the financial plan for 2013, knowing that there is a potential for an engine replacement for 84F during FY2013 as well.

62Y – Ran into a parts supply issue with the gear inside the gear actuator. The gear that was once available is no longer available. Cessna has an 8-10 week lead time on a new gear, and the shop is frantically looking for a serviceable gear to keep forward progress. Not the news I wanted to hear. I will be discussing this show-stopping issue further with Mike from the shop today. The silver lining is that he cannot work on any other plane because we are tying up hangar space. Also of note is that the plane has been on jacks for over two weeks so they have been unable to work on some of the repairs because the plane is 12 feet off the ground. UPDATE as of 18 October: 62Y could be back by Tuesday, 23 October.

**Safety:** Discussed 10 minute safety and equipment topics that could be covered each meeting.

**Long Range Planning Committee:** Ed C reported that we will be in a “strategic pause” while we work through 62Y expenses.

**Unfinished Business:**

- 62Y Update. See maintenance report above.
- Nomination of Officers – 2012 Slate. Nominations approved. Will vote at the November meeting. See attached slate.
- 819 annual – Brian plans to schedule for the week after Thanksgiving.
- Night Currency Event: Scheduled for 10 November starting at 6pm at the 121 Restaurant. Pizza will be served.
- Plane Wash Wrap-Up: Thanks to all who helped!

**New Business:**

- Xmas Party Plan: Bruce R is working. Currently looking to go back to Junipers. Date TBD.
- Bradley Tower Field Trip: Date TBD.
- Kent Berwick offered to present at the November meeting: “What’s it doing now? Auto-pilot”
- Future presentation: ForeFlight
- Members are encouraged to offer additional suggestions for safety and equipment presentations.

The club adjourned to Room #E440 at 6:45 PM for an FAA Safety Presentation: “Hello, I’m from the FAA and I have a question for you.”

Respectfully submitted,

A handwritten signature in black ink, appearing to read "B. A. Delmonico". The signature is fluid and cursive, with the first name "B. A." being more prominent and stylized than the last name "Delmonico".

# Oxford Flying Club

## Current Financial Status

### Balance Sheet

10/15/12

#### *Assets*

Cash		\$81,884
Accounts Receivables		\$18,524
	N8261H	\$80,000
	N4384F	\$51,000
	N98819	\$45,000
	N7362Y	\$87,500
Planes - (values based on AOPA Vref figures as of 1/1/2011)		\$263,500
<b>Total Assets:</b>		<b>\$363,908</b>

#### *Liabilities*

Accounts Payable	- \$329
Bank Time	\$12,164
Loans	\$70,561
Engine & Prop Reserve* includes P&E on 7362Y to date	\$100,620
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Total Liabilities:	\$183,016
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Total Equity:	\$180,892

### Profit & Loss Statement

	September-12	YTD
<b>Total Income</b>	\$16,713	\$137,015
<b>Expenses</b> (includes \$5,761 upholstery upgrade in 84F, \$10,846 GPS upgrade in 819 & \$45,584 acquisition costs for 62Y))		
	Monthly	YTD
N4384F Annual in 05/12 @ \$8698	\$2,980	\$39,722
N8261H Annual in 03/12 @ 5313	\$3,696	\$37,243
N98819 Annual in 11/11 @ \$2498	\$1,553	\$31,649
N7362Y In Annual now - have paid \$8500 deposit	\$3,352	\$82,336
Officers Flying Time	\$570	\$5,463
Other Expenses	\$3,031	\$6,098
<b>Total Expenses:</b>	<b>\$15,183</b>	<b>\$202,510</b>
<b>Net Income</b> (before extraordinary costs):	<b>\$1,530</b>	<b>(\$65,495)</b>
<b>Extraordinary Costs:</b> 84F Reupholstery, 819 G430 & 62Y Avior		\$62,191
<b>Net Income:</b>	<b>\$1,530</b>	<b>(\$3,304)</b>

# OFC Maintenance Report

## Active Issues - October 2012

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
<b><u>N4384F</u></b>						
10/11/2012	804	Headset jack missing a nut (co-pilot rear).			Open	Club
7/28/2012	770	Water dripping from the overhead console	Possible antenna seal? Going to VIP on 9/25 for further investigation.		Watch	Club
4/17/2012	733	Corrosion proofing	Process and procedure to be determined once aircraft is returned from		Pending	
<b><u>N8261H</u></b>						
10/16/2012	806	Broken co-pilot side window	Applied epoxy and stop drilled. Will be looking to replace the window soon		Open	Classic Air
9/11/2012	792	Autopilot not holding Altitude initially, jerks downward after pushing the ALT button	power cycled it, left it in TEST mode for just 15 seconds or so and it worked fine after that. Had tried it on the ground before TO and it had worked there too, roll control following the heading bug and some		Watch	VIP
8/4/2012	773	Door seal falling apart			Open	Reliant Air
7/28/2012	771	Pilot-site wingtip recog light out	On back order. Expect it to be here by 10/10		Open	Club
4/17/2012	735	Corrosion proofing	Process and procedure to be determined once 819 has been completed		Pending	

### **N98819**

<b>Open Date</b>	<b>ID #</b>	<b>Issue</b>	<b>Resolution</b>	<b>Scheduled for</b>	<b>Status</b>	<b>Assigne</b>
4/17/2012	734	Corrosion proofing	Process and procedure to be determined once 84F has been completed		Pending	
11/17/2011	670	Deal with bare metal and corrosion on airframe	Russ will do his best to locate and clean/paint visable corrosion		Open	Classic Air

## **OFC Annual Inspections**

### **N7362Y items - Annual 2012**

<b>Open Date</b>	<b>ID #</b>	<b>Issue</b>	<b>Resolution</b>	<b>Status</b>	<b>Assigne</b>
9/14/2012	798	Cylinders 3 & 6 are registering 100-200deg lower than the others	The engine is also experiencing roughness intermittently, possible valve guide issue?	Annual	
9/14/2012	797	Turn Coordinator 1/4 ball out to right when level.	Please level plane and adjust T/C accordingly	Annual	J&M
9/14/2012	796	Vacuum pump on low side of green arc	I think the pump is getting ready to go (~1100hrs). Should we replace?	Annual	
9/14/2012	795	Electric fuel pump INOP		Annual	J&M
8/12/2012	787	Co-pilot door not closing properly, opened in flight several times		Annual	J&M
8/12/2012	780	Exhaust pipe hitting cowl flap		Annual	J&M
8/12/2012	781	COM1 picking up static in the background when not transmitting		Annual	J&M
8/12/2012	782	Heavy nose vibration on takeoff and rollout, assume shimmy damper problem		Annual	J&M
8/12/2012	783	Small bits of oil appear to be coming out of the belly tail section	Not sure how this is possible but there are oil drips on the hangar floor near the tail section of the plane. Needs	Annual	J&M

<b>Open Date</b>	<b>ID #</b>	<b>Issue</b>	<b>Resolution</b>	<b>Status</b>	<b>Assigne</b>
8/12/2012	784	Co-pilot side tail cone hitting horizontal stab. Some rubbing of plastic is already taken place	Not sure if the tail cone is off center or if there is another problem. Needs to be addressed.	Annual	J&M
8/12/2012	786	Leading edges of wings, horiz stab, and cowl all have visable knicks from where bugs have come in contact with plane	Spoke with Mike of J&M and he said he would re-touch these areas because the DuPont paint should not be doing this.	Annual	J&M
8/12/2012	788	Continuing Airworthiness on all 337s including the avionics stack and fan as indicated in 337 paperwork		Annual	J&M
8/12/2012	785	Paint peeling inside the nose wheel area. Not sure how to stop this from progressing	Spoke with Mike of J&M and he said he would address this issue with the paint free of charge.	Annual	J&M
8/11/2012	777	New plug wires????	Current ones appear to be shot using RTV at the bends	Annual	J&M
6/16/2012	761	Horizontal stab repairs	Working with J&M on the schedule.	Annual	J&M
6/12/2012	758	Noisey and squealling co-pilot COM2	re-opened. Static and squealling coming from co-pilot PTT and headset jacks when on COM2	Annual	Club



**Proposed Slate 2013**

**Officers / Board of Directors**

President:	Gary Nalband
Vice President:	Ed Chromczak
Secretary:	Karl Noffke
Treasurer:	Kristi Dobbs
Maintenance Officer:	Brian Proulx
Safety Officer:	Jay Sabot
Membership Officer:	Don Heidrich

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From the OFC, INC. BY-LAWS:

**ARTICLE VII – ELECTIONS**

Section 1. The Nominating Committee shall present its slate of candidates at a Club meeting held in the month preceding the annual Club meeting. In addition, nominations may be taken from the floor at the annual Club meeting.

Section 2. Election of candidates shall be secured by simple majority vote of the members present at the annual Club meeting. In the event of a tie vote, the incumbent officer or director shall cast one additional vote.

Section 3. Officers and directors shall assume office on the first day of January following their election and shall serve for a term of one year.