

OXFORD FLYING CLUB
MEETING MINUTES
20 January 2009

Location: 121 Restaurant

Attendance:

Ron Schmecker	reg	
Burt Stevens	reg	
Jim Goudy	reg	
Bruce Palmatier	reg	
Max Aulet		assoc
Karl Noffke	reg	
Gary Nalband	reg	
Gene Luchansky		student
Bruce Richardson	reg	
Jerry Pozniak	reg	
Mike Whiting	reg	
Richard Wilson		assoc
Rick Feeney	reg	
Jay Sabot		assoc
Len Schindler	reg	
Brenda Carmona	reg	

12 regular, 1 student, 3 associate

Meeting called to order at 7:05 pm by Mike Whiting.

Quorum.

November Minutes Accepted. (Annual Holiday Dinner in lieu of a December meeting.)

MX report: Bruce Richardson reported.

- 61H
 - New front seats installed back in November.
 - We have the burn certs on record for the leather.
 - Brian P has a new set of sunshades on order to replace the deteriorating set.
 - Annual being scheduled for Feb. 23rd at Reliant Air. Please plan accordingly.
 - Dash lighting/avionics will be addressed while the airplane is out at annual.
- 84F
 - Pitot static system recertified in November.
 - Annual will be pulled ahead one month, at the end of March. Please plan accordingly.
- 819

- Nose wheel springs replaced, repairing the issue with the weak turning to the right.
- Oil change due in 10hrs

OFC Maintenance Report

Active Issues - January 2009

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigned
<u>N4384F</u>						
1/5/2008	393	Right side rear sunshade missing	Can not purchase individual shades, borrowed 61Hs. Considering new set for 84F		Open	Club
<u>N8261H</u>						
10/10/2008	448	Horizon lighting is very dim for night flying	Can add lighting, will address with the other avionics issues at VIP		Open	VIP Avionics
10/10/2008	447	#2 Com shows T for transmit continuously, but it's not Txing	Appears to be related to the display readout problem		Open	VIP Avionics
10/10/2008	446	#2 Nav display had extra segments lit, made it unreadable.	at night it is difficult to read the display		Open	VIP Avionics
10/10/2008	445	DME display is garbled			Open	VIP Avionics
6/16/2008	423	engine hesitation between 1300 and 1500 RPM	unsure of cause, could be carburetor		Open	Classic Air

See OFC website for complete maintenance report and current squawks.

Membership report. Max presented the Membership report:

- No change from last month. Max mentioned two new prospects.
- Jerry Pozniak working on postcards to drive potential members to an event. Postcards to mention OFC selling points.
- Regular Membership is down from a high of 26 last year. Current Status:
 - 22 Reg
 - 2 Student
 - 1 Mentored Student
 - 7 Associate
- Max suggested advertising the club in Sikorsky's *Chopper Shopper*. Costs appear reasonable.

- Consider appointing a "Marketing Committee" for attracting new members.
Club can't sustain three aircraft at the current levels of membership.
- Look at developing a membership packet for mailing. (Club used to do this.)
- Question was asked whether to keep the Recruiting Incentive Plan in effect. (I didn't hear an answer.)

Treasurer's report. Burt presented Profit and Loss and Balance Sheet:

- Net Income for 2008 was minus \$12,204.38.
- Total Assets as of 31 Dec 08 = \$258,454.31
- Burt asked for members to join the Finance Committee. Rich Wilson, Gary Nalband and Gene Luchansky volunteered to join Burt on the committee.
- The Audit Committee was to meet at Burt's house on 29 Jan.

Safety Report. Jay presented the safety report.

- Aviation attorney Paul Lang to speak at February meeting.
- Currency Spreadsheet has been updated.

Old Business:

- Extending Student Membership status. Motion to extend an exception for Gene Luchansky was approved. The major rationale was Gene's continued work and progress, and the endorsements of the club's CFIs. An amendment was added to keep this from being open-end. Will revisit this exception in six months.
- Grass strip landings: See November's minutes. Burt and Ron are going to work to put in place a formal policy and procedure. Also suggested was a BBQ at a nearby grass strip in order to get club-certified.
- Oil Changes by club members—a cost savings measure. Issues raised:
 - Disposal of oil
 - Need a hanger
 - Safety Wiring
 - Training required
 - Tabled until the next meeting.(By email, Glen offers, "I do my own automotive repair work (on my own stuff) and regularly go to the Woodbury Town transfer station with buckets of oil. I would be happy to take the oil if that is not a problem and would save \$\$.
Let me know.")
- Maintenance Team identified:
 - Brian – 61H
 - Bruce R – 84F
 - Jerry – 819

- Club's Tie-down Status: No change. Matt Kelly says we will lose our spots. Mike will ask Brian to work on finding new spots.

New business:

- Rich Wilson suggested transitioning the club's website to a "Wiki" format in order to allow more on-line dialogue for topics like squawks, "How to..." Rich will contact and work with Don Heidrick.
- Discussed problems with Keystone's hanger heating service. (Note: Appears Keystone will only pull an aircraft in the hanger if there is ice/snow on the aircraft. They will provide an engine heat, otherwise.)
- Associate Membership dues. Mike suggested reducing these dues from \$40 to \$25. After some lively debate the motion was passed: 8 in favor, 5 opposed, 3 abstained.
- The board will be conducting a review of dues and rates with the aim of attracting new members. The concept calls for dues covering fixed expenses and rates to cover variable expenses. Will be considering near-real time adjustments for fuel costs.
- Also raised as a membership attraction was eliminating or reducing the 2-hr per month bank-time.
- These measures will be reviewed again after the finance committee develops the club's budget. Aim is to be able to vote on these initiatives during the February meeting.
- Change currency requirement from 60 to 90 days (per FAA)? Probably not – an insurance issue.
- Anticipate a new calendar from Bruce R.
- Reminder: Aviation attorney Paul Lang to speak at February meeting.

Meeting adjourned 8:55pm.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "B. Palmatier", with a stylized, cursive script.

Bruce Palmatier