Oxford Flying Club
Long Range Plan, 2010

Overview

The club currently has 3 aircraft

8261H – Piper Archer II, "High End IFR"
4384F – Piper Archer II, "Solid IFR Plane"
98819 – Cessna 172, "VFR Plane, some IFR Training"

It is the opinion of the Long Range Planning committee (formerly Blue Ribbon) that the above mix of aircraft is currently ideal for current club needs;

- A "High End IFR" airplane that allows consistent means of travel in most weather with the minimal work load possible.
- A "Solid IFR" plane that allows for training and flight in Actual IFR conditions.
- A "VFR" plane that allows for safe affordable VFR flight and training but still allows for some IFR training.

It is further suggested that the there be an open discussion among the club on the value/desire to extend the ranges to include a Complex plane and/or an LSA. Please see "Appendix B – Questions for the Club" section.

Future Expenditures

It is recommended that any future expenditures, planned or otherwise, be in line with the following principals.

1) Safety is paramount; all necessary actions should continue to be taken by the safety and maintenance officers to keep our planes in the high level of maintenance and safety that the club members have come to expect.
2) Expenditures should be done with an eye towards long term supportability. As the club plans to keep the planes for the long run it is applicable for the club to make purchases that will allow the aircraft to keep flying with the minimal down time and with the longest time between TBO. If there is an option between "fix it cheap" and "fix it right" we should always err on the side of the latter. The long term objective is to have planes that are safe, reliable and easy to maintain.
3) Any additional technology should not be added to the planes that would upset the current balance, i.e. we don't need to have two "High End IFR" planes, 1 is enough.

Future Aircraft

It is the opinion of the Long Range Planning committee that any future aircraft should meet the following criteria;

1) At a minimum, the current mix of aircraft should be maintained. There is certainly a need in the club for a “High End” very capable IFR aircraft and that is likely to be the case for the long turn. However, we do NOT want to make all planes alike and “high end”.
2) Low flight hour cost. Any future AC should be targeted to have a flight hour cost at or below our current lowest cost aircraft.
3) VFR only Aircraft. Though it may be tempting in the future to purchase another IFR plane, the overall MX costs will be cheaper if any future aircraft (unless purchased to replace one of the IFR planes) be VFR only (IFR training capable is acceptable, but then only if there is little to no MX costs associated with the equipment).
4) Diversity. The club should continue to maintain both High wing and Low wing aircraft.

Appendix A Plane Conditions/Issues

This list is in the process of being assembled. (R.W. 10/12/10)

Technology Cascade

It is the opinion of the Long Range Planning committee that the following items look to be replaced/upgraded;

[List of items in each plane that need attention]

Further, it is recommended that the following items be reallocated when replaced instead of being sold;

[i.e. GNS 430 in 84F should be upgraded to a 530 and the 430 should be put into 819…] (just an example not saying we should do this. R.W.)

Appendix B – Questions for the club

How “high end” do we want to go with 8261H?

- Is the current technology in there good enough?
- If in the future, we could get a better storm-o-scope that integrated with the GNS 530, should we upgrade it?
- If so, should we sell the old one or pay to have it installed in 4384F?

Do we want to look into LSA and/or Complex aircraft in the future?

- Would this draw in a different group of members or help keep members around?
- Is this the type of AC any of us would want to fly?
- Under what conditions would it make sense for the club to purchase a Complex aircraft?
- Under what conditions would it make sense for the club to purchase an LSA?

Should the club own aircraft that have more than 10,000 hours?

- What are the draw backs?
- What are the benefits?
- As an aircraft approaches 10,000 hours, should it be replaced?

At what point should the club consider replacing an AC vs upgrading?

- As an example, if the cost of repainting and resolving issues with 98819 are greater than the cost of selling 98819 and replacing it with an AC that has better pain and equipment, should we consider that?