

OXFORD FLYING CLUB **MEETING MINUTES**

9 November 2009

Location: 121 Restaurant

Attendance: Regular: 10 Students: 0 Associates: 3 **Quorum:**¹ Yes X No __

Type	Member	Present	Type	Member	Present	Type	Member	Present
Assoc	Aulet, Maximillian		Assoc	Hill, Jeremy		Reg	Pozniak, Jerry	
Assoc	Camejo, Christopher		Reg	Johnston, Bob		Reg	Proulx, Brian	
Assoc	Carmona, Brenda		Reg	Leary, John		Reg	Richardson, Bruce	
Reg	Carr, Tim							
Reg	Cohen, Ken	X				Reg	Sabot, Jay	
Assoc	Crabtree, Scott	X	Reg	Morrow, Bill		Reg	Schindler, Leonard	X
Reg	DeCristofaro, Tony	X	Reg	Nalband, Gary	X	Reg	Schmecker, Ron	X
Reg	Dobbs, Glen		Reg	Noffke, Karl		Reg	Stevens, Burt	X
Reg	Feeney, Richard	X	Reg	Oloff, Scott		Reg	Vallillo, Tony	
Reg	Goudy, Jim	X	Reg	Osborne, Tom	X	Assoc	Vecchiarelli, Angelo	
Reg	Green, Geoffrey		Reg	Palmatier, Bruce	X	Assoc	Whiting, Mike	
Reg	Heidrich, Don		Assoc	Piwowarski, David	X	Assoc	Wilson, Richard	X

Classic Air – 819 Proposal, “The Fate of 819’r”

Situation:

- Due to the infrequency of flying 819 (about 100 hours this past year), the club is losing money at a rate of about \$4000 per year on 819’s recurring expenses. Adding in all other expenses such the annual and avionics expenses, the loss was over \$10,000 for the past year. That cost will increase by about \$6000 this year due to unforeseen costs for maintenance issues discovered during the 819’s upcoming annual.
- Burt Stevens, who is now running operations at Classic Air, has proposed an arrangement whereby OFC leases 819 to Classic Air. He outlined this arrangement in his 4 November email to the club. It is transcribed here along with several additional details discussed at this evening’s meeting:

¹ Per By-Laws, quorum = one-third of regular plus student members.

- The club members will continue to fly the plane for about 100 hours per year at \$95.00 per tach hour and continue to pay for any maintenance flight time.
- Classic will lease and fly the plane about 150 to 200 hours per year at \$17.00 per tach hour.
- Classic will pay for all the maintenance (non capital & non avionic), all the 100 hours, all the annuals, all the insurance, all tie down fees (at Classic) and all winter heating (at Classic.)
- OFC will pay for capital expenses; i.e. new seats if desired, new radios if desired, new paint if desired, new (rebuilt maybe) engine when necessary and a new prop when necessary. OFC will also pay for any avionics issues.
- I envision the plane being scheduled exactly as it presently is. There is simply another entity eligible to sign out the plane - Classic Air. I envision that Classic will have greater booking privileges than a regular member who only can book the plane for 4 times.

At the meeting we clarified several points:

- This arrangement would be for a three-month period at which time both parties to the transaction would be free to cancel.
- We would pro-rate between OFC and Classic the consumables which could include fuel, oil, tires.
- Any airworthiness directive (AD) costs incurred for the 172 would be borne by OFC—considered a capital expense.
- Insurance for 819 would move to a new carrier but would be transparent to the club, i.e. same coverage, same cost. Gary will check with our current insurance company to ensure they will accept 819 back under coverage if the arrangement is cancelled.

We also discussed Pros and Cons:

PROS	CONS
Stop the bleeding (\$)(Selling 819 is impractical.)	Student wear and tear on aircraft.
All non-capital expenses are covered by Classic Air. This could yield \$20-\$30 profit per OFC hour flown.	Less availability of 819. Could lose 3-4 members who see 819 as their primary motivation for being a member.
Potential gain of OFC members from Classic Air students.	By-laws consideration: May prevent club from going to 45 members.
Possible reduction of dues during period of arrangement.	

The result of discussion elicited the following motion by Rick Wilson in order to get a recommendation to report out to the Club at next Tuesday's meeting:

"Assuming insurance coverage and costs do not change (i.e. transparent to the membership), OFC shall enter into a 3-month relationship with Classic Air so long as Burt Stevens is "in charge." Further, that the arrangement shall be as outlined in Burt's 4 November email and as clarified in this evening's meeting." (See above.)

Seconded (twice) by Ron Schmecker.

Unanimously accepted except for Burt who abstained.

Meeting adjourned 8:36 pm.

Respectfully submitted,

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

Bruce T. Palmatier