

OXFORD FLYING CLUB

MEETING MINUTES

18 September 2012

Location: 121 Restaurant @ KOXC

Attendance: Regular: 11 Students: 1 Associates: 0 **Quorum:**¹ Yes X No

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

Gary N called the meeting to order at 7:05 pm.

August minutes accepted unanimously.

¹ 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:

- Burt presented the Membership Report for Don.
 - 33 Regular
 - 2 Student
 - 1 Mentored Student
 - 10 Associate
 - 1 Medical Associate
 - 47 Total
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- Joe Norfleet has requested that his membership start on October 1st.
- Membership report accepted unanimously

Treasurer's Report: Attached is the treasurer's report of 17 September 2012. Burt reported a YTD profit of about \$11k after removing extraordinary expenses of about \$62k. See attached. Report accepted unanimously.

MX Report: Brian provided the following.

62Y – I finally had the engine hesitation and prop surge issues occur on me while flying up to Middlebury VT. It started at about 5000ft where the MP was maxed out at 21" and mixture was at 14.5GPH. I was able to control it by increasing the RPM to about 2350 and bringing the mixture to 15.5GPH. Carb Heat also made things better but no RPM change so this tells me that the engine mixture setting is off. There are some fixes to help this and will be implemented. The prop surge appears to be related to the prop governor and J&M will call New England Prop and talk with them directly. This could be an easy fix. Horiz Stab will be worked on starting tomorrow and the annual inspection will start on Wednesday.

The inspection portion of the annual will cost \$1,800 and the estimate of the deficiencies will be provided by this Friday, 9/21.

61H – I am aware of a poor instrument ground on the EGT. This is causing waves and CYL#1 to spike on the gauge. I have an appointment with VIP and will get this in as part of some A/P and STEC-50 adjustments. Door seal is on the list for replacement. Reliant is experimenting with a new style seal and hopes to provide feedback next week. Ed will be looking to install an LED landing light.

There are approximately 400 until TBO which may be extended pending continued positive oil analysis.

84F – **Approaching 2000 hrs TBO mark. Only 50 hours to go!** This is a manufacturer recommendation and is not a requirement to replace engines at 2000hrs. Our oil analysis continues to come back showing positive results. As we discussed in the past, we installed new cylinders in 2010 and I am hoping we can go another year however I will begin researching engine replacement options and costs so that we are prepared to move should the engine or oil samples begin to show signs of excessive wear.

There was discussion and a decision to postpone TBO until December, 2013 pending continued positive oil analysis.

819 – Seat track, map light, and Bendix 100hr AD's complied with in August. Otherwise the plane is in good condition. Glen Dobbs did report he has been displaced to the right side in most of his flying since the real person who wears the pants in his family sits in the left seat. Peripherally he did indicate a slight leak through the window when not closed properly and requested that the maintenance crew look at the squawk when possible.

There was general discussion about updating the data base for the MX20 MFD in 62Y at an annual cost of \$800 and converting the data base for the Garmin 430 in 819 from VFR to IFR at an additional annual cost of \$300/\$350. A discussion ensued and the decision was made to defer any action until the club gets a more accurate understanding as to the annual cost for 62Y.

Maintenance report accepted unanimously.

Safety: Gary reported that Jay has set up a presentation at NVCC on Thursday, October 18th with Attorney Paul Lang & FAA Assistant Chief Counsel Chris Poreda. This is an FAASafety event that will very likely be well attended by the flying public. Our October monthly meeting will precede that meeting at 6:30 PM. Plan on being there at 6:15 PM if you wish to partake of coffee and donuts that will be provided by Gary and Penny Nalband.

Long Range Planning Committee: Ed C reported:

- o Category (A): Basic upgrades that make the aircraft better and safer – 1 year or less
- o Category (B): Recommended but requiring substantially more resources – 1-2 years
- o Category (C): Items to add to wish-list; or next aircraft (likely tied to a membership level of 40 regular plus student members); or a 3-4 year time horizon

OFC Long Range Planning Considerations:

- (1) Keep the monthly & usage rates low (A)
- (2) Maintain existing fleet (IFR+, IFR-, VFR/IFR-) & monitor aircraft availability (A)
- (3) Resolve maintenance issues quicker. (Avionics, etc. issues require a/c relocation for work) (A)
- (4) Improve location of tie downs. (B)
- (5) Have storage box adjacent to tie-downs for pre-heater, oil supply, cleaning tools. (B)
- (6) Verify aircraft usage with existing fleet; at year end. (B)
- (7) Consider upgrade of ELTs. [\$2K ea] (B)
- (8) Install electric engine heaters in 84F & 819. (C)
- (9) Trade-up to similar but newer before planes reach 10K hrs (C)

Suggested Aircraft Improvements:

62Y (200 hrs/yr; TT 4K hrs; 730 hrs since MOH; remaining 1300 hrs)

LED landing light upgrade [\$285ea.] (A)

LED taxi light upgrade [\$285ea.] (B)

61H (240 hrs/yr; airframe TT 3K hrs; engine since MOH 1200 hrs; remaining 800 hrs)

Install LED tail beacon underbelly [\$800] (A)
LED landing light upgrade [\$285] (A)
Replace compass w/lighted instrument (B)
Electronic AI/DG upgrade with battery backup [\$2500] (C)

84F (180 hrs/yr; airframe TT 6K hrs; engine since MOH 1700 hrs; remaining 600 hrs)
Engine overhaul; @ 2500+- hours? Oil testing? {2 yrs max.} [\$21K] Requires monitoring.
Install collision avoidance avionics [\$5K] (A) *[Rescheduled, funds permitting]*
LED upgrade tail beacon [\$350] (B)
Exterior Paint - Consider 3+ years from now. [\$18K] (C)

819 (240 hrs/yr; airframe TT 6K hrs; engine since MOH 1200 hrs; remaining 800 hrs)
Exterior paint & corrosion repairs; work-in-progress. [Part of annual inspection] (A)
LED landing light upgrade [\$285ea.] (A)
LED taxi light upgrade [\$285ea.] (B)
Install collision avoidance avionics [\$5.5K] (B)
Corrosion protection per Cessna bulletin; 2 years max. [\$2K] (C)
Exterior Paint - Consider 2 years from now. [\$18K] (C)

Three to four year summary of a/c improvements (A+B+C):

62Y = \$12K (exterior in good condition, prop overhauled; may need several OH cylinders, etc.)
61H = \$3.5K (reasonable; also add engine OH 3.5 yrs)
84F = \$40K (engine OH 1-3yrs; consider extending paint job by touch-ups)
819 = \$28.5K (consider extending paint job by touch-ups)

Other Business:

Associate Flight Policy.

Burt read a motion carried over from our August meeting and moved to accept it, Glen seconded the motion. The motion read as follows:

Associates may fly Club airplanes under the following conditions and limitations:

1. An associate member may fly only with a Club Instructor who is a Regular Member
2. There will be a \$40 per hour premium to current hourly rates
3. No change to Associate Monthly Dues (Currently \$25)
4. No change to Join the Club as Associate (Currently \$500 lifetime)
5. Bank Time is Frozen – an associate member will not accumulate bank time or be able to use any bank time that was accumulated as a Regular member.
6. Flying limit per month – none
7. Booking Rules – Associate members may have a maximum of one, one-day booking on the scheduler
8. Associates will count as ¼ (25%) when calculating Flying Member limits per aircraft
9. All Associates are eligible - there is no new membership category

10. There is no change to a member being able to convert from Regular to Associate status (See our By-Laws, Article III, Section 1c. - Except for medical reasons, a non-Associate member may not become an Associate member if the member has been an Associate member within the previous twelve months.)²
11. The By-Laws shall be appropriately amended.

Discussion ensued and a vote was called by the President. The motion was approved unanimously.

By-Law Changes:

There were two By-Law changes that were sent to the members on July 25th and raised in the appropriate manner at this monthly membership meeting:

A motion to change **Article IV, Section 3** by adding, "No individual member shall be allowed to hold more than one office or position on the Board of Directors at any given time." was made by Ed and seconded by Ron.

The NEW **Article IV, Section 3** shall read: The Board shall consist of the seven elected officers of the Club. No individual member shall be allowed to hold more than one office or position on the Board of Directors at any given time.

Discussion ensued and a vote was called by the President. The motion was approved unanimously

A motion to add **Article VIII, Section 2f** to make the Long Range Planning Committee a standing committee of the club was made by Glen and seconded by Ron.

The NEW **Article VIII, Section 2f** shall read, "The Long Range Planning Committee shall consist of at least three members including the Chair, who shall be the Vice President. The committee shall be responsible for determining the long range goals of the club and make recommendations to the membership regarding decisions required to achieve the objectives of those goals."

Discussion ensued and a vote was called by the President. The motion was approved unanimously.

The President asked the Treasurer to amend the By-Laws appropriately and forward a copy of the new By-Laws to the membership.

Nominating Committee:

Bruce R. reported that Burt has decided not to run this coming year as Treasurer and that Bruce P. decided not to run as Secretary. The President expressed his personal gratitude for the work that both Burt and Bruce have provided the club and called a special Board of Directors meeting to discuss the vacancies for after the adjournment of this regular monthly meeting.

² The Club has allowed a member to alternate each year between Regular status for September through May and Associate status for June through August under Article III, Section 3f of the By-Laws.

Other Business:

- Pinch Hitter plan. General sensing of the Club is to delay this event to the spring.
- OFC Safety Event with the Tower – Ground operations, comms, etc. – tabled for future discussion.
- Fall Grass Landing event took place on Sep 15. Kudos to all the Schmeckers for a fine job: Liz for lunch, Ron for coordination and Pete for S M O O O O O T H landings. Thanks also to Mount Tobe owner Ken Kilcourse (since 1974!) and our venerable CFIs.
- It was suggested we develop a video for our website to train members on proper procedures for parking aircraft.

New Business:

- A Plane wash is scheduled for October 13th at 11 AM.
- A Night Currency event is scheduled for November 10th at 6 PM at 121.
- Jay P. suggested a club event be considered for a trip to the NE Air Museum at Bradley. Some discussion was had and more planning and discussion is necessary.

Meeting adjourned at 8:18 PM.

Respectfully submitted,

Burt Stevens

Burt Stevens,
Acting Secretary, Pro-tem

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