



Meeting Minutes

15 February 2022, 6:30 PM – Zoom Only

Attendees

Directors via Zoom (8): Robert (“Bob”) Ham, Vaughn Mauren, Leo Mollica, DJ Nicholson, Scott Price, Francis Pullaro, Curt Robinson, Landon Sock

Members via Zoom (16): Edward Chromczak**, Peter Dawson*, Ross Detwiler*, Luke Egan, John Farley, John Gabriel, Heather Heidinger, David Irving, Ray LaPlante, Joseph McCormick, Thomas McCullough, Cody McManama, Oran Mills*, Christian Montano, Burt Stevens**, Wayne Tremallo

*Directors and Members are Regular Members unless otherwise noted as *Associate, **Emeritus Associate, or ***Medical Associate.*

Note: This meeting was Zoomed only, as arranged by Landon Sock.

General Business

The Meeting was called to order at 6:30 p.m. by President Landon Sock. As this is an even month, this was considered a Board Meeting. The meeting was held via Zoom only. A Quorum of Directors (1/2 of Directors) *was* present. A Quorum of Members (1/3 of Regular Members) *was* present. (8 of 8 Directors, and 19 of 53 Regular Members, were present.)

Guests

None

New Members

None

Meeting Minutes

January 18 Meeting Minutes posted on the Club’s website were approved.

New Certificates & Ratings

No new certificates or ratings were announced. (None known to be achieved since last Meeting.)

Membership Report

Membership Officer Vaughn Mauren gave a membership report.

Refer to Vaughn’s e-mail to Club members ([attached](#)).

Regular:..... 53

Associate	35
Medical Associate.....	4
Associate Emeritus:	4
Other	1
Total:	97

Vaughn said one prospective new member is in the pipeline.

Safety Report

Safety Officer Leo Mollica gave a safety report.

Refer to Leo's e-mail to Club members ([attached](#)) and report titled "OFC Safety Committee - February 2022 Update" ([attached](#)).

Leo said the Safety Committee will be proposing changes to the Club's proficiency and currency policies. See "Proficiency & Currency Policies," below.

Finance Report

Treasurer Curt Robinson gave a finance report.

Refer to Curt's e-mail to Club members ([attached](#)) and most recent Monthly Financial Report, dated January 31 ([attached](#)).

Curt said cashflow was affected by the Annual inspection for N8261H, which was paid in advance, and unbilled flight hours related to maintenance flights. The finance report now includes a leaseback report for N228TR.

President Landon Sock said the Club's insurance policy is up for renewal. The new policy will need to be bound by March 3. He expects to convene a Special Board Meeting to discuss this.

Maintenance Report

President Landon Sock gave a Maintenance Report, as former Maintenance Officer Peter Frey resigned from the Club recently for personal reasons. The Club is actively seeking a new maintenance officer to replace Peter.

Refer to Landon's report to Club members ([attached](#)) and aircraft summary, below.

Aircraft Summary

- [N228TR](#) - Parked in hangar NT20; 50-hour oil change, right main tire and gear alignment scheduled for Feb. 17 at Wright Aviation, KOXC; Aerothermal Alien pre-heater in hangar with extension cord
- [N735GC](#) - Right brake pad issue was addressed; new tail tie-down hook and cracked landing light lens cover have been received; engine cooling fins appear to be rubbing and wearing through baffle plate
- [N4334X](#) - Annual inspection & avionics upgrades at Hangar 2 Avionics are complete; work included installation of Garmin GFC500 Digital Autopilot and dual Garmin GI 275 Electronic Flight Instruments (artificial horizon and gyro compass); training on new avionics is recommended
- [N8261H](#) - Currently undergoing Annual inspection at Wright Aviation, KOXC; repair and upgrade options to be discussed at monthly meeting include wing tips replacement and LED lights
- [N98819](#) - Door latch was repaired by Wright Aviation, KOXC; needs compass bulb (on back order); transponder and static system tests are due Mar. 17; extension cord for engine pre-heater needed; parked in hangar NW B3 until end of Feb.

Note: N172HL, a C-172K Skyhawk, may soon be added to the fleet. See “Cessna N172HL Leaseback,” below.

N8261H Repairs & Upgrades

Per aircraft summary, above, Piper Archer II N8261H is undergoing an Annual inspection at Wright Aviation, KOXC. The cost to fix all outstanding squawks on the aircraft is estimated at about \$24,000.

Maintenance Assistant Wayne Tremallo spoke about the more significant repairs and upgrades that could be addressed and the estimated cost of each, including replacing wing tips and switching to LED lights. Treasurer Curt Robinson gave information on funds available for the work. Discussion followed. It was agreed that all Annual and airworthiness-related items should be done, and that Wayne would make decisions regarding wing tips and LED lights.

Flight Standards Committee

During the January 18 monthly meeting, members discussed the possibility of establishing a Flight Standards Committee to be chaired by Associate Member Ross Detwiler. Discussion was reopened.

Associate Member Peter Dawson made, and Safety Officer Leo Mollica seconded, the following motion* which was voted upon and approved unanimously.

** Motion submitted in writing and e-mailed to members by President Landon Sock in advance of the meeting.*

Motion (worded as submitted): The Board is proposing the establishment of a Flight Standards Group (or committee). The purpose of this group will be to set common procedures, checklists, recommendations and operating instructions for all members of the club whenever they fly club airplanes. The committee will be an offshoot of The Flight Safety Committee and operate under its advice and consent.

Vote on Motion to Establish Flight Standards Committee:

Yea: 24
Nay: 0
Abstain: 0
Total: 24

Proficiency & Currency Policies

During the January 18 monthly meeting, members also discussed possible revisions to the Club’s proficiency policy. Safety Officer Leo Mollica reopened discussion.

Refer to “OFC Safety Committee Policy change recommendation” ([attached](#)).

Associate Member Peter Dawson made, and Associate Member Oran Mills seconded, the following motion, which was voted upon and approved unanimously.

Motion: That Oxford Flying Club’s proficiency and currency policies be changed as proposed in “OFC Safety Committee Policy change recommendation.”

Vote on Motion to Change the Proficiency and Currency Policies:

Yea: 24
Nay: 0
Abstain: 0
Total: 24

Cessna N172HL Leaseback

President Landon Sock opened discussion on the leaseback agreement being negotiated with Regular Member Thomas McCullough, the owner of N172HL, a recently acquired 1970 Cessna C-172K Skyhawk.

Landon said the terms of the leaseback would be essentially the same as that negotiated with John Farley, the owner of Cirrus SR-20 N228TR. No primary training will be allowed in N172HL, and flights of more than 250 NM (one way) would require the permission of the owner. The hourly rate would be \$130.00, the same as for N98819, the Club's other C-172.

Members agreed that this new leaseback would be beneficial. The leaseback is expected to be executed soon.

Additional Business

Activities Chair DJ Nicholson reminded members of the Night Landing Event scheduled for Friday, February 25, and said the event will likely take place the following night, Saturday, February 26, due to weather.

The Meeting was adjourned at 8:05 p.m.

Meeting Minutes submitted by Scott Price, Secretary

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From: Vaughn Mauren via Ofc-mem <ofc-mem@lists.oxfordflyingclub.com>
To: OFC - Current Members <ofc-mem@oxfordflyingclub.com>
Sent: Tuesday, February 15, 2022, 04:53:34 PM EST
Subject: [OFC-Mem] Current membership

Dear club,

As of today we have:

Member Count

Regular:	53
Associate	35
Medical Associate:	4
Associate Emeritus:	4
Other:	1
Total:	97

Respectfully submitted,
Vaughn
Membership Officer

From: Leo Mollica via Ofc-mem <ofc-mem@lists.oxfordflyingclub.com>
To: OFC - Current Members <ofc-mem@oxfordflyingclub.com>
Cc: OFC-Board <ofc-board@oxfordflyingclub.com>
Sent: Monday, February 14, 2022, 11:19:16 AM EST
Subject: [OFC-Mem] OFC Safety Committee update & Club Currency Policy change proposal

Hi All,

- On February 10th the OFC Safety Committee reviewed the members' concerns pointed out in the last regular meeting (January) related to Club Proficiency currency.
- The committee discussed changes proposals, evaluated the risks, and got aligned on the Policy changes recommendations (attached in this email).
- This change proposal was scaled up to the OFC board and it is on the agenda for the February 15th meeting (**Tomorrow**).
- We will make the motion to amend the current policy with the proposed changes to pursue members' approval.
- Please review if you have the chance and come to the meeting ready to express your view.

Thanks
Best
Leo



OFC SAFETY COMMITTEE | FEBRUARY 2022 UPDATE (1 of 2)

- February OFC Safety Committee meeting was held on Feb 10th. (Opened to all members)
 - We had and special agenda item: **Risk analysis and recommendation for OFC Club Currency changes proposal.**
- No new CSR was inputted last month.
- Thanks for participating: Francis, David I, Jack D, Mike K, Ed, Mick B, Allen and Leo.

Summary for Club Currency changes proposal Risks Analysis and Recommendations:

- The OFC Safety Committee evaluated the concerns, discussed change proposals, evaluated the risks, and aligned on the following recommendation to change current policy.
- Policy change proposal were communicated to the Board and circulated to all members for review.
- Below, in **yellow** are highlighted the changes from current policy (left).

CURRENT POLICY:

VI. Club Proficiency Requirements

Section 6.01 Aircraft Checkout

- (a) Each member shall complete an Initial Club Checkout (ICC) or Proficiency Check (PC) whenever this policy dictates to utilize Flight Scheduler Pro (FSP).
- (b) Each member will be required to complete an ICC for each type of aircraft by a club CFI.
- (c) Student pilots will be required to have a CFI signoff in his/her logbook before any solo flights. If a member completes a private pilot check ride in a club aircraft with club CFI instruction, that will count as an ICC in that aircraft type.

Section 6.02 An Instrument Competency Evaluation (ICE) shall be completed every 12 calendar months to act as PIC in IFR flight conditions in club aircraft.

Section 6.03 Annual Proficiency Check (PC)

- (a) Members who wish to fly club aircraft as PIC must complete an annual proficiency check. The PC will mirror ACS standards and be posted yearly by the Chief CFI.
 - (i) A yearly PC will not have to be performed if the pilot has met any of the following requirements:
 - Members who've flown a minimum of 24 hours in the preceding 12 months (club or non-club aircraft). **See Section 6.04 below**
 - Obtained a new license or rating. The new annual PC date will be 12 months from the date of the check ride.
 - Club CFIs who provide a minimum of 16 hours of dual instruction.
 - An exemption given by the Chief CFI.

PROPOSED CHANGES:

VI. Club Proficiency Requirements

Section 6.01 Aircraft Checkout

- (a) Each member shall complete an Initial Club Checkout (ICC) or Proficiency Check (PC) whenever this policy dictates to utilize Flight Scheduler Pro (FSP).
- (b) Each member will be required to complete an ICC for each **Make and Model** club aircraft by a club CFI.
- (c) Student pilots will be required to have a CFI signoff in his/her logbook before any solo flights. If a member completes a private pilot check ride in a club aircraft with club CFI instruction, that will count as an ICC in that aircraft type.

Section 6.02 An Instrument Competency Evaluation (ICE) shall be completed every 12 calendar months to act as PIC in IFR flight conditions in club aircraft.

Section 6.03 Annual Proficiency Check (PC)

- (a) Members who wish to fly club aircraft as PIC must complete an annual proficiency check. The PC will mirror ACS standards and be posted yearly by the Chief CFI.
 - (i) A yearly PC will not have to be performed if the pilot has met any of the following requirements:
 - Members who've flown a minimum of 24 hours in the preceding 12 months (club or non-club aircraft **of same type**).
 - Obtained a new license or rating. The new annual PC date will be 12 months from the date of the check ride.
 - Club CFIs who provide a minimum of 16 hours of dual instruction.
 - An exemption given by the Chief CFI.



OFC SAFETY COMMITTEE | FEBRUAR 2022 UPDATE (2 of 2)

CURRENT POLICY:

Section 6.04 Club Currency

(a) ICC currency shall be defined as follows: a minimum of one flight within 90 days per make and model.

(b) Members must fly a minimum of 4 hours PIC within a 90-day period.

(i) Only 2 hours per 90 days must be performed in club aircraft with a minimum of 3 takeoffs and landings. 2 Standard Operation Manual 2021

(c) If a member falls out of club or ICC currency, they must perform a PC. **See Section 6.03 above** This PC will count as an annual PC allowing the 12-month annual PC clock to be reset.

Section 6.05 Club currency PIC time will be tracked through flight scheduler pro (FSP).

(a) Members who fly non-club aircraft or who fly dual flights (e.g., safety pilot IFR) will have to submit their time to the Chief CFI so the hours can be inputted into FSP.

PROPOSED CHANGES:

Section 6.04 Club Currency

(a) Currency shall be defined as follows: Completion of three takeoffs and three landings within 90 days as PIC. Takeoffs and landings must be completed in the same class of aircraft.

(b) If a member falls out of club currency, they must perform a review flight with a Club instructor. This flight may be in the format of an FAA BFR and that pilots Annual Flight Standards Review Flight.

(c) Club Currency is a self regulated Standard.

From: Curt Robinson, Treasurer via Ofc-mem <ofc-mem@lists.oxfordflyingclub.com>
To: Oxford Flying <ofc-mem@oxfordflyingclub.com>
Sent: Friday, February 11, 2022, 06:01:14 PM EST
Subject: [OFC-Mem] January 2022 Monthly Financial Report

Hi Everyone,

Attached is the Financial Report for January 2022. While the Monthly Cashflow number seems bad, it does include some amounts related to the N8261H Annual, which has been paid in advance. The other big number is the "Unbilled Flight Hours", which is related to Maintenance flights in various aircraft when shuttling to/from different places.

On Page 2, things have been shifted in how dues are allocated, as a result we don't have much "left over" for unanticipated expenses or any padding. Nothing critical, we just have to watch some of the cashflow. The "Current Balance" on 34X under MX is because the funds related to the Avionics Upgrade have not been shifted from the LRP fund.

At the bottom of Page is the Leaseback Report for N228TR, to keep everyone in the loop.

Let me know if you have any questions.

Regards,

Curt Robinson
treasurer@oxfordflyingclub.com
c. 203-450-0111

Sent from Mail for Windows

Oxford Flying Club

January 2022

Financial Information

Assets

Checking/Fuel Bank Accounts		\$22,422
Savings (Prop/Engine Reserve)		\$172,186
* Prop & Engine Reserve		\$75,303
* Liability Insurance Fund (\$40,000 target)		\$35,792
* Proficiency Time Fund		\$14,883
* LRP Upgrade Fund (819 Paint \$12,681)		\$43,800
* Cash from 7YT Sale		\$3,470
Accounts Receivable (1/31/2022)		\$24,870

Fixed Assets	Piper Archer N8261H	\$77,000
	Cessna 172P - N98819	\$71,000
	Piper Archer II - N4334X	\$86,000
	Cessna C182Q - N735GC	\$146,900

Aircraft - (values based on AOPA Vref figures as of 9/30/17) \$380,900

Total Assets: \$600,378

Liabilities

Accounts Payable (2/1/2022)		\$9,045
Bank Time - As of 2/1/2022		\$15,061
Loan Payable - N735GC	Monthly payments, including interest: \$1,510.	\$27,523
Prop and Engine Reserve (all planes - cumulative)		\$77,772

Total Liabilities: \$129,402

Equity

Total Equity: \$470,976

TOTAL LIABILITIES & EQUITY

\$600,378

Aircraft Data Current Month

Equipment	Hours Flown	Flight Total	/ Hour	Fuel	/ Hour	Mx Expense	/ Hour	Tiedown and Hanger	Prop and Engine Reserve	Hourly Cost (Fuel, MX, P&E)
N8261H	20.47	\$2,661	\$130.00	\$898	\$43.88	\$9,045	\$441.87	\$90	\$410	\$506
N4334X	4.90	\$637	\$130.00	\$98	\$20.06	\$3,242	\$661.63	\$90	\$98	\$702
N98819	5.60	\$740	\$132.14	\$280	\$50.01	\$0	\$0.00	\$90	\$94	\$67
N735GC	41.00	\$6,861	\$167.34	\$2,433	\$59.34	\$2,620	\$63.91	\$2,620	\$650	\$139
N228TR	8.90	\$1,513	\$170.00	\$398	\$44.70	\$0	\$0.00	\$340	\$0	\$45
Totals	71.97	\$12,412	\$172.46	\$4,107	\$57.07	\$14,907	\$207.13	\$3,230	\$1,252	

Inflows/Outflows

	Current Month	Totals
Membership - Initiation Fees	\$6,000.00	
Membership Dues - Regular	\$8,241.84	
Membership Dues - Associate	\$950.00	
Total Flight Time Billing (Includes N228TR)	\$12,412.10	
Interest Income	\$1.41	
Sporty's Rebate (quarterly)	\$0.00	
Finance Charges	\$0.00	
Billed Monthly Total:		\$27,605.35

Flight Hours (Unbilled Maintenance & Marketing)	-\$2,016.00
Transfer to P&E Reserve (Total hours x \$20)	-\$1,251.80
Insurance Fund Transfer (Goal \$40,000 by 3/15/2022)	-\$3,500.00
5GC Loan Payments (current month as above)	-\$1,509.68
Fuel & Oil Expense	-\$4,107.41
Club Officer & Maint. Credits (4 aircraft)	-\$1,755.00
Other Misc. Expenses (FSP, Web Site, Events, Advertising, Landing Fees & Other)	-\$234.34
Licensing and Registration Fees for Aircraft (CBP Decals)	\$0.00
Aircraft Liability Insurance/D&O Insurance Payment	\$0.00
General Maintenance Expense	-\$1,052.18
Leaseback Aircraft Waterfall	-\$910.30
Total Aircraft Expense (above Ann/Av/Fee/Mx and Tiedown & Hanger)	-\$18,137.46

Expenses Total: -\$34,474.17

Monthly Cash Flow Total -\$6,868.82

Fund Balances		All Funds (12/2/20-12/1/21)		
	Dues %	Month Only		
Dues: Accounting	0.67%	\$ 60.98	\$	367.57
Avionics Subscriptions	1.87%	\$ 171.20	\$	(964.13)
D&O Insurance	0.60%	\$ 55.13	\$	372.99
Hangar/Tie Down	4.12%	\$ (566.61)	\$	(997.90)
Liability Insurance	34.78%	\$ 3,195.25	\$	31,350.05
Loan Payments	17.26%	\$ 69.53	\$	-
Officer's Credits	20.07%	\$ 75.04	\$	774.58
Taxes & Registrations (Town of Oxford delayed because of COVID-19)	0.34%	\$ 14.26	\$	(192.59)
Web Site / FSP	0.85%	\$ 33.89	\$	62.99
General Maintenance	5.72%	\$ (429.12)	\$	1,875.03
Marketing Expenses		\$ (31.00)	\$	(538.04)
Unbilled Flight Hours (+MX, +MARK, Landing Fees)		\$ -	\$	(354.38)
Landing Fees	0.71%	\$ 58.11		134.82
Quickbooks Online	0.99%	\$ 14.26		-57.75
Dues Unallocated		\$ 42.02	\$	1,494.50
LRP Upgrade Fund (Expired PT, Initiation Fees, Bank Interest)		\$ 59.39	\$	1,959.05

Flight	Last Month	Current Bal
Flight: N4334X		
Fuel	\$ 171.17	\$ 64.33
MX	\$ (2,998.03)	\$ (18,768.63)
P&E	\$ 122.50	\$ -
Upgrades	\$ 1.08	\$ 3,840.31
Flight: N735GC		
Fuel	\$ 447.69	\$ (784.81)
MX	\$ 10.75	\$ (2,153.29)
P&E	\$ 804.00	\$ -
Upgrades	\$ 119.37	\$ 2,793.69
Flight: N8261H		
Fuel	\$ 227.40	\$ 2,055.52
MX	\$ (7,926.30)	\$ 6,495.79
P&E	\$ (696.20)	\$ -
Upgrades	\$ 7.35	\$ 4,220.74
Flight: N98819		
Fuel	\$ (6.35)	\$ (1,015.52)
MX	\$ 294.89	\$ (4,468.98)
P&E	\$ 112.00	\$ -
Upgrades	\$ 59.39	\$ 5,537.13

Fuel Account Balance (Across All Aircraft)	\$319.52
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Leaseback Report

N228TR	Income	Fuel	MX	Maint Fee	Total
Nov-21	\$ 1,683.00	\$ 660.31	\$ -	\$ 84.15	\$ 938.54
Dec-21	\$ 1,564.00	\$ 885.74	\$ 240.00	\$ 78.20	\$ 360.06
Jan-22	\$ 1,377.00	\$ 397.85	\$ -	\$ 68.85	\$ 910.30

Total Amount	\$ 2,208.90
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Oxford Flying Club Maintenance Status Report

February 2022

<i>Aircraft</i>	Status	Scheduled	Open Squawks	Long Range Planning	Notes
<i>N98819</i>	; door latch was repaired by Wright. Need compass bulb, bulb on back order	transponder & static system tests 03/17/2022			need a extension cord for heater, In hangar 3 till end of month
<i>N735GC</i>	In good shape. Right brake pad issue has been addressed and replaced	Landing light lens cracked lens cover is being addressed. Cover has been ordered and received, and Tail hook .			Engine cooling fins appear to be rubbing and wearing through baffle plate
<i>N4334X</i>	New Annual New Avionics	Nothing			Training Training training
<i>N8261H</i>	In annual at Wright. Will receive options at membership meeting				Wing tip replacement and LED 's decision
<i>N288TR</i>	Running great! Parked in NT20	50hr oil change, right main tire, and gear alignment 2/17 at Wright.			Aerothermal Alien pre-heater in hangar with extension cord.
<i>N172HL</i>	New Lease back				

OFC Safety Committee Policy change recommendation.

1. On February 10th the OFC Safety Committee evaluated the members concerns pointed out in the last regular meeting related to Club Proficiency currency. The committee discussed change proposals, evaluated the risks, and got aligned on the following Policy changes recommendations.
2. These changes proposal was scaled up to the OFC board and it will set in the agenda on the February 15th meeting.
3. We will make the motion to change our policy with the proposed changes to pursue members approval.

Note: in **yellow** are highlighted the changes from current policy (left).

CURRENT POLICY:

VI. Club Proficiency Requirements

Section 6.01 Aircraft Checkout

(a) Each member shall complete an Initial Club Checkout (ICC) or Proficiency Check (PC) whenever this policy dictates to utilize Flight Scheduler Pro (FSP).

(b) Each member will be required to complete an ICC for each type of aircraft by a club CFI.

(c) Student pilots will be required to have a CFI signoff in his/her logbook before any solo flights. If a member completes a private pilot check ride in a club aircraft with club CFI instruction, that will count as an ICC in that aircraft type.

Section 6.02 An Instrument Competency Evaluation (ICE) shall be completed every 12 calendar months to act as PIC in IFR flight conditions in club aircraft.

Section 6.03 Annual Proficiency Check (PC)

(a) Members who wish to fly club aircraft as PIC must complete an annual proficiency check. The PC will mirror ACS standards and be posted yearly by the Chief CFI.

(i) A yearly PC will not have to be performed if the pilot has met any of the following requirements:

- 1) Members who've flown a minimum of 24 hours in the preceding 12 months (club or non-club aircraft). **See Section 6.04 below**
- 2) Obtained a new license or rating. The new annual PC date will be 12 months from the date of the check ride.
- 3) Club CFIs who provide a minimum of 16 hours of dual instruction.
- 4) An exemption given by the Chief CFI.

PROPOSED CHANGES:

VI. Club Proficiency Requirements

Section 6.01 Aircraft Checkout

(a) Each member shall complete an Initial Club Checkout (ICC) or Proficiency Check (PC) whenever this policy dictates to utilize Flight Scheduler Pro (FSP).

(b) Each member will be required to complete an ICC for each **Make and Model** club aircraft by a club CFI.

(c) Student pilots will be required to have a CFI signoff in his/her logbook before any solo flights. If a member completes a private pilot check ride in a club aircraft with club CFI instruction, that will count as an ICC in that aircraft type.

Section 6.02 An Instrument Competency Evaluation (ICE) shall be completed every 12 calendar months to act as PIC in IFR flight conditions in club aircraft.

Section 6.03 Annual Proficiency Check (PC)

(a) Members who wish to fly club aircraft as PIC must complete an annual proficiency check. The PC will mirror ACS standards and be posted yearly by the Chief CFI.

(i) A yearly PC will not have to be performed if the pilot has met any of the following requirements:

- 1) Members who've flown a minimum of 24 hours in the preceding 12 months (club or non-club aircraft **of same type**).
- 2) Obtained a new license or rating. The new annual PC date will be 12 months from the date of the check ride.
- 3) Club CFIs who provide a minimum of 16 hours of dual instruction.
- 4) An exemption given by the Chief CFI.

CURRENT POLICY:

Section 6.04 Club Currency

(a) ICC currency shall be defined as follows: a minimum of one flight within 90 days per make and model.

(b) Members must fly a minimum of 4 hours PIC within a 90-day period.

(i) Only 2 hours per 90 days must be performed in club aircraft with a minimum of 3 takeoffs and landings. 2 Standard Operation Manual 2021

(c) If a member falls out of club or ICC currency, they must perform a PC. **See Section 6.03 above** This PC will count as an annual PC allowing the 12-month annual PC clock to be reset.

Section 6.05 Club currency PIC time will be tracked through flight scheduler pro (FSP).

(a) Members who fly non-club aircraft or who fly dual flights (e.g., safety pilot IFR) will have to submit their time to the Chief CFI so the hours can be inputted into FSP.

PROPOSED CHANGES:

Section 6.04 Club Currency

(a) Currency shall be defined as follows: Completion of three takeoffs and three landings within 90 days as PIC. Takeoffs and landings must be completed in the same class of aircraft.

(b) If a member falls out of club currency, they must perform a review flight with a Club instructor. This flight may be in the format of an FAA BFR and that pilots Annual Flight Standards Review Flight.

(c) Club Currency is a self regulated Standard.