

OXFORD FLYING CLUB

MEETING MINUTES

28 Jan 2014

Attendance: Regular: 18 Reg/Student: 2 Associate: 5 **Quorum:**¹ Yes X No

Location: 121 Restaurant Oxford, CT

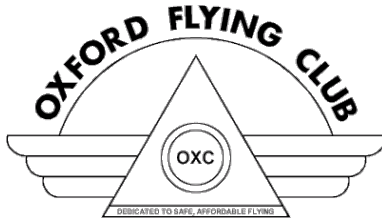
Type		Member	Present	Type		Member	Present	Type		Member	Present
1	Assoc	Aulet, Maximillian		Reg	Hill, Ed			Reg	Pugliese, Jay		
2	Reg	Baker, Matt	X	Reg	Hill, Jeremy			Reg/Stu	Reddy, Mahesh	X	
3	Reg	Bell, Joe		Reg	Kit, Volodymyr			Reg	Richardson, Bruce	X	
4	Assoc	Berwick, Ken		Assoc	Kramer, Tom			Reg/Stu	Riolo, Jonah		
5	Reg	Burmann, Bruce		Reg	Kuhsel, Bob			Reg	Robinson, Andy		
6	Assoc	Camejo, Christopher		Reg	Lafosse, Larry	X		Reg	Rosen, Stewart	X	
7	Reg	Carr, Tim		Reg	Laine, George			Reg	Rosendahl, Eric		
8	Reg	Chromczak, Ed	X	Assoc	Lyons, Hal	X		Assoc	Sabot, Jay	X	
9	Assoc (Honorary)	Dasilva, Domingos		Reg	Monahan, Casey	X		Assoc	Schindler, Len	X	
10	Reg	Delp, Greg	X	Reg	Monahan, Jay	X		Assoc	Schmecker, Ron	X	
11	Assoc	Dobbs, Glen		Reg	Morici, John	X		Reg/Stu	Shaker, Ed		
12	Assoc	Dobbs, Kristi		Assoc	Morrow, Bill			Reg	Stevens, Burt	X	
13	Reg	Ebbert, Davis		Reg	Mowerman, Illya			Assoc	Treanor, Jim	X	
14	Reg	Fazio, Mike	X	Reg	Nalband, Gary	X		Reg	Tremallo, Wayne		
15	Reg	Feeney, Richard		Reg	Noffke, Karl	X		Reg	Trueman, Jeffrey		
16	Reg	Feinman, Jason		Reg	Oloff, Scott	X		Reg/Stu	Vitagliano, Erik	X	
17	Assoc	Feinman, Phil		Reg	Palmatier, Bruce			Reg	Wilson, Richard	X	
18	Reg	Green, Geoffrey	X	Reg	Poole, Christopher			Assoc	Zipkin, David		
19	Reg	Hansen, Jens		Reg	Poole, Raymond						
20	Reg	Heidrich, Don	X	Reg	Proulx, Brian	X					

- **Burt S. called the meeting to order at 7:00 PM**
- **November regular & December Christmas meeting minutes accepted unanimously**
- **Guests: Chris Tyrrel and Gavin Earl, Mick Murphy (potential club members)**

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.

Monthly Reports:

Membership Report: Presented by Don Heidrich (see attached).



Membership Report Oxford Flying Club

Don Heidrich, January 2014

Membership Changes since Last Meeting:

Resigned:

- <none>

Status Change:

- Ron Schmecker to Associate
- Glen Dobbs to Associate
- Jim Treanor to Medical Associate
- David Zipkin to Associate

Joined:

- Kristi Dobbs – Rejoined as Associate
- Greg Delp – Regular / Instructor
- Jonah Riolo – Student
- Erik Vitagliano – Student
- Larry Lafosse – Regular

Current Totals

Regular	38
Student	5
Mentored Student	0
Associate	14 (Includes Dom Dasilva)
<u>Med Associate</u>	<u>1</u>
Total	58

Other Notes:

New Prospects:

- Roland Greenwood
- Mick Murphy
- Gavin Earl
- Chris Tyrrel

Additional membership business: Don Heidreich and Len Schindler interviewed Gavin Earl and Chris Tyrrel for club membership. Applications for both candidates were discussed during the meeting and a motion to approve both Gavin and Chris was presented, all meeting members unanimously approved the motion.

Membership Report accepted unanimously.

Treasurer's Report: Presented by Mike Fazio (see attached).

After Mike's review of the financials Don H. and Jay M. expressed concerns that funds allocated for engine and prop reserves appeared to be short by approx. \$37K. Members also discussed having a line item on the financials showing these reserves. Burt mentioned that this shortfall was attributed to higher operating cost in 2013 (e.g. annuals, ELTs, etc.).

Burt has directed the finance committee and any interested members to look into:

- Rates per hour allocated to engine and prop reserve (suspect rates may be low) and present findings and recommendations to club membership.
- A way to record engine and prop reserves more transparently on financial statements.

Treasure's Report accepted unanimously.

MX Report: Presented by Brian Proulx (see attached).

- **Winter Storm Response Crew**

Brian recommended establishing a Winter Storm Response Team to clean our aircraft. This is a great opportunity for the younger members to get involved. The current practice of contacting who can help when needed is time consuming and not reliable. Brian will send email to club members for volunteers.

- **Engine Replacement 84F**

After another lengthy discussion on the floor, it was decided that engine replacement is no longer under consideration. Jay M. expressed his opinion that the long range plans of the club should be considered here as our fleet of planes is very old and maybe replacing 84F would be a more prudent path to consider. This would also make the OFC more attractive to recruiting new members. Most members agreed and expressed that we should not pour any more money into 84F.

Ron S. also mentioned that someone is selling a 1984 Archer II with hanger (NT-20) that the club may want to consider.

As a result, a motion was presented to club members to establish a committee to look into purchasing another plane to replace 84F and not to expend any expenses on 84F other than normal maintenance providing update at March meeting. Motion was unanimously approved.

Scott O. and Jay M. will chair the committee.

- **Engine Replacement 61H** (for details see attached recommendations from maintenance team)

After another lengthy discussion on the floor, two different recommendations were presented:

1. Engine replacement choices were narrowed down to option #1 or option #2
2. Engine replacement at March annual 2014 or 2015.

A vote was taken on engine replacement options:

- Option 1 - 14 votes (remanufactured)
- Option 2 - 2 votes (rebuilt, \$3000 less)

A vote was taken on Engine replacement timeframe during annual:

- March 2014 – 9 votes
- March 2015 – 7 votes

After voting, a motion was presented to club members selecting 61H engine replacement option #1 and engine replacement timeframe during annual in March 2014. Motion was unanimously approved.

- **Oil Change Crew**

Brian suggested the following in an effort to break up some of the work involved:

- Each MX assistant assigned to a plane is responsible for getting the oil changed
- Train the folks who would assist the MX assistant (no more than 4-5 people)
- Make sure that we are covered to do this work in our hangar
- Implement the checklist process for each plane
- MX assistant signs release sticker

Brian will send email to club members for volunteers.

Maintenance Reports accepted unanimously.

Long Range Planning Committee Summary, 1/19/2014: Presented by Ed Chromczak (see attached). No detailed discussion occurred.

- Category (A): Basic upgrades that make the aircraft better and safer – 1 year or less
- Category (B): Recommended but requiring substantially more resources – 1-2 years
- Category (C): Items to add to wish-list; or a 3-4 year time horizon

The scheduling of the LRP projects have been coordinated with maintenance issues and are on track with the Committee's goals.

Suggested Aircraft Improvements:

62Y (230 hrs/yr; airframe TT 4.8K hrs; engine since MOH 355 hrs; remaining 900 hrs) Install ADS-B in/out collision avoidance avionics [\$6K] (B)

LED landing & taxi light upgrade [\$285ea. x 2 = \$570] (C) {repl. lamps should be LED}

LRP (A+B+C) Summary: \$6.6K

61H (350 hrs/yr; airframe TT 4.0K hrs; engine since MOH 1900 hrs; **remaining 100 hrs**), plan for overhaul in early 2014 [\$28K] (A)

Upgrade Transponder to Extended Squitter-out collision avoidance [\$1.5K] (A)

LRP (A+B+C) Summary: \$29.5K

84F (290 hrs/yr; airframe TT 6.8K hrs; engine since MOH 2300 (**900 since cyl repl**) hrs; (exceeding -260 hrs) Engine overhaul mid 2014 [\$28K] (A)

Exterior Paint - Consider 1+ years from now. [\$18K] (B)

Install ADS-B in/out collision avoidance avionics [\$6K] (C)

LRP (A+B+C) Summary: \$52K [plan for engine OH 2014 & extend paint job by touchups]

819 (210 hrs/yr; airframe TT 7.0K hrs; engine since MOH 1700 hrs; remaining 300 hrs)

Install co-pilot seat inertia reel [\$1K]; back-ordered via Cessna (A)

Upgrade GPS - to 430WAAS [\$3.5K] (B)

Install ADS-B in/out collision avoidance avionics [\$6K] (C)

Exterior Paint - Consider 2 years from now. [\$18K] (C)

LED landing light upgrade [\$285] (C) {replacement lamps should be LED}

LRP (A+B+C) Summary: \$27.8K [consider extending paint job by touch-ups]

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

\$8.6K + \$29.5K + \$52K + \$27.8K = \$118K, required within the next three years for both LRP & Maintenance. [\$118K total - \$92K MX = \$26K LRP upgrades only.]

The above, one per year or earlier, ADS-B installation schedules are considered due to avionics shop scheduling prior to 2019 & available funding.

Safety: Presented by Jay Sabot

Jay trying to develop and foster a relationship with new department head Ray Laramie at N.V.C.C.

Burt mentioned Flying 20s has a program on Archers, Burt will send details to Jay for consideration.

Unfinished Business:

- **Bank Time Discussion**

Ed C. motioned to extend bank time for another month due to recent weather conditions. Jay S. seconded the motion and all club members unanimously approved the motion.

As a result of this vote, no member will lose bank time in January but will have until the end of February to use Jan & Feb bank time.

- **Winter Pre-heats rates & details**

Maintenance team presented the following cost to have preheats done in Key Air hanger

- Bring plane to Key Air hanger - \$30.
- Calling Key Air to tow plane to hanger – additional \$20. Brian also mentioned that Key Air is not really interested in towing the aircraft

Member pays ½ the cost, club pays the other half.

- **Pinch Hitter Course, Spring 2014**

Burt asked the club members if there is any interest in starting this program. This is a great program for spouses and family members to get a basic understanding of flying concepts and to actually fly and be able to land the aircraft incase pilot is incapacitated during flight. This

additional training greatly improves the safety of the flight. Those interested would spend a morning in a classroom with a club CFI then go flying at member's expense.

Mahesh R. will send e-mail to club members to get a list of those interested.

- **Insurance Renewal**

Burt thanked members for updating their profiles. He is also looking into a smooth policy as another choice, will present details at next meeting.

New Business:

- **Audit Committee Report - Ed Chromczak (see excerpt from Ed's email).**

(excerpt)

As required by the OFC Bylaws, Article VIII, Section 1., d.:

The Audit Committee & the Treasurer's team consisting of Len Schindler, Don Heidrich, Matt Baker, Gary Nalband, Burt Stevens & Ed Chromczak met Monday, January 13, 2014, with our Treasurer, Mike Fazio to review our Club's FY-2013 accounting records and have concluded that they are in order.

We did find a potential double payment of \$126.90 to Reliant Aircraft and have asked the Treasurer to look into that issue and it was resolved by finding a credit to our account in December. There also was another double payment of approximately \$462 that was resolved during the last year and both were a result of Reliant Aircraft's method of billing (Statements vs. Invoices) their clients.

The volume of "paperwork" and QuickBooks recordkeeping is substantial and has increased due to our operating four planes and the maintenance work involved.

Ed Chromczak, Audit Chair

Audit Report accepted unanimously.

- **Plane Vref - Ed Chromczak:**

Ed associated the big drop on 84F to age, time on engine, paint job. Club members also expressed that Vref values and actual price someone is willing to pay is substantially lower. Suggest using the Vref values as a guide.

	1/15/2014	11/1/2013
819	\$44,000	\$45,000

84F	\$32,000	\$51,000
61H	\$68,000	\$82,000
62Y	\$94,000	\$97,000

- **Sporty's 5% Rebate program – requires providing Sporty's with our personal emails.**

Burt asked club members if they were interested and all agreed. Most members said Sporty's already has their email.

A motion was presented to club members to send OFC email list to Sporty's. motion was accepted unanimously.

- **IMC program – Presented by John Morici (see attached)**

John presented topic to club members to see if there was any interest. Discussions leaned towards item #2. Further discussion will resume at next month's meeting.

(excerpt from John's email)

This is about an article in IFR Magazine this month on the IMC Club (see attachment). Their website is <http://www.imcclubs.org>

This is a club which promotes local chapters to have monthly meetings with quest speakers to discuss a variety of topics in world of IFR flying. My feeling is that most of us do not get sufficient real IMC time and that as a way of keeping our heads in the game, so to speak. This would be beneficial to our overall skill levels. As a safety benefit I see real value this. In a different direction since we would open this chapter to none OFC members it would be a great way to promote OFC.

There is a one-time chapter fee of \$500 and each member would pay \$36 per year to IMC Clubs which gives them full access to their website.

What I would like to start a discussion on about:

1. Should we entertain the idea of starting a chapter of IMC Club at OXC?
2. Since we already have members that are rated or looking to be rated, should we form our own sub group within OFC to perform the same function. We certainly have the contacts and skills to do this on our own. We could possibly invite outsiders to the meetings and still reap the benefits of the PR.
3. Or, John bad idea and please sit down.

- **4V8 (former MT Snow now Deerfield Valley Regional) Runway lengthening Letter**

Glen Dobbs sent email to all members regarding a request by Chris Carmen, a friend of Glen who is working on a runway lengthening project. The runway project is to lengthen the runway from 2650' to 5000 '. Chris is having problems with the state and federal wetlands divisions since this expansion is through wetlands. Chris is requesting any pilot to write a letter stating that as a pilot these improvements would make a safer environment. It's always a good idea to do our part in promoting general aviation.

Send all letters to this email address below.

<http://deerfieldvalleyairport.com/>

- **OFC Annual Aviation Consumer Award**

The OFC has awarded Geoffrey Green a one year subscription to Aviation Consumer Magazine as longest standing member of the club.

- **OFC Event Calendar**

Bruce Richardson presented OFC event calendar for 2014 (see attached). Jones Beach event is now officially listed. Bruce encourages all to submit ideas for events.

The club adjourned at 9:24 PM.

Submitted by,
Karl Noffke

Document History

Version	Date	Change Reference
1.0	28-Jan-2014	Original release
2.0		Corrected Jay M. co-chairing with Scott O. not Casey M. On new plane search for 84F.

Oxford Flying Club

Current Financial Status

Balance Sheet

12/31/13

Assets

Cash	\$83,288
Accounts Receivables	\$9,802

N8261H	\$82,000
N4384F	\$51,000
N98819	\$45,000
N7362Y	\$97,000
Planes - (values based on AOPA Vref figures as of 1/1/2013)	\$275,000

Total Assets: \$368,090

Liabilities

Accounts Payable	-\$929
Bank Time	\$10,131
Loans	\$39,915
Engine & Prop Reserve* includes P&E on 7362Y to date	\$120,310

Total Liabilities: \$169,428

Total Equity: \$198,663

Profit & Loss Statement

	December-13	YTD
Total Income	\$12,407	\$199,000

Expenses

	Monthly	YTD
N4384F <i>Annual in 05/13 @ \$5,211</i>	\$282	\$17,557
N8261H <i>Annual in 03/13 @ 6169, ELT@1552</i>	\$487	\$25,559
N98819 <i>Annual in 12/13 @ \$7,854</i>	\$252	\$27,576
N7362Y <i>Annual in 11/13 @ \$7,782</i>	\$927	\$28,462
Officers Flying Time	\$760	\$9,120
Fuel & Oil Expense	\$3,095	\$70,321
Other Expenses	\$518	\$12,672
Total Expenses:	\$6,323	\$191,268
Net Income:	\$6,084	\$7,733

OFC Maintenance Report

Active Issues - January 2014

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
1/16/2014	980	Uneven CYL temps on 61H per ECI	May be due to baffling issue. Will have it looked at.		Open	Image
<u>N7362Y</u>						
11/17/2013	967	The non-essential top right side instrument light sometimes function when "tapping" on the top of the instrument panel.			Pending	Club
11/17/2013	966	The airspeed indicator is very difficult to view during night operations because it has a "ring" lighting device installed	Perhaps there may be a "brighter" way to illuminate the ASI. Bring along a "head-lamp" if flying at night.		Pending	Club
10/30/2013	949	Cessna Aging Aircraft Inspection - Needs to be budgeted and part of our MX plan going forward			Open	
10/30/2013	947	SB301 not done at annual but is due. Need to reschedule soon	Will work with Reliant		Open	Reliant Air
<u>N8261H</u>						
1/16/2014	979	Condensation on inside windows	Condensation on the inside windows of 61H. Morici stated it was there when he got into the plane and never cleared. Will keep an eye on this as it may have been due to the unusual cold/warm weather and not a water leak.		Open	Club

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
12/30/2013	974	GPS outage issue again?	Did not come alive right away however did so by the time of departure. Could have been the slush/ice on the antenna?		Watch	Club
<u>N98819</u>						
1/20/2014	982	Need new 4" heater hose			Open	Club
11/17/2013	964	Co-pilot inertia reel install	backordered for weeks.		Open	Image
10/30/2013	950	Cessna Aging Aircraft Inspection - Needs to be budgeted and part of our MX plan going forward			Open	
10/30/2013	948	Left brake caliper will need replacing at annual	Wrong caliper ordered. Image owes us a credit and I will keep this open until credit is issued. Cleaned out cylinder and assures us this will be fine.		Open	Image
9/8/2013	921	Loaner transponder installed while ours is bench tested			Open	VIP

OFC Maintenance Report

Closed Issues - January 2014

Open Date	ID #	Issue	Resolution	Status	Assigned	Close Date
1/16/2014	981			Closed	Club	1/16/2014
<u>N4384F</u>						
1/9/2014	978	Need to repair right main strut seals		Closed	Image	1/12/2014
1/8/2014	975	Right main strut went down. Looks like damage to the seal. Will need repairs	Added nitro temporarily. Will repair next week.	Closed	Image	1/8/2014
<u>N8261H</u>						
9/8/2013	922	DG precessing again, 3rd time is a charm?	This has been repaired twice now. VIP discussing options. VIP put another unit in on 9/11, still evaluating options	Closed	VIP	1/9/2014
<u>N98819</u>						
1/9/2014	977	New wingtips installed. Old wingtips structurally unsound	The amount of labor required to fix the deteriorating plastic was more than what it would cost for new Fiberglass tips. New tips installed at annual.	Closed	Image	1/9/2014
1/9/2014	976	Per Ed, provided A-post plastic pieces from Vantage and authorized installation.	Very labor intensive effort. Completed at	Closed	Image	1/9/2014

4024.0

4024.0

1971.1

Annual Insp & hours to date	3755.24	268.76
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prop 28.9

4736.2

Estimated Engine replacement	Mar-2014
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5490.4

6865.4

906.1

Annual Insp & hours to date 2464.8||173.4

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prop      581.0
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8210.3

Estimated Engine replacement	Apr-2013
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Expect to go 500 beyond TBO with new lycoming cylinders installed 8/2010	Oct-2014
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7013.0

1696.0

Annual Insp & hours to date 6995.8||17.2

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prop 1054.3
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8254.3

Estimated Engine replacement	Apr-2015
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4368.5

4397.0 OFC in service

3237.5 overhauled engine hrs

Annual Insp & hours to date 4757.90||50.1

4368.5 time on engine

Prop TBO	1147.0	or 8/2017
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Estimated Engine replacement	Dec-2016
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OIL REPORT

LAB NUMBER: F92186

UNIT ID: N7362Y

REPORT DATE: 1/15/2014

CLIENT ID: 38450

CODE: 20/34

PAYMENT: CC: AmEx (Bulk)

UNIT

MAKE/MODEL: Lycoming O-540-J3C5D

OIL TYPE & GRADE: Aeroshell 15W/50

FUEL TYPE: Gasoline (Leaded)

OIL USE INTERVAL: 46 Hours

ADDITIONAL INFO: Cessna R182, Eng S/N L-19316-40A

CLIENTBRIAN PROULX
15 MIDWAY DRIVE
MIDDLEBURY, CT 06762PHONE: (203) 558-5214
FAX:
ALT PHONE:
EMAIL: flyn4fun@snet.net**COMMENTS**

BRIAN: You noted on the slip that you didn't have any known problems or suspicions with this engine and we agree with you. We don't see anything here that might point to a problem since metals held steady yet again. Silicon and insolubles continue to read low, so the air and oil filters are doing their respective jobs well. No fuel or water was detected in this sample of 15W/50. None of this is anything new for N7362Y - it tends to look great in our analysis. Keep it up!

ELEMENTS IN PARTS PER MILLION	MI/HR on Oil	46	UNIT / LOCATION AVERAGES	45	41	41	45	29	UNIVERSAL AVERAGES
	MI/HR on Unit	1,125		263	218	136	98	600	
	Sample Date	01/03/14		08/01/13	06/09/13	03/12/13	12/26/12	09/26/11	
	Make Up Oil Added	2 qts		4 qts	2 qts	2 qts	3 qts	1.5 qts.	
	ALUMINUM	12	13	12	11	13	25	15	7
	CHROMIUM	5	10	7	6	9	14	10	5
	IRON	37	37	32	27	33	48	43	28
	COPPER	8	11	10	10	9	8	13	6
	LEAD	7050	4789	7147	7088	7816	6140	4742	5104
	TIN	1	1	2	2	0	0	1	1
	MOLYBDENUM	2	2	2	2	1	2	4	1
	NICKEL	2	3	2	1	3	4	3	2
	MANGANESE	0	0	0	0	0	1	1	0
	SILVER	1	0	0	0	0	0	0	0
	TITANIUM	0	0	0	0	0	0	0	0
	POTASSIUM	1	1	0	0	0	2	0	0
	BORON	2	1	1	2	1	2	1	0
	SILICON	4	4	3	3	4	4	4	5
	SODIUM	1	1	0	0	2	2	1	1
	CALCIUM	1	5	1	1	2	6	55	13
	MAGNESIUM	5	9	10	8	7	7	27	5
	PHOSPHORUS	1238	896	1052	1124	1165	426	1069	550
	ZINC	5	6	3	4	1	3	13	4
	BARIUM	0	0	0	0	0	0	0	0

Values
Should Be*

PROPERTIES	SUS Viscosity @ 210°F	88.5	82-105	95.0	93.4	92.1	92.7	96.8
	cSt Viscosity @ 100°C	17.61	16.0-21.8	19.17	18.80	18.48	18.64	19.60
	Flashpoint in °F	485	>440	500	455	465	460	475
	Fuel %	<0.5	<1.0	<0.5	<0.5	<0.5	<0.5	<0.5
	Antifreeze %	-		-	-	-	-	-
	Water %	0.0	<0.1	0.0	0.0	0.0	0.0	0.0
	Insolubles %	0.4	<0.6	0.3	0.4	0.5	0.4	0.3
	TBN							
	TAN							
	ISO Code							

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

416 E. PETTIT AVE. FORT WAYNE, IN 46806 (260) 744-2380 www.blackstone-labs.com



1/17/2014

Recommended Engine Replacement Plan - 2014

Affected Aircraft: N8261H and N4384F

Engine Options

The Club MX team has researched this extensively and have identified three (3) engine replacement options and listed in order of expense from highest to lowest.

1. Zero-Time Engine Remanufactured
 - a. Most expensive, however most inclusive. For an active club such as OFC, this option will provide us with a modern engine and includes NEW cylinders, pistons, valves, carburetor, and numerous other benefits.
 - b. 2-3 weeks downtime.
 - c. ~\$28,850 [\$24,500 (engine) + \$3,350 (installation & mount OH) + \$1000 (shipping)]
2. Engine Overhaul
 - a. Remove existing engine and ship to Penn Yan (or other overhauler). This option overhauls YOUR engine. Important because you know your engine.
 - b. 6-8 weeks downtime and is variable based on factory backlog.
 - c. Includes a new parts upgrade to new camshaft, starter, lifters, Slick magnetos, ignition harness, spark plugs, pistons & cylinders. Also includes a rebuilt carburetor and fuel pump.
 - d. ~\$24,850 [\$20,500 + \$3,350 + \$1000]
3. Engine Exchange
 - a. Give your engine to the engine overhauler, and get another one in exchange.
 - i. It is not zero-timed and is an off the shelf item. Some engines can exceed 10,000 hours of time in-service.
 - b. 2-3 weeks downtime.
 - c. ~\$22,850 [\$18,500 + \$3,350 + \$1000] (2013 prices)

N8261H Replacement Recommendation (currently at TBO of 2000hrs, Prop = 2000hrs)

The MX team recommends we make this engine the first replacement for 2014. This is because this engine (which was an original Penn Yan overhaul in January 2007...Option 2 above) has never given us any issues or problems. This engine has an original case and all accessories.

61H engine recommendation = Option 1.

Prop overhaul = required. ~\$3000 for overhaul, shipping, and paperwork. Approx. 2 weeks to complete.



Timing = Replace engine and complete prop OH at annual, March 2014.

This aircraft is the lowest time aircraft we have in the fleet and is most likely going to stay with the club for an extended period. Take advantage of the new E-type engine and adds 5 generations of design improvements to reduce wear and improve longevity (our current engine is version A). Because we will need to fund 2 engines in 2014, one engine should be completed in the spring and one in the fall to balance the expenditures. With no engine issues since 2007, the MX team does not want to extend the replacement beyond annual.

Request a motion at the January 2014 meeting to approve Option 1 to include the prop overhaul to take place at the March 2014 annual. Work to be completed at Reliant Air.

N4384F Replacement Recommendation (currently 2273hrs or +273 over TBO, Prop = 1470hrs)

The MX team recommends we replace 84F's engine at annual in April 2014. This engine was originally placed in service on April 2005 and is a Superior "Millennium" engine overhaul. At 1375 hours (August 2010), this engine began making metal which required us to pull the cylinders. At that time, a top end was installed and included new pistons, rings, cylinders, and valves/guides.

84F engine recommendation = Option 2.

Prop overhaul = not required but makes the most sense to match prop and engine OHs. Still have 500hrs to go (about 1.5 yrs).

Timing = Replace in October 2014.

This aircraft is getting up there in TT (~7000 hrs). It needs paint, and the club should consider it for replacement, preferably in the next 2000 hrs. The engine has 5500hrs and had a new case installed due to a crack found in 2006 just after the Superior overhaul took place. Option 2 allows us to keep the original case and take advantage of new parts warranties. Extended downtime will be properly planned for.

Request a motion at the January 2014 meeting to approve for 84F engine Option 2, inspect and paint engine mount white, and delay the prop overhaul until annual 2015. Work to be completed at Reliant Air.

Respectfully submitted by,

Brian E. Proulx, OFC Maintenance Officer - 2014

OXFORD FLYING CLUB

2014

January						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
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February						
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March						
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April						
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May						
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June						
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July						
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August						
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September						
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October						
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November						
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December						
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28	29	30	31			

Notes:

Monthly membership meetings occur on the 3rd Tuesday of each month, except August and December.

Feb 23 – March 7: 8261H Annual

March 8: OFC Night Landing

April 20 – May 2: 4384F Annual

May 3: Plane Wash

May 15: OFC Tax Return Due

May 24 – 25: Jones Beach Air Show

June 6-8: World War II Weekend KRDG

June 18 – 21: Fly-In Lock Haven, PA

July 12: OFC Safety Day

July 28 – Aug 3: EAA Airventure, KOSH

Aug 9: OFC Summer Picnic

Sept 14: Simsbury Fly-In (4B9)

Sept 20: OFC Grass Landing (N41)

Oct 4: OFC Plane Wash

Oct 26 – Nov 7: 7362Y Annual

Nov 8: OFC Night Landing Event

Nov 18: OFC Annual Club Meeting

Dec 6: OFC Holiday Party

Dec 7 – Dec 19: 98819 Annual



15 INDICATES OFC EVENT

IMC CLUB HANGAR FLYING

Ever had a tough IFR flight that ended with you having a question? Everybody does. There's a place to discuss those and many more situations with like-minded pilots.

There weren't any IMC Clubs when I began flying on instruments. I wish there had been. I might not have had to make quite as many mistakes for myself as I did.

Back in 1984, a designated examiner by the name of Francis Xavier Scott pontificated upon me and pronounced me fit to fly an airplane solely by reference to instruments. I clearly remember Scotty's magic words: "Let's go inside and get you written up." I couldn't believe my ears—I was instrument rated! I had achieved a major milestone in my pilot training.

In that moment, all the instrument training and mentoring stopped. I had a license. I was on my own, and I was anxious to exercise my new privileges. "Look out, clouds."

A week later I sallied forth on an ideal "gentleman's IFR" trip, a short 50-mile IMC trip with gentle stratus cloud bases around 1500 ft. There was no rain, wind or convective activity. It was an ideal day to get that ticket "wet."

But unfortunately, it didn't quite work out the way it was planned; as I learned later, it seldom does. The moment I entered IMC, both VORs failed even though I had checked them on the ground. I sure wish I had a mentor along to help me sort it out. But at least I had a license!

Confidence Builder

After all the studying, training and testing, some new instrument pilots still lack the confidence to use the IFR system, even in VMC. So, they don't, and their newly gained skills atrophy like an unused muscle. It's not unusual and is quite understandable, like earning your license to practice medicine one day and tossing you into the emergency room solo the next.

Enter Master CFII/MEI Radek Wyrzykowski. He and a friend developed a mentoring program for new instrument pilots in Norwood, Massachusetts. This led to the formation of IMC Clubs, Inc., a nonprofit organization. IMC Clubs have taken off like wildfire and now have 72 chapters across the country, one of the latest being at AOPA Headquarters. They even have some chapters in Europe, South America and Africa.

My introduction to an IMC Club came through friend and *IFR Refresher* contributor, Tom Gilmore. Tom helped found a chapter in Stuart, Florida and he asked me to speak at their second meeting. To my great and pleasant surprise, eighteen pilots showed up at the restaurant function room, all eager to gain IFR wisdom. It turned out to be a two-hour give-and-take session and it was great.

Student to Pro

One of the best aspects of the meeting was the enormous range of IFR skills present, from prospective to active IFR students to 50-year veterans. Aircraft represented ranged from 172s to cabin-class twins and airliners. It was inspiring to see new and salty pilots in the same room, sharing ideas and experiences. As some members put it, it's organized hangar flying, lightly moderated and not limited to IFR topics. It was the kind of atmosphere where any question is fair and undoubtedly more than one answer will be heard.

Like *IFR* magazine, the focus is on real-world flying. IMC Club meetings offer widely varying member-solicited scenarios and then ask how pilots would react. The opportunity to interact with other like-minded

pilots is networking in its best form and keeps members active and engaged in instrument flying, whether airborne or chairborne.

IMC Club is the ideal place to find a safety pilot, mentor or instructor. I used to keep current with an instrument-rated safety pilot. We would fly for an hour and a quarter and then swap places, tormenting one another with weird approaches, partial panel, broken radios, ridiculous holds and even zero-zero landings. It was great fun, inexpensive and we worked up to a very high proficiency level. IMC Club is just the right place to find someone you like and trust to fly with.

You needn't be a member to attend, but joining gains you access to a wealth of resources at, www.imclubs.org. A one-year membership is a modest \$36—the source of their monthly \$3 Ground School®, with real-world decision-making situations and a context for discussing instrument flying with other pilots.

IFR and *IFR Refresher* magazines offer new IMC Club members two complimentary issues of each magazine and discounted subscription rates. It might be just what the doctor ordered. | *IFR*

Fred Simonds is a Gold Seal CFII, check airman and factory-certified G1000 instructor. Even with all that, he still learns something at IMC Club gatherings. See his web page at www.fredonflying.com.

