

OXFORD FLYING CLUB

MEETING MINUTES for 15 Jul 2014

Burt S. called the meeting to order at 7:03 PM

Location: 121 Restaurant Oxford, CT

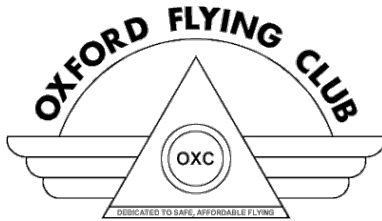
Attendance: Regular: 16 Reg/Student: 1 Associate: 2 **Quorum:**¹ Yes X No

Type		Member	Present	Type		Member	Present	Type		Member	Present
1	Assoc	Aulet, Maximillian	X	Reg	Hill, Ed			Reg	Proulx, Brian		
2	Reg	Baker, Matt	X	Med/Assoc	Hill, Jeremy			Reg	Pugliese, Jay		
3	Reg	Bell, Joe		Reg	Kit, Volodymyr			Reg/Stu	Reddy, Mahesh		
4	Assoc	Berwick, Ken		Assoc	Kramer, Tom			Reg	Richardson, Bruce		
5	Reg	Burmann, Bruce		Reg	Krasowski, Tom	X		Reg/Stu	Riolo, Jonah		
6	Assoc	Camejo, Christopher		Reg	Kuhsel, Bob			Reg	Robinson, Andy		
7	Reg	Carr, Tim		Reg	Laine, George			Reg	Rosen, Stewart	X	
8	Reg	Chromczak, Ed	X	Reg	Lafosse, Larry			Reg	Rosendahl, Eric		
9	Reg	Cooper, Pat		Assoc	Lyons, Hal			Assoc	Sabot, Jay		
10	Assoc (Honorary)	Dasilva, Domingos		Assoc	Moir, Floyd			Assoc	Schindler, Len		
11	Reg	Delp, Greg	X	Reg	Monahan, Jay			Reg	Schmecker, Ron	X	
12	Reg	Distasio, Jeff		Reg	Morici, John	X		Reg/Stu	Shaker, Ed		
13	Assoc	Dobbs, Glen		Assoc	Morrow, Bill			Reg	Stevens, Burt	X	
14	Assoc	Dobbs, Kristi		Reg	Mowerman, Illya			Reg	St. Pierre, Peter		
15	Reg	Earl, Gavin		Reg/Stu	Murphy, Mick			Reg	Suarez, Federico	X	
16	Assoc	Ebbert, Davis		Assoc	Nalband, Gary	X		Reg	Timpson, Larry		
17	Reg	Fazio, Mike		Reg	Nelson, Nick	X		Reg	Treanor, Jim		
18	Reg	Feeney, Richard		Reg	Noffke, Karl	X		Reg	Tremallo, Wayne		
19	Reg	Feinman, Jason		Reg	Oloff, Scott			Reg	Trueman, Jeffrey		
20	Assoc	Feinman, Phil		Reg	Palmatier, Bruce	X		Reg	Tyrrel, Chris	X	
21	Reg	Green, Geoffrey		Reg	Palombo, Rich			Reg/Stu	Vitagliano, Erik	X	
22	Reg	Greenwood, Roland	X	Reg	Poole, Christopher			Reg	Weiner, Jay		
23	Reg	Ham, Robert		Reg	Poole, Raymond			Reg	Wilson, Richard		
24	Reg	Heidrich, Don	X	Assoc	Pozniak, Jerry			Assoc	Zipkin, David		

- June meeting 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.

Monthly Reports:



Membership Report Oxford Flying Club

Don Heidrich, July 2014

Membership Changes since Last Meeting:

Resigned:

- Jeff Trueman – Transfer to Texas (old news)

Status Change:

- <none>

Joined:

- Robert Ham

Current Totals

Regular	46
Student	5
Mentored Student	0
Associate	17 (Includes Dom Dasilva)
<u>Med Associate</u>	<u>1</u>
Total	69

Other Notes:

New Prospects:

- Federico Suarez

Prior Prospects:

- Richard Aniuk – previous member
- Brian Huster – from Louisiana, ATP
- Tom Waterhouse – from Ron's barbershop
- Roland Greenwood
- Peter Hill
- Scott Price – Flies with Kyle, getting back into flying, attended Safety Day
- Norm Forrester – Student, paused for a while, attended Safety Day
- John Herman – was member of HFD club, hasn't flown in 4 years

Additional membership business:

Prospective new members Federico Suarez and Roland Greenwood attended meeting

Don H. and Gary N. interviewed both Federico S. and Roland G. After a brief discussion two motions were presented:

1. Ron S. motioned to accept Federico Suarez as a new member of the Oxford Flying Club. Gary N. seconded the motion, all members unanimously approved.
2. Ron S. motioned to accept Roland Greenwood as a new member of the Oxford Flying Club. Gary N. seconded the motion, all members unanimously approved.

Treasurer's Report: Presented by Burt S. on behalf of Mike Fazio (see attached).

Don H. mentioned that he liked the detail under aircraft data showing the monthly hours flown and income generated per plane. He was able to extract other information from these figures that showed positive income for engine and prop reserve.

Treasure's Report accepted unanimously.

MX Report: Presented by Ed C. on behalf of Brian Proulx (see attached).

Oil Changes – Brian would like to remind all OFC members to check oil change sticker and notify maintenance team when oil change is due within 10 hours.

Maintenance Reports accepted unanimously.

Long range Planning Committee Summary: Presented by Ed Chromczak (see below).

Monthly report from the Long Range Planning Committee - July 2014

The next major considerations for LRP are the FAA required ADS-B installations. Right now the major manufacturers of the ADS-B equipment are: Garmin, Aspen, Sandia & FreeFlight.

There is little value in installing ADS-B out only (Mode S - Extended Squitter) and not taking advantage of your "out" to get "in" and there is a way to do it.

Here are a few of the alternatives for installation of ADS-B:

34X: Upgrade the transponder Garmin GTX 330 mode S to Extended Squitter [ADS-B out]; installing a Garmin GDL 39 Portable Datalink, or equivalent & interconnect with the existing dash mounted Garmin 496 GPS [ADS-B in], for ADS-B in & out.

61H: Upgrade the transponder Garmin GTX 330 mode S to Extended Squitter; installing a Garmin GDL 39 Portable Datalink, or equivalent & interconnect with a dash mounted Garmin 496 GPS acquired from storage in our hangar for ADS-B in & out. (Need more info on the loaner Stratus to see if can do ADS-B in)

62Y: Install either the Garmin GDL 88 or FreeFlight RANGR or equivalent to support ADS-B out & in and interconnecting the ADS-B in to the existing MX-20 MFD for the display.

819: Install either the Garmin GDL 88 or FreeFlight RANGR or equivalent to support ADS-B in & out. The GPS WAAS upgrade needs to be reviewed vs a "total install. Traffic & WX can be displayed on a separate MFD as necessary.

The costs for the above suggestions would range around:

34X: \$1.5K + \$800 + \$1.5K labor = \$3.8K

61H: \$1.5K + \$800 + \$2.5K labor = \$4.8K

62Y: \$4K + \$2.5K labor = \$6.5K

819: \$4K + \$1K + \$2.5K labor = \$7.5K

819: GPS upgrade to WAAS = \$3.5K and labor included with ADS-B job.

After meeting avionics folks at our monthly meeting and at the AOPA fly-in, I think we need to review all of the above. Thank you, Ed Chromczak 908-400-9370

- **Fate of N98819 & Extended Squitter for both Archers**

From talking to folks at the AOPA fly-in, Ed mentioned that extended squitter makes sense if we just want to comply with the regulations. However, if you want both in and out functionality then this is not a good choice.

Cessna N98819:

Total airframe time: approx. 7200 hours

Approx. value: \$42K

Has run out engine (approx. \$25K for engine, \$4K for WAAS)

If interested, paint (\$15k)

Let's think about our options based on these figures.

Safety: - Deferred to safety day

Unfinished Business:

- **Safety Day\ Spot landing Event – Saturday, July 19th - Max A. & Ron S.** (see attached).

Rain date for spot landing contest only will be Saturday, July 26th

Max A. sent email (July 16th) to all OFC members with Safety Day sign-up sheet

- **IMC Program Update – John Morici**

John stated we are ready to host our first IMC meeting on Wednesday, Aug 6th.
All are invited to attend.

Location: OFC hanger (NT-17) NE side of airport where 62Y resides.

Frequency: First Wednesday each month

Time: 7 PM

- **Refueling planes – George L. suggests topping off if < ¾ tanks. (Note: 62Y is usually topped off prior to flight, not after flight.)**

Deferred

- **N55387 – Seneca I – Ad hoc Committee – Don Heidrich**

Burt S. has offered to make his Seneca available to the OFC Club for training and other uses if there is sufficient interest and if an amicable arrangement can be made regarding access, rates, insurance, etc.

Don H. sent email on July 14th to OFC membership to determine level of interest which appears to be around 10 so far. Many members also thought a twin would attract new members

Club members had a general discussion and it appeared there was sufficient interest and amicable arrangements. No details or figures were provided on purpose until more accurate and detailed info can be provided.

As a result, club members have asked Burt S. and Don H. to draft a more formal proposal for those interested in flying the Seneca (e.g. insurance rates, hourly rate, booking, listing on OFC website, etc.) for discussion at next month's meeting.

** This will not have any impact, financial or otherwise on club members who will not be flying the Seneca

Davis Ebbert's Facebook Website for OFC

Burt S. asked club members who use Facebook to take a look and provide Davis E. some feedback (e.g. what looks good, any enhancements, etc.). See last month's meeting minutes for more details.

davisebbert@yahoo.com]

New Business:

- **Members – booking privileges**

Matt B. expressed his concern that it appeared some members may be booking large blocks of time in order to cherry pick when they want to fly.

Burt S. stated that we need to respect other member's access to scheduling flights. Let's all keep an eye on this to ensure this practice is not prevalent.

- **Reimbursement of non-insurance claims caused by members' actions**

Burt S. stated that per club bylaws members are responsible for the insurance deductible of \$1,000 for any damage claims. There is no policy for damage below \$1,000.

Club members had a discussion around accidental damage versus negligent damage. As you might surmise, it became apparent that most damage falls in the subjective category where there were more questions than agreeable answers. Also how would this be judged and enforced. Members agreed that this has not been a problem worth making any changes or recommendations at this point.

Other items as presented by membership

- **Plane Wash – Saturday, July 13th**

Burt S. thanked everyone who successfully washed, waxed and cleaned the interiors of all (4) planes. Congratulations to our organizers, Ed Chromczak and Andy Robinson as this was their first time running the show, Brian P. must have trained them well.

The volunteers who contributed their sweat equity to keep our planes looking sharp:

Ed Chromczak
Andy Robinson
Larry Lafosse
Matt Baker
Gavin Earl
Jay Monahan
Jeff Distasio
Ed Shaker
Corey Shaker
Ron Schmecker
Wayne Tremallo
Nick Nelson
Karl Noffke

The club adjourned at 8:24PM.

Submitted by,
Karl Noffke

Document History

Version	Date	Change Reference
1.0	15-Jul-2014	Original release.

Oxford Flying Club

Current Financial Status

Balance Sheet

As of 07/15/14

Assets

Cash		\$81,216
Accounts Receivable		\$31,515
	N8261H	\$85,000
	N4334X	\$85,000
	N98819	\$44,000
	N7362Y	\$94,000
Planes - (values based on AOPA Vref figures as of 5/1/2014)		\$308,000

Total Assets:	\$420,730
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Liabilities

Accounts Payable	-\$351
Bank Time	\$20,583
Loans	\$97,456
Engine & Prop Reserve	\$56,096

61H	\$895.32
34X	\$563.40
819	\$592.20
62Y	\$466.20
Total Current Month:	\$2,517.12

Total Liabilities:	\$173,784
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Total Equity: \$246,946

(QBB Data June 16 - July 15, 2014)

	June-14	YTD
Total Income	\$17,407	\$113,996

Aircraft Data

	Current Mo Hrs Flown	Curr Mo Flight Income	Curr Mo Exp	YTD (incl. P&E)
N4384F			\$90	\$90
N4334X	22.60	\$3,037	\$1,376	\$7,745
N8261H	27.59	\$2,973	\$985	\$8,107
N98819	38.80	\$3,458	\$682	\$7,459
N7362Y	17.70	\$2,832	\$1,066	\$12,358
Officers Flying Time			\$495	\$4,897
Fuel & Oil Expense			\$7,797	\$29,292
Other Expenses			\$1,161	\$17,055
TOTAL A/C Exp.			\$13,653	\$87,001

OFC Maintenance Report

Active Issues - July 2014

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
<u>N7362Y</u>						
7/15/2014	1051	Crack in wingtip needs to be stop drilled			Pending	Club
7/8/2014	1049	Ordered a new DG to replace the existing DG	Just to repair the instrument is \$2100 and can not be overhauled. New instrument is \$2500 and can be overhauled at VIP.		Open	VIP
6/16/2014	1042	All wheels severly damaged due to gouging from a screw driver, damage is pre-OFC ownership	One is to the point of requiring replacement, others not far behind. Pricing this now.		Pending	Reliant Air
6/15/2014	1041	DG precessing bad. 30deg in 15min. Instrument must be returned to the factory for repairs or a new instrument installed (EdoAire)	It is believed that this is the source of the autopilot tracking issues as well. \$600-1000 repair bill + labor or \$1800 field repairable instrument + labor. DG removed 6/23		Open	VIP
6/15/2014	1040	Red line missing on nose gear.	Temporarily painted a new "Yellow" line. All paint has come off the nose gear and only aluminum remains. Will discuss with J&M Avaition		Open	Club
<u>N8261H</u>						
6/6/2014	1036	COM1 transmissions garbled	Issue has to do with COM2 KX155 radio. Currently trying to repair it but may have to result in switching antennas	6/6/2014	Open	VIP

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
<u>N98819</u>						
6/17/2014	1043	Static on radios when COM1 & 2 are selected together			Watch	VIP

Maintenance Overview									
1981 Piper Archer II - N8261H (28-8190025)									
July 13, 2014									
				Eng. TT	7675.9				
				TTAF	4174.0				
Annual Insp & hours to date	3755.24	418.76			SMOH	110.9			
Tachometer Reading	4174.0	50hr Oil Due		40.0	TBO	1889.1	prop	1889.1	
Engine Overhaul (11/30)	2052.9	oil samples		6/6/2014	Hobbs (calc)	4912.8			
					Estimated Engine replacement	Oct-2020			

Maintenance Overview									
1985 Cessna 172P - N98819 (17276362)									
July 15, 2014									
				TTAF	7180.0				
Annual Insp & hours to date	6995.8	184.2			SMOH	1863.0			
Tachometer Reading	7180.0	50hr Oil Due		38.0	TBO	137.0	prop	887.3	
Engine Overhaul	5317.0	Oil Sample		6/18/2014	Hobbs (calc)	8450.9			
Estimated Engine replacement						Dec-2014			

Maintenance Overview									
1977 Cessna R182 - N7362Y (R18200127)									
July 13, 2014									
				Eng. TT	4472.5				
				TTAF	4912.0				
Annual Insp & hours to date	4757.90	154.1			SMOH	1235.0	3237.5	overhauled engine hrs	
Tachometer Reading	4912.0		50hr Oil Due	32.0	TBO	765.1			
Engine Overhaul (11/30)	3677.1		oil samples	6/15/2014	Hobbs (calc)	5781.4			
					Prop TBO	1043.0	or 8/2017		
					Estimated Engine replacement	Jan-2017			

Maintenance Overview									
1984 Piper Archer II - N4334X (28-8490040)									
July 13, 2014									
				Eng. TT	146.0	3rd run case			
				TTAF	3468.4	1540	in service		
Annual Insp & hours to date	1540	79		SMOH	146.0				
Tachometer Reading	1618	50hr Oil Due		15.0	TBO	1854.0	prop	1933	
Engine Overhaul (11/30)	2053	oil samples		6/15/2014	Hobbs (calc)	172.7			
					Estimated Engine replacement		Apr-2021		

OFC Maintenance Report

Closed Issues - July 2014

Open Date	ID #	Issue	Resolution	Status	Assigned	Close Date
6/6/2014	1037	25hr oil change, conver to 15w50.		Closed	Club	6/6/2014
<u>N4334X</u>						
6/24/2014	1044	Dynamic prop balance		Closed	MutualAir	6/25/2014
6/16/2014	1039	50hr oil change		Closed	Club	6/15/2014
6/6/2014	1035	Crack in wingtip needs to be stop drilled.		Closed	Mutual Air	6/25/2014
6/6/2014	1034	Fuel cap not fully engaging, maybe a gasket issue?		Closed	Mutual Air	6/25/2014
5/10/2014	1025	Fuel vent pilot side is not correct/bent and not facing forward.	Repaired	Closed	Mutual Air	6/25/2014
5/10/2014	1023	Install new chaffe tape on cowl	new tape installed	Closed	Mutual Air	6/25/2014
5/10/2014	1022	Can adjust oil pressure gauge. Will schedule for verification and test adjustments	Readjusted and verified with gauges, no longer indicating high pressure	Closed	Mutual Air	6/25/2014
5/10/2014	1021	Heat shielding needed on the bottom cowl to prevent further fiberglass deterioration	To be scheduled.	Closed	MutualAir	6/25/2014
5/10/2014	1019	Decide what to do with the loose carpeting	reglued	Closed	Mutual Air	6/25/2014

Open Date	ID #	Issue	Resolution	Status	Assigned	Close Date
5/10/2014	1017	Remove wheel pants	Will need a W&B adjustment as well. W&B to be delivered shortly	Closed	Mutual Air	6/25/2014
5/10/2014	1016	Mount Fire Extinguisher on floor as with all other planes	Fire Extinguisher is now UNDER COPILOT SEAT	Closed	Mutual Air	6/25/2014
5/10/2014	1013	Repair loose door hinges and door closure catch	To be scheduled.	Closed	MutualAir	6/25/2014
<u>N7362Y</u>						
6/15/2014	1038	50hr oil change and sample.		Closed	Club	6/15/2014
<u>N8261H</u>						
7/8/2014	1045	50hr oil change		Closed	Club	7/8/2014
<u>N98819</u>						
7/8/2014	1048	New brake pads		Closed	Total	6/28/2014
7/8/2014	1047	GPS memory battery replacement		Closed	VIP	6/28/2014
7/8/2014	1046	50hr oil change		Closed	Club	7/8/2014

OXFORD FLYING CLUB PRESENTS:



OFC Safety Day 2014 at KOXC

Saturday, July 19, 2014

(Rain Date – Saturday, July 26, 2014)

11th Annual Spot Landing Contest, Lunch, and Safety Presentation

To Register for the Spot Landing Contest, contact OFC at info@oxfordflyingclub.com or call Max Aulet at (203) 589-3009 or Ron Schmecker at (203) 518-1643

Join your Aviation Friends at Waterbury –Oxford Airport (KOXC) for the 11th Annual Oxford Flying Club Safety Day. This exciting and fun event includes:

9:00 AM – 12:00 PM : Spot Landing Contest - test your piloting skills by landing within designated zones on the runway, closest to the “bulls-eye” scores the most points, the total of your three (3) attempts is your final score.

12:00 PM – 1:00 PM : Ramp side Lunch - “hangar fly” and enjoy lunch and refreshments at the Southwest ramp.

1:00 PM – 1:30 PM : Presentation of Spot Landing Contest Awards

1:30 PM – 2:30 PM : Safety Presentation by Ken MacDonald and Jim Adams titled “Can You Really Depend on On-Board Weather?” Learn the techniques which can be used by VFR and IFR pilots alike.

*******Earn credit for the FAA Wings program*******