

OXFORD FLYING CLUB

MEETING MINUTES

15 June 2010

Location: 121 Restaurant

Attendance: Regular: 9 Students: 0 Associates: 0 **Quorum:**¹ Yes X No __

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

Guests: Chris Rooney.

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

May Minutes accepted as written.

Safety: Jay Sabot was not present, so the Safety Report was covered very quickly by Gary N.

- Gary asked everyone to review the Currency Matrix that has been mailed out.
- It was confirmed that Burt S and Tony V would present The Hudson Corridor – An update on current rules and procedures at the upcoming Safety Day.
- Accepted Unanimously.

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

Treasurer's Report:

- Report emailed prior to meeting and hard copy submitted by Burt S.
- Burt informed us that only 10 billable hours were flown on the planes last month and of those all but 2 were done by a dynamic Husband and Wife duo.
- After Burt's review Ed Chromczak made a motion that the outstanding balance of loans owed by the club be paid off.
 - Discussion followed that outlined how the club found itself having taken loans from members, to finance the purchase of the Cessna.
 - Ed felt the interest on the loans, about 6% was higher than could be financed publicly. Others disagreed.
 - Ed wondered if we had so much in cash why not just pay it off? Gary pointed out that though the club has cash in the bank, that money is almost completely allocated for engine and prop overhauls based upon TBO.
 - Burt agree to email out a full financial status, but suggested the money currently in the bank be kept for Engine and Prop reserve.
- Ed asked to table the motion.

MX Report: Brian was not present so no formal Maintenance Report was given.

- There was a request to put the DME on a "Future to be fixed" list.
- Ron asked that all ADF's be "Ripped out" of the airplanes, put into a small pile and beat with baseball bats, preferably during a club event that included a BBQ.

Membership Report: as Max A. was not present, a brief overview of our current membership recruiting was given by Gary.

- Jim Adams at the FAA would like Burt and Tony to give their Hudson Corridor presentation.
- There was some discussion on modifying the safety day landing location to make it more visible.
- It was announced that Mike Whitney had asked to drop membership effective this meeting.

New Business:

- Summer Picnic is very much up in the air and times for having it are quickly being usurped by other events and obligations. It was discussed that it may not happen this year but if it does, the likely dates currently are Sep 11 or 18th. Burt will email with his options when possible.

- It was agreed that the Fall club event will likely be a grass landing event again. There was much discussion about the lack of toilet facilities (way more than is healthy in this secretary's opinion) at the grass strip.
- Gary Nalband heaped huge amounts of Praise on Richard Wilson for his stewardship of the "Blur Ribbon Committee", extolling his effort and the importance of the committee and its decisions for the future of our great club. He then asked for an update and Richard had to admit "I haven't done anything yet."
- Ron introduced Chris Rooney to the club. Chris has a V-Tail Bonanza BE 35 with a Garmin 430 and lots of goodies (3,500 TTAF, 900 SMOH, 150 Bottom end). Chris would like to explore a possible lease back arrangement.
 - Though everyone felt the plane was very nice and would be a blast to fly, the club was reminded that the last time a complex plane was looked at the insurance requirements to be able to fly it were quite stringent, at that time IFR required and 10 hours of dual in the plane.
 - It was agreed that with the club looking just last month at whether or not to get rid of the Cessna, and with only 10 hours flown on our current planes last month, it was kind of funny that we would now be considering a fourth plane.
 - It was agreed that before any consideration, the first step would be for an exploration of coverage by our insurance carrier

Meeting adjourned 8:18 pm.

Respectfully submitted,

Richard X. Wilson