

OXFORD FLYING CLUB**MEETING MINUTES**

19 February 2013

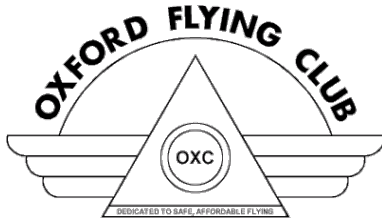
Location: 121 Restaurant, Woodbury, CT**Attendance:** Regular: 16 Mentored Students: 1 Associates: 0 **Quorum:**¹ Yes X No

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

- **Gary N. called the meeting to order at 7:03 PM**
- **January 2013 minutes accepted unanimously**
- **Guest: John Herman (also see membership report)**
- **Guests: Andrew Lamphart – student along with his Father Dave and Mother Tina**

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: Presented by Don H. and accepted unanimously.



Membership Report Oxford Flying Club

Don Heidrich, February 2013

Membership Changes since Last Meeting:

Resigned:

- <none>

Status Change:

- Skyler Kramer – Mentored Student to Associate
- Kent Berwick – will go Associate on March 1

Joined:

- Wayne Tremallo (as of March 1)

Current Totals

Regular	33
Student	1
Mentored Student	1
Associate	10 (Includes Dom Dasilva)
<u>Med Assoc</u>	<u>1</u>
Total	46

Other Notes:

Prospects:

- Jeff DiStasio – Flew with Barry Lerman, works for Cisco
- John Herman – was member of HFD club, hasn't flown in 4 years
- Greg Delp – ATP / Pro / A&P – Wants to teach his daughter, will wait until spring.

Treasurer's Report: Presented by Kristi D. and accepted unanimously (see attached)

(Values based on AOPA Vref figures as of 1/1/2013)

Aircraft:	New Value:	Previous Value:
N8261H	\$82,000	\$80,000
N4384F	\$51,000	\$51,000
N98819	\$45,000	\$45,000
N7362Y	\$97,000	\$87,500

MX Report: Brian P. summarized and provided the following via email (see attached).
Maintenance report accepted unanimously.

61H – Annual to commence Feb 25th at Reliant. Expecting this to take two weeks due to the upgrades we requested. The ELT will be upgraded to a 406Mhz unit (Airtex) and a new belly strobe (red) will be installed along with a new circuit breaker and a new switch. Annual squawk list is attached.

819 – Continues to impress! A great IFR/VFR trainer. Investigated a noisy instrument but was unfounded.

84F – Now ~75hrs over TBO and running strong. Will continue to sample oil @ every change and keep a close eye on metals. Last report showed a slightly high metal count but was nothing to be concerned with. Annual will be in April and trying to work with Kyle Colisanto but he has not returned my calls. Will try to catch him at the airport. The trim wheel issue was identified however finding a fix is proving to be more difficult. The new cable installed at last year's annual is thicker than the original and therefore does not fit on the spool when trim is full nose down so it jumps out of the track when the pilot recovers from the full nose down trim setting. Talked with Piper who confirmed that our cable is within spec and stated that "it hops out on occasion". I am trying to find an approved cable that meets the original tolerance to see if we can prevent this from happening again. FYI...it could unravel again if you are using full nose down and recover. If it does happen again, simply fly the plane with the control forces and land when able.

62Y – co-pilot door was not opening from the outside. It appears as if something broke inside the door. Pilots flying 62Y are asked to be 100% sure that the oil dipstick is fully inserted into the tube. The stick has a metal part that can get caught up on the air baffle and therefore not provide a good seal, allowing oil to spray inside the cowling.

Safety: Gary N. presented for Jay S. Jay is planning a Spring event at Naugatuck Valley Community College around April.

Abbreviated Long Range Planning Committee Summary , 2/18/2013: Gary N. presented for Ed C. Club approved expenditures for 84F ELT & 61H ELT & beacon during scheduled annuals. Approval for expenditures for 819 & 62Y postponed pending clubs financials at scheduled time. Ed provided the following by email.

The planning items are arranged by timeframe and the upgrades of the ELTs will be scheduled during each plane's annual inspection. The costs will vary because of the existing ELT installation arrangements and are based on recent quotes.

The ADS-B installation sequence may change due to equipment availability and existing equipment in each plane. Perhaps doing one per year may improve our chance of getting them all completed before the

avionics shops are overloaded with work. We've selected to start the ADS-B installations in 2013 with N98819 because the funding will overlap into 2014 and allow sufficient time for payment of the three LRP items for 98819.

61H (*annual inspection scheduled - March 2013; work-in-progress on part selections*)

Install LED rotating beacon [\$1.3K] (A)

Upgrade ELT. [\$1.6K] (A)

84F (*annual inspection scheduled - May 2013*)

Upgrade ELT. [\$2K] (A)

62Y (*annual inspection scheduled - November 2013*)

Upgrade ELT. [\$2K] (A)

819 (*annual inspection scheduled - December 2013*)

Upgrade ELT. [\$2K] (A)

Install co-pilot seat inertia reel [\$1K] (A)

The ADS-B installations listed below are sequenced based on two components; (1) technology & product availability are constantly changing, (2) avionics shops will be overwhelmed with work by the end of 2019 because these installations must be done before 2020.

819: Install ADS-B in/out collision avoidance avionics [\$4K] (A) 2013/4

84F: Install ADS-B in/out collision avoidance avionics [\$4K] (B) 2015

61H: Install ADS-B in/out collision avoidance avionics [\$4K] (B) 2017

62Y: Install ADS-B in/out collision avoidance avionics [\$4K] (C) 2019

Unfinished Business:

- Spring night currency, 03/09 – Ron S. still planning to coordinate this event.
- Archer annuals, expected cost, work scope, vendor, timeframe – Brian presented and provided the following:

61H – going to Reliant on Feb 25th. Expect \$4500 annual + ELT and belly strobe from LRP funds (\$3200). Should be home by March 10th or earlier.

84F – going out for annual April 22nd. No shop selected however I must make a decision soon. Was looking to work with Image Aviation on field. No call backs from them as yet. Plan B is to go with Reliant, 3-wing, or VIP. I am estimating 84F annual at \$3500 + ELT (\$1800) at this time.

Brian will have a better idea on \$\$ figures next month

- Membership card update – Don H. planning a mid-March mailing for our annual postcard advertisement / invitation.

New Business:

- 84F engine options – Scott O. compiled a summary of our 84F engine overhaul options (see below). No decisions were made at this time. Just wanted club to start thinking about what direction is best for our club. Discussions were leaning towards options 1 & 2.

N4384F Current Engine:

1976 Lycoming O-360-A4M (180 hp @ 2700 RPM)

Total Engine Time: 6670 hours (All indications suggest this is the original engine for 84F)

Time since engine overhaul: 2080 hours (Lycoming recommends 2000)

- Engine last overhauled in May 2005
- Time since engine crankcase replaced: 1785 hours
- Time since cylinders replaced: 700 hours

Decision Needed:

Which of the options should we execute to overhaul the engine in 84F? A good review of the available options can be found here: <http://www.sportaviationonline.org/sportaviation/201302/?pg=18&pm=1>

Option 1: Replace engine with a zero-time Lycoming rebuilt engine [Maint. Team's recommendation assuming we keep 84F]

- Total Cost: \$28,850 [\$24,500 (engine) + \$3,350(installation & mount OH) +\$1000(shipping)]
- Warranty: 24 months (parts and labor)
- Downtime: <2 weeks
- Would be best option if we plan to keep 84F long term
- Guaranteed an engine replacement originally manufactured after 2006 with the new roller tappet design.
- Cost of future overhauls would increase by \$2000 to replace the roller tappets.

Option 2: Overhaul our current engine at Penn Yan

- Total Cost: \$24,850 [\$20,500 (engine) + \$3,350(installation & mount OH) +\$1000(shipping)]
- Warranty: 24 months (parts and labor)
- Downtime: 6 weeks
- Would be best option if we plan to sell 84F in 2 years
- Includes new camshaft, new lifters, rebuilt carburetor, rebuilt fuel pump, new starter, new Slick magnetos, new ignition harness, new spark plugs, new Lycoming cylinders and jugs.

Option 3: Basic overhaul of current engine

- Total Cost: \$21,850 [\$17,500 (engine) + \$3,350(installation & mount OH) +\$1000(shipping)]
- Warranty: 12 months or 300 hours (parts and labor) [cylinders 24 months]
- Downtime: 6 weeks
- Would be best option if we plan to sell 84F immediately after the overhaul
- Includes new Lycoming cylinders, overhauled carburetor, new Slick magnetos, new harness, and a new set of spark plugs.

Option 4: Swap of our current engine with an already overhauled engine [Not recommended]

- Total Cost and Warranty the same as Options 2&3 depending upon provider
- Downtime: <2 weeks
- Unknown what the replacement engine went through. Total hours, prop strike, overheating, etc.

- Jones Beach trip – Memorial Day – Gary N. presented for Jay. Jay is excited and enthusiastic to plan another trip and is looking for members to sign-up. Participants to last year's event said it was a great trip and recommend for all to attend.
- ELT installations – See Abbreviated Long Range Planning Committee Summary
- 2013 insurance policy - Burt S. working on new quotes. Membership also requested a quote for \$1,000,000 Combined Single Limit (smooth) policy for members to evaluate and decide if they wish to pay for the additional coverage.
- CPA membership – Club approved renewing our Cessna Pilots Association subscription for \$55/yr.
- Club thanked and appreciated the kindness provided by Vlad and Kurt of Double Diamond for allowing OFC to occupy their hanger with our planes during the massive snow storm. Brian P. and Burt S. approached Vlad and he made it happen. Also special thanks go out to Brian and Vlad for moving the planes.

The club adjourned at 8:01 PM.

After the meeting Brian P. presented a 20 minute safety tutorial on **“Proper preheating techniques with a portable unit”** to any members that wished to stay. Approx. ten members took the offer. Brian also provided advice on preserving the life of our gyro instruments by heating the interior. Lessons learned and forgotten procedures refreshed.

Submitted by,
Karl Noffke

Oxford Flying Club

Current Financial Status

Balance Sheet

02-19-13

Assets

Cash		\$93,773
Accounts Receivables		\$15,349
	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: \$384,122

Liabilities

Accounts Payable	-\$329
Bank Time	\$12,973
Loans	\$66,052
Engine & Prop Reserve* includes P&E on 7362Y to date	\$106,355

Total Liabilities: \$185,051

Total Equity: \$199,071

Profit & Loss Statement

	January-13	YTD
Total Income	\$11,248	\$19,657
Expenses		
	Monthly	YTD
N4384F <i>Annual in 05/12 @ \$8698</i>	\$1,301	\$1,513
N8261H <i>Annual in 03/12 @ 5313</i>	\$1,795	\$1,885
N98819 <i>Annual in 12/12 @ \$?</i>	\$2,014	\$2,104
N7362Y <i>Annual in 12/12 @ \$9498</i>	\$1,874	\$4,219
Officers Flying Time	\$570	\$950
Other Expenses	\$364	\$834
Total Expenses:	\$7,919	\$11,505
Net Income (before extraordinary costs):	\$3,329	\$8,152
Net Income:	\$3,329	\$8,152

OFC Annual Inspections N8261H items - Annual 2013

Ope nDat	ID #	Issue	Resolution	Status	Assigne
2/19/2013	854	Overhead Red light Rheostat moving around when turning, not tight and affects the light intensity	tighten rheo, test rheo for operation.	Annual	Reliant Air
2/19/2013	853	Overhead white light INOP	Replace bulb?	Annual	Reliant Air
2/4/2013	850	AD 2013-02-13 and is tied to SB1245A	AD applicable to the Stabilator control cable for corrosion and fraying (includes trim wheel cable)	Annual	Reliant Air
2/4/2013	848	SB 1245A	A Technical Publication was sent per publication number SB 1245 - Stabilator Control System Inspection	Annual	Reliant Air
2/4/2013	846	SB 1244	A Technical Publication was sent per publication number SB 1244 - Aft Wing Attach Fitting Inspection Requirement	Annual	Reliant Air
2/4/2013	844	SB 1245A requires signoff	A Technical Publication was sent per publication number SB 1245A - Stabilator Control System Inspection Rev. A	Annual	Reliant Air
2/1/2013	842	Need new R/H magneto	Current mag is an original from 2007. Inspected 3x at 500hr intervals and guts replaced several times.	Annual	

Ope nDat	ID #	Issue	Resolution	Status	Assigne
2/1/2013	841	Install a red beacon on the airplane (belly)	Reliant has ordered the parts in preparation for the annual	Annual	Reliant Air
2/1/2013	839	Dark sooting on bottom cowl co-pilot side near muffler	Possible exhaust leak?	Annual	Reliant Air
2/1/2013	838	Install new Airtex 406 ELT	Needs new W&B	Annual	Reliant Air
2/1/2013	837	Remove DME from 61H, not needed	Need new W&B.	Annual	Reliant Air
1/7/2013	830	Door seal peeling off and damaged. Need new door seal		Annual	Reliant Air
4/17/2012	735	Corrosion proofing with CorrosionX or ACF50	Need to complete this	Annual	Reliant Air

OFC Maintenance Report

Active Issues - February 2013

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
<u>N4384F</u>						
2/3/2013	843	Trim wheel cable unpsun	Identified that the new trim cable is thicker than the original causing it to overrun when making the last loop (full nose down). Piper states that this is normal...we may elect to use a cable meeting tighter tolerances.		Open	Reliant Air
1/7/2013	831	VSI showing -500ft decent on cold mornings. Once warmed up the Instrument is	Will need to watch this		Open	Club
4/17/2012	733	Corrosion proofing	Process and procedure to be determined once aircraft is returned from		Pending	
<u>N7362Y</u>						
2/19/2013	852	Co-pilot side door will not open from the			Open	Club
12/14/2012	826	During tire change, found gouges on inside of rims.	Logbook shows Jay Weiner did repeated tire changes. Rims now need to be replaced, structural integrity is compromised.		Open	Reliant Air
11/20/2012	812	Pilot side fiberglass wingtip (underneath) has a crack and needs to be stop drilled			Pending	

N98819

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
1/9/2013	836	Brake pads thin	Not sure why this was not caught at annual...we can make it through the winter months		Open	Club
4/17/2012	734	Corrosion proofing	Process and procedure to be determined once 84F has been completed		Pending	

OFC Maintenance Report

Closed Issues - February 2013

Open Date	ID #	Issue	Resolution	Status	Assigned	Closed Date
<u>N4384F</u>						
1/6/2013	828	Bad mag at runup	Was able to clear it however I decided to pull the plugs. Plugs were loaded. Will need new plugs at annual.	Closed	Reliant Air	1/7/2013
<u>N8261H</u>						
2/1/2013	840	50hr oil change completed on	Checked tire pressures and all exterior lighting. All OK.	Closed	Club	1/28/2013
1/7/2013	832	Nosewheel almost	I need to know when the tires get low...should be part of every preflight.	Closed	Club	1/7/2013
1/7/2013	829	Left Fuel sender INOP	Replaced the fuel sender with a new unit	Closed	Reliant Air	1/7/2013
8/4/2012	773	Door seal falling apart	DUP of 830	Closed	Reliant Air	1/13/2013
<u>N98819</u>						
1/9/2013	835	Panel lights Rheostat INOP	Replaced Rheo	Closed	VIP	1/14/2013
1/9/2013	834	Map light falling off	Remounted and repaired	Closed	VIP	1/14/2013
1/9/2013	833	AI tilting up to 30deg	Replaced AI however overhauled unit failed as well. Received a brand new AI on 1/15 free of charge	Closed	VIP	1/15/2013

February 18, 2013

Estimated Engine replacement Feb-2014

February 18, 2013

Estimated Engine replacement	Dec-2012
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Sep-2013

February 18, 2013

Estimated Engine replacement	Dec-2015
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February 18, 2013

Estimated Engine replacement	Aug-2017
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