

OXFORD FLYING CLUB

MEETING MINUTES

17 August 2010

Location: 121 Restaurant

Attendance: Regular: 12 Students: 1 Associates: 3 **Quorum:**¹ Yes **X** No

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

Guests: Matt Baker (Student), and Rusty Strasburger (Pilot; flies for GE. Flies C5, KC-10, and Lear.)

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

July Minutes accepted as written.

Membership Report: by Max A.

- 26 Regular Members

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

- 2 Student Members
- 0 Mentored Students
- 11 Associate Members
- Report accepted unanimously.

Treasurer's Report:

- Report emailed prior to meeting and hard copy submitted by Burt S. Please see enclosure.
- Accepted Unanimously.

MX Report: Brian presented the following Maintenance Report.

- 61H
 - Still in a holding pattern with the GNS530 COM issue. While I appreciate all of the "points of view" from a number of club members, it is my duty as Maintenance Officer to make the necessary repairs to our aircraft and recommend the appropriate path to problem resolution. VIP will not lower their offer from \$3395 but has provided extended payment terms.
 - My recommendation is for the club to swap the GNS unit at a price of \$3395. We gain a 2yr warranty and we get the right unit for the plane without having to rewire the circuit breaker panel and install new wiring for a DC converter.
- 84F
 - Each piston has a connecting rod, and that rod has a pin that connects the piston to the rod. There is an aluminum "pin cover" that protects the pin from any cylinder contact and there are 2 per piston. Two cylinders have had the pin covers come loose. The covers were shredded. I was forced to perform cylinder inspections as there is 1400hrs on them. The inspection revealed a few issues and the quote is for a total of \$3120 worth of cylinder work (\$780ea, not including the labor to disassemble and reassemble the cylinders).
 - My recommendation based on the SMOH of 1400hrs is to go with new Lycoming cylinders. The cylinder cost is \$300 more per cylinder and we gain a 2yr warranty or 500hrs. This will take us to our engine overhaul TBO of 2000. We can also opt to use these cylinders again at overhaul saving us the \$4300 at OH.
 - The Seat has been welded/beefed up by Reliant
 - A used entry step was located and installed, cheaper than welding the current one. We now have a spare step and bracket that we may elect to weld in the future should we need to.

- 819
- I will be scheduling it to go in for some electrical repairs as well as a cowl fastener repair. I am holding off a bit longer than expected on this work so that 84F can come back online.
- A decision should be made about the seat fabric, before the foam becomes compromised.
 - I am going to speak with James of Executive Interiors to see what he may be able to do for us. We can discuss this tonight.

Open issues as of 17 Aug 2010:

OFC Maintenance Report Active Issues - August 2010

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigned
<u>N4384F</u>						
8/6/2010	566	Aluminum pieces found in Oil Filter at 43hr oil change	Brought airplane in for seat repair and decided to have them change oil. Found aluminum in filter....not good.		Open	Reliant Air
8/3/2010	564	Only 4 QTS OIL in 84F after chub member flew	This is UNACCEPTABLE		Open	Chub
8/3/2010	565	Co-pilot seat broken	Reported by Len, shifted weight in seat and it collapsed	8/9/2010	Open	Reliant Air
7/11/2010	558	Step broken	Working on getting a used step.	7/25/2010	Open	Reliant Air
9/14/2009	506	Hand mic mount seems to be unsecure, possibly broken plastic			Open	Chub
<u>N8261H</u>						
8/9/2010	569	Landing light out?	will investigate		Open	Chub
8/9/2010	568	61H Grounded from Actual IFR	Must address COM issues before lifting this		Open	Chub
8/9/2010	567	COM1 issues again	transmit very weak & static. VIP will not lower price below \$3300 out of pocket to fix this issue. Membership authorized \$2500.		Pending	
4/20/2010	542	Wet Baggage compartment			Open	Classic Air

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigned
4/21/2009	473	Flap handle interfering with the plastic bezel	Replacing the Bezel		Open	Reliant Air
<u>N98819</u>						
7/29/2010	563	Rheostat for radio lights is not dimming, its either on or off			Pending	
7/29/2010	562	Post light to the left of the pilot on side wall is inop			Pending	
7/29/2010	561	Panel light switch next to dome light on the ceiling is inop			Pending	
7/1/2010	556	Need to install a fire extinguisher			Open	Reliant Air
6/23/2010	552	2 cowl fasteners missing on pilot side	will need to order new		Open	Classic Air
6/23/2010	554	Fuel tanks indicating erroneous data	I will address this issue at the club meeting		Open	Chb
5/5/2010	545	Carb Heat Knob not staying in the off position, creeping			Open	Classic Air

Safety: Jay Sabot presented the Safety Report.

- Reviewed Currency Matrix as of July—"the offenders."
- Accepted Unanimously.

Unfinished Business:

- Long Term Planning Committee – Rich Wilson. Meeting later this evening.
- Summer Picnic – Rescheduled for weekend after Labor Day, 11 Sep with Rain Date of 18 Sep. Invite extended to NVCC.
- Fall Club event. Several ideas floated. Possible Night Currency event in November.

New Business:

- 84F Engine Issue. Motion was made, seconded, and approved to authorize \$8000 to replace cylinders. Reliant will do the work and will include seat repair. Also authorized Brian to order an engine overhaul if that was necessary. The club also specified that funds would come from the engine reserve.
- It as determined that a "borescope" of 61H's cylinders was in order.
- Future of Engine Reserve -- After discussion, a motion was made to raise rates by \$1.00 per flight hour to help cover future engine costs. Approved unanimously.

- Discussion on scheduling courtesy.
- Consider a better pre-heating system.
- Consider a hut near the aircraft and one with 110v connection for pre-heating.

Meeting adjourned 8:07 pm.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "B. T. Palmatier", with a stylized, cursive script.

Bruce T. Palmatier

Enclosure

Oxford Flying Club

Current Financial Status

Balance Sheet

08/17/10

Assets

Cash		\$66,736
Accounts Receivables		\$15,885
	N8261H	\$99,209
	N4384F	\$66,000
	N98819	\$43,000
Planes		\$208,209
<i>Total Assets:</i>		<i>\$290,830</i>

Liabilities

Accounts Payable		-\$628
Bank Time		\$11,626
Loans		\$11,378
Engine & Prop Reserve		\$52,588
<i>Total Liabilities:</i>		<i>\$74,964</i>

Total Equity: \$215,866

Profit & Loss Statement

	July-10	YTD
<i>Total Income</i>	\$13,506	\$69,411

<i>Expenses</i>	(Note: 61H Trans - \$5k)	Monthly	YTD
N4384F	<i>Includes Annual in 4/10 @ \$2327</i>	\$3,166	\$13,355
N8261H	<i>Includes Annual in 4/10 @ \$3062</i>	\$2,616	\$21,352
N98819	<i>No Annual yet - Due in 11/10</i>	\$1,784	\$7,459
Officers Flying Time		\$570	\$4,323
Other Expenses		\$511	\$1,127
<i>Total Expenses:</i>		\$8,647	\$47,616
<i>Net Income:</i>		\$4,859	\$21,795