



Burt Stevens called the meeting to order at 7:07pm.

Attendees included 17 Regular members and 2 Associate members. -- Quorum

## **Monthly Reports:**

**Membership Report:** Presented by Don Heidrich

### **Membership Changes since Last Meeting:**

Resigned:

- <none>

Status Change:

- Jim Treanor – Medical Associate to Regular

Joined:

- Gavin Earl
- Chris Tyrrel

### **Current Totals**

Regular	41
Student	5
Mentored Student	0
Associate	14 (Includes Dom Dasilva)
<u>Med Associate</u>	<u>0</u>
Total	60

### **Other Notes:**

New Prospects:

- Floyd Moir – (owner of N4334X) – Voted on and accepted. Joining as Associate. Welcome!
- Roland Greenwood
- Mick Murphy -- Voted on and accepted. Welcome!

Prior Prospects:

- Peter Hill
- Scott Price – Flies with Kyle, getting back into flying, attended Safety Day.
- Norm Forrester – Student, paused for a while, attended Safety Day.
- Jeff DiStasio – Flew with Barry Lerman, works for Cisco.
- John Herman – was member of HFD club, hasn't flown in 4 years.
- Tom Krasowski – owns a Cherokee, working on IFR with Ron, interested after that.

Membership Report accepted unanimously.

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

- VREP changes will be reflected in next month's report.

	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

Treasure's Report accepted unanimously.

**MX Report:** Presented by Ed C. (see attached).

Brian wrote:

Unfortunately, I am not able to wait much longer and need to schedule the annual with Reliant before we run out of time. I will be looking at a mid-March timeframe and have a call into Reliant to schedule.

Dreambooks (our online Squawk DB) is no longer accepting submissions. There is no way to log our Squawks online going forward. For the interim, please LOG any squawk on the MX sheets at the back of the OFC flight log and follow up by sending an email to [ofc-maint@oxfordflyingclub.com](mailto:ofc-maint@oxfordflyingclub.com). This will make the team aware of any issues until Don has a chance to find another online system compatible with our website.

**62Y:** I will be looking at the NAV1 autopilot squawk. I am also working on quotes to rebuild the brake master cylinder. A club decision needs to be made whether or not we are going to spend money on the following items:

- DG precessing. Current DG can only be repaired by the factory, expect 2 weeks downtime (~\$1500). We could change out the Instrument with one that can be overhauled locally at a cost of about \$2300. Need a decision. This has been an issue for about 8 months and requires membership direction. I suggest we replace the instrument so that it can be worked on locally.
- Airspeed instrument hard to see. The current airspeed indicator is not a backlit instrument and requires post or ring lighting to illuminate. Either replace the instrument with a backlit version or stick with what we have. I would like to clear this squawk and suggest we go with what we have.

- Cessna Aging Aircraft – will the club want to pursue the factory required inspections on both 62Y and 819? This becomes a liability issue. These inspections are detailed and expensive. I suggest we address some of them at every annual over the next few years. Need some club direction on this due to the financial and operational impacts it has on 50% of our fleet. This is not currently an FAA mandate, it is a Cessna mandate.

- At the meeting, several members commented on a “whistling” sound during flight.

**84F:** Continues to run strong. No issues to report.

**61H:** Preparing for the annual. Engine is now over TBO and has had no major work done since initial overhaul 2000+hrs ago.

- I would like the club's direction on whether to install an engine or not. If we miss the Annual window, we are looking to add 4-6 weeks of downtime at some point in the future. If we decide to do this now, we are not losing a lot of flight time due to the current weather patterns and because an annual would consume some of this time anyway.

- o Oil analysis is currently good and I can see us possibly going through the summer without issue.
- o Given the current situation, I suggest we go for a Penn Yan overhaul now, with new Lycoming Cylinders. Note that this will take the longest to complete.
- o I suggest we keep our case, it is the original engine case.

Maintenance Reports accepted unanimously.

**Long Range Planning Committee:** Presented by Ed Chromczak.

Reports suspended pending outcome of airplane and engine replacement discussions and club decision.

**Safety:** Presented by Jay Sabot

Jay continues to develop and foster a relationship with new department head Ray Laramie at NVCC. Jay is arranging for a talk at NVCC BY Gary Baluha, CFI, on Systems and Emergencies with a focus on the Piper Cherokee. This talk is tentatively scheduled for 8 April, 7PM, at NVCC.

Jay also is looking at inviting an EENT specialist, Dr. Lee, to give a talk later this year on the aeromedical aspects of EENT.

## **Unfinished Business:**

- **Pinch Hitter Course, Spring 2014**

Mahesh R. reported there are 14 interested participants. Those interested would spend a morning in a classroom with a club CFI then go flying at member's expense.

Mahesh will also check with our insurance company to see if we can extend this offer to those outside the club.

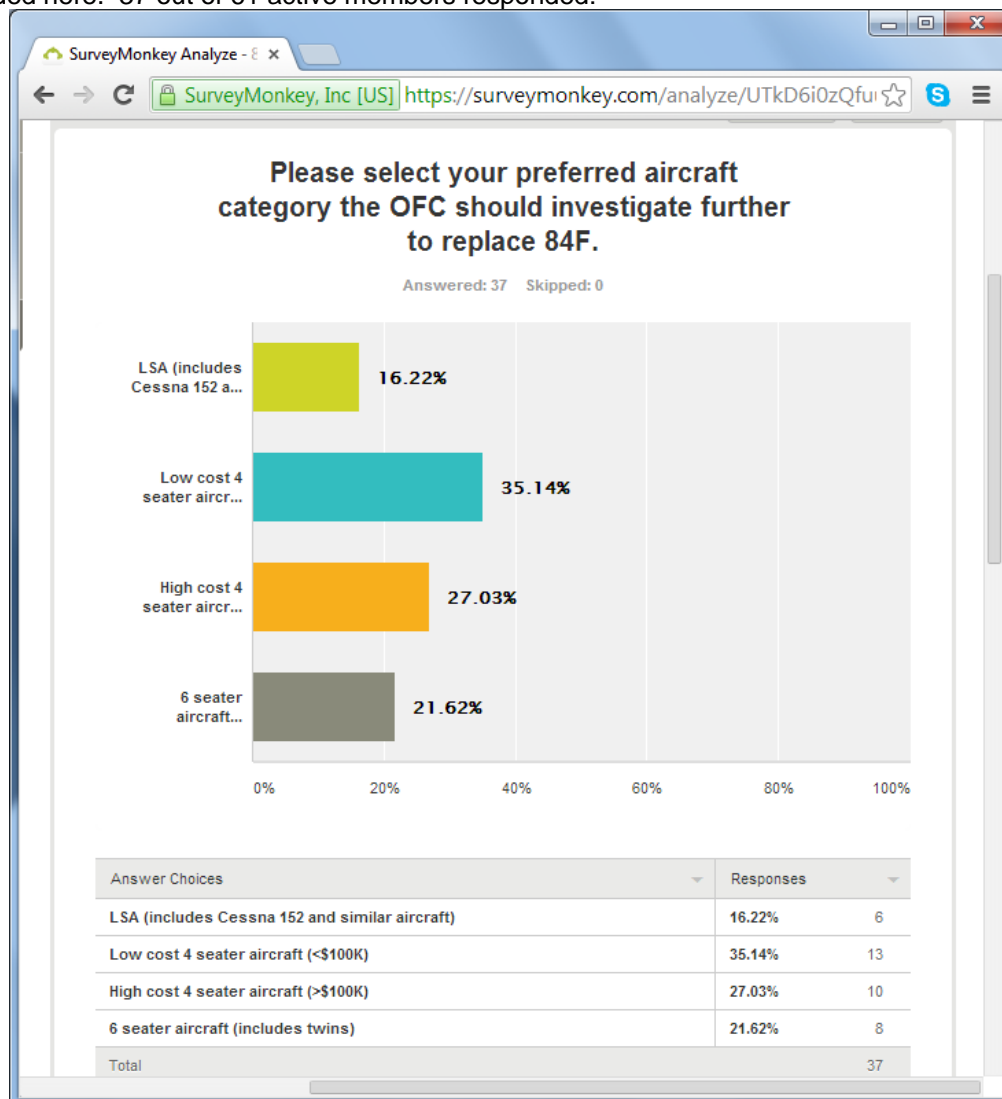
- **IMC program** – Further discussion will resume at next month's meeting.
- **Sporty's 5% Rebate program** – requires providing Sporty's with our personal emails.

- **Plane or Engine Replacement**

In the January Club Meeting we established a new committee led by Scott Oloff and Jay Monahan with the task of recommending options to replace 84F at the March meeting. Because of the many great and diverse ideas within the club, the committee polled the members as to which aircraft category has the most interest and support. The categor(ies) that receive the most votes from the members would be investigated further to recommend specific aircraft.

In the interim (between meetings), a potential replacement Archer, N\_\_\_34X, was added to the decision calculus. See emails for more details. This is a well-equipped, well maintained, hangared aircraft with approximately 4000hrs total time and a relatively recent engine overhaul. (Please check me on these details.) The cost to purchase 34X made it reasonable to also consider replacing 61H with 34X.

Jay Monahan gave an excellent presentation laying out the costs and benefits of the four categories shown in the results below. Though not yet fully available on 18 February, the results as of 23 February are provided here. 37 out of 61 active members responded:



The discussion then turned to a decision about what we should do with the Archers. It eventually became evident we were talking about **three options** partially informed by a poll of those present 18 Feb as to which category they preferred. 2 preferred the LSA option. 7 preferred the 4-seat low cost aircraft (<\$100k), 8 preferred the 4-seat hi cost option (>\$100k). The Acting Secretary did not note anyone preferring the 6 seater option at the meeting.

**The Three Options -- Holding the costs and expenses for 819 and 62Y constant, consider the following:**

Option →	1	2	3
Option Description	Keep 84F and Replace the engine and prop in 61H. (No purchase of a replacement aircraft)	Sell 61H and purchase 34X	Sell 84F (as is except for Garmin) and purchase 34X
Net cost to club			
Possible Change in Dues and/or...			
Possible change in flying hour charges			
Financing Considerations			

This empty table, once completed, is provided to help inform the eventual decision which was deferred until March. After the meeting adjourned, Jay Monahan provided estimates for the net cost for each option. (I failed to capture them for these minutes but hope he and others can help complete the table.)

However, there was some urgency to make a decision regarding engine replacement for 61H since it is due for an annual next month. Replacing the engine at annual was generally agreed to save time and likely money. It was also noted that if we replace the engine in 61H during annual, we will have made it much less likely we will choose Option #2.

Three motions were offered and seconded:

- Send 61H to annual without replacing the engine at annual. This motion was not carried.
- Send 61H to annual replacing the engine at annual. This motion was carried with two opposing.
- Replace 61H's engine with the Lycoming engine (least expensive engine replacement option). This motion was carried. Burt asked Ed to convey the Club's decision to Brian.

## **New Business:**

### **• Bank Time Discussion**

A motion was made and seconded to extend again bank time for another month due to recent weather conditions. Club members unanimously approved the motion.

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

- **Associate's ability to use accrued bank time** – Deferred to next meeting.
- **“Seneca Trainer”** Burt notified the Club that was purchasing a Seneca and is considering various options including a lease back to the club.
- **Aerobatics** Burt is also applying for an aerobatic box in which club members could be offered aerobatics instruction.

The meeting adjourned at 10:05 PM.

Respectfully Submitted,

Bruce Palmatier  
Acting Secretary

Document History

Version	Date	Change Reference
1.0	23-Feb-2014	Original release