



Oxford Flying Club Board Meeting 7:04 PM

4 of 9 Board Present : Robert Ham, Wayne Tremallo, Robert Baron, Peter St Pierre (**not a Quorum**)

Members: Scott Oloff, Jeff Parkin, Pat Cooper, Associartes: Mike Fazio, Eric Vitagliano, Ed Chromczak

Guest : Introduced John Gray perspective member; interviewed by Scott Oloff and Mike Fazio. Has Private and Instrument and has not flown for 17 years. Recommended by Scott Olof and Mike Fazio Unanimous vote. (11 votes)

March Minutes complete but not published on website so acceptance was deferred to May meeting

Treasurer: Robert Barron: Missing flight time sheets caused billing delay; tach time on the planes reconstructed from notes. Also, payables completed on Engine 819 include the \$10,000 down payment to Image. Billing of Image in the future will reflect work for each individual aircraft. Audit Scope deferred to after Burt Returns: volunteer members performed the internal audit in the past. Bob Barron went through the general procedure into Quicken then Billing. It was pointed out that the club now has 5 aircraft and near record membership and is not the small flying club it used to be.

An idea of having a bookkeeper and perhaps electronic funds transfer payment. Matt and Scott had researched the website for Credit Card Payments through Flying 20's use the Aircraft Clubs website. Scott and Matt will do an update and have Robert Barron look at Lockbox uses. Mike Fazio stated that Quick Books can handle Credit Card Payments. Eric asked if volunteers could help. Suggested that during the month Pilots take a photo of the page and email to Robert Barron. Due to late Billing voted to suspend forfeiture of Bank Time for the April and suggested through May.

MX Report: Wayne Tremallo: We are experiencing the wear and tear of a flight School more than a flying club and maintenance cost and downtime is the result. As an aside Scott Oloff noted that Spring tends to be like that with lower proficiency from less winter flying we get more flat spot etc. 61H going for Annual. Getting new seats covers for 61H. Working on Squawk list for 62Y, Coop suggests we try to get Club members with A&P to help with maintenance.

Discussion on what we can do as a club to lower tire damage: Retreads, more crosswind training and rotating instructors.

LRP : Recommends putting 62Y up for sale and when sold then decide on new airplane.

New Business : Update website Currency Perhaps send out reminder to update currency. Some discussion on how to ensure that over 90 days fly with instructor. Make sure pilots are aware we require instructor after 90 days unlike FAA 3 TO/Landings