



Oxford Flying Club Membership Meeting September 22 2015 – NT17 Hangar

Call to order at 7:04 p.m. - Quorum Present (Exh. F)

Agenda by Burt S. is attached as **Attach A**.

1. Call to order at 7:04 p.m. by the President.
2. Introduction of guests: Rich Anderson, Sal Manganaro, and Greg Zupkus
 - Greg Zupkus was interviewed by club members and recommended for membership. A unanimous vote admitted Greg as a member.
3. Approval of August's meeting minutes – Approved at 7:08 p.m.

{The President moved to Item 6.b. N112RP Incident.}

4. Monthly reports:
 - a. Membership - Don Heidrich
Don H Presented the Membership Report (**Attachment B**). There were no resignations. The Club has a total of 78 members. The report was accepted as presented at 8:27 p.m.
 - b. Treasurer's Report – Mike Fazio
Mahesh R presented the financial report for the month of August 2015. The report was sent by email to all members earlier. The report was accepted as presented at 8:30 p.m.
 - c. MX Report – Wayne Tremallo
Wayne T deferred the MX report till after the MX committee meeting on September 23, 2015.
 - d. LRP – Ed Chromczak
Ed C presented the ADS-B option for 819 at a cost of \$7,000. The action is to be discussed at the MX meeting (September 23, 2015) and finalized.
 - e. Safety – Matt Baker
Matt B mentioned the grass-field event on September 26, 2015 at N41. Gary N, mentioned that more members should take advantage of this event to get an endorsement in their books with an instructor, as any future incident at a grass field, without the endorsement, will not be looked upon favorably by the investigators.
5. Unfinished Business:
 - a. Graduated scale for billing on 62Y
Burt recommended the following rates for 62Y as low RPM flights (in the pattern) are charged less tach time than full throttle flights for XC. Additional methods and

equipment to accurately track tach time was discussed, as in the past, and the matter was referred to the MX committee for recommendation and disposition at the October 2015 meeting. The recommended rates are:

\$209 / \$199 / \$179 = 0.1 to 0.4 / 0.5 to 1.0 / over 1.0 tach

6. New Business:

a. Membership for high school and college students

With the background that approximately 50% of private pilots in the US are in the 50 to 60 year-old age bracket and we should be concerned with preserving the future of not only general aviation but the health and vitality of our club, Mike F proposed the following motion. Ron S seconded the motion:

If a regular or student member is enrolled in full-time schooling away from reasonable access to the club, then they shall be allowed to revert to Associate status while away at school and allowed to revert to Regular status when they return home, with Board approval. Transition to either status shall be in one month intervals.

After widespread discussion, the motion was unanimously approved.

Mike F further agreed to chair an Ad Hoc committee that would look into the possibilities of the recruiting and training young aviators. This would include investigating possible grant programs and the establishment of an independent foundation or endowment fund within the Club to promote this endeavor.

b. N112RP incident & consideration of a replacement

N112RP was damaged in a ground loop incident on August 30, 2015 by a regular member. The club investigated the incident with a 6 member panel and recommended the follows:

1. Per the bylaws the member was to make restitution for those expenses not covered by insurance. The ratio of restitution was 1/3rd member and 2/3rd Club;
2. The member will have to take a “check-out” with a non-club Master Instructor or a FAA DPE; and
3. The Club’s CFIs will develop more clear policies and procedures for “recently checked out” members to adhere to on club aircraft.

The President read the recommendations from the Report. The report is Attachment G.

During the discussion, the two significant issues were discussed:

- i under insuring the Club’s aircraft. Mahesh R will look into the Vref and the Insured Values of the existing aircraft and present the variance report (if any) at the October 2015 meeting.

- ii. Roland G raised the issue of member liability for future incidents. Ed H and Roland G will form the Greenwood-Hill Committee to investigate the insurance values of the Club's aircraft, members' additional (private) insurance and possibly setting up a reserve fund to help members for future unwanted incidents

After much discussion on the incident amongst members, along with the member speaking about his experience, the club voted unanimously for the recommendations to be accepted at 7:51 p.m.

The replacement of N112RP was tabled to the October 2015 meeting.

- c. Items as presented by membership - NONE

7. Meeting adjourned at 9:04 p.m.

Presented by:
Mahesh Reddy
Secretary

Document History

Version	Date	Change Reference
1.0	23-Sep-2015	Restricted DRAFT to President
1.1	16-Oct-2015	DRAFT to Board
2.0	17-Oct-2015	FINAL to Membership

Attachments:

- A. President's Agenda
- B. Membership report
- C. Treasurer's Report
- D. MX Report (D1 & D2) – Deferred to October 2015 Meeting
- E. LRP Report
- F. Attendance Report – September 22, 2015
- G. N112RP Incident Report



Attachment A

OFC – Meeting Agenda

September 22nd 7:00 PM – NT17 Hangar

- Call to order
- Introduction of guests: Rich Anderson & Sal Manganaro
- Approval of August's meeting minutes
- Monthly reports:
 - Membership - Don Heidrich
 - Treasurer's Report – Mike Fazio
 - MX Report – Wayne Tremallo
 - LRP – Ed Chromczak
 - Safety – Matt Baker
- Unfinished Business:
 - Graduated scale for billing on 62Y
 - \$209 / \$199 / \$179 = 0.1 to 0.4 / 0.5 to 1.0 / over 1.0 tach
- New Business:
 - Membership for high school and college students
 - N112RP incident & consideration of a replacement
 - Items as presented by membership
- Adjourn



Membership Report Oxford Flying Club

Don Heidrich, September 2015

Membership Changes since Last Meeting:

Resigned:

- none

Status Change:

- none

Joined:

- none

Current Totals

Regular	51
Student	1
Mentored Student	0
Associate	23
Medical Associate	1
<u>Associate Emeritus</u>	<u>2</u>
Total	78

Prospects

- Rich Anderson – (Burt)
- Sal Manganaro – (Burt)
- Greg Zupkus – (Scott Oloff)
- Tony Adams – 22 years old, zero time
- Stuart J. Adendorff – ex Air Force Pilot
- Tom Kramer – may rejoin
- Roy Rasmussen – CFII, friend of Ron's, wants to instruct IFR to daughter
- Jim Petrino – friend of Max



Oxford Flying Club

Current Financial Status

August Income & Expense

as of:
8/31/2015

Attachment C

Assets

Cash		\$ 102,403.30
Accounts Receivable		\$ 48,716.44
Resources		
	N84F	-\$8,000
	N8261H	\$80,600
	N4334X	\$84,600
	N98819	\$35,083
	N7362Y	\$94,000
Planes - (values based on AOPA Vref figures as of 4/1/2015)		\$286,283

Total Assets: \$437,403

Liabilities

Accounts Payable		\$42
Bank Time (total liability)		\$25,050
Loan Payable - N7362Y	Monthly payments, including interest: \$1,037.	\$17,816
Loan Payable - N4334X	Monthly payments, including interest: \$1,226.	\$50,238
Prop and Engine Reserve (all planes - cumulative)		\$75,149
Equity		\$269,108

Total Liabilities: \$437,403

Aircraft Data

	Current Mo Hrs Flown	Curr Mo Flight Income	Prop/Eng. reserve	Curr Mo Fuel	Tiedown/Hangar	Cu Mo Maint. Exp
N112RP	38.00	\$2,553	n/a	\$1,932	\$90	\$427
N8261H	22.75	\$3,184	\$409.50	\$1,253	\$90	\$0
N4334X	26.00	\$2,605	\$468.00	\$1,260	\$90	\$387
N98819	43.70	\$2,524	\$786.60	\$2,156	\$90	\$68
N7362Y	42.50	\$2,835	\$765.00	\$2,797	\$600	\$723
totals	172.95	\$13,701	\$2,429.10	\$9,398	\$960	\$1,603

Cu Mo Maint. Exp include Avionics Expense

Monthly Inflows/Outflows

	Current Month	Year-to-date
Membership Payments and Flight Time	\$28,290	\$153,131
Sporty's Rebate (quarterly)	\$132	\$315
Loan Payments (current month as above)	\$2,076	\$20,103
Officers Flying Time	\$792	\$6,633
Fuel Expense (includes billable hangar heat, landing fees)	\$10,358	\$43,220
Other Misc. Expenses (regs, tax, postage, seminar, maint suply, etc.)	\$1,276	\$10,358
Flight Time Payable (112RP)	\$760	\$1,358
Total Other Aircraft Expense (excluding officer's, BT and misc. flight time)	\$591	-\$3,173
Net Cash flows total:	\$12,570	\$74,947

Long Range Planning (Short Report) September, 2015

819:

4th qtr 2015:

ADS-B:

- (1) OUT only can be installed without upgrading the Garmin GPS to WAAS, however, Garmin only supports the GNS-430W & any Garmin service will require the upgrade anyway. Can be upgraded to ADS-B IN, in the future. Cost without WAAS = \$3.5K
- (2) IN only can be added later for approximately \$3.5K.
- (3) OUT & IN, which is preferred, will allow traffic monitoring is now available for approximately \$7K without needing a \$3.5K WAAS upgrade. Requires replacing transponder for which we may be able to get \$500 credit if we sell it.
- (4) Upgrade the GNS-430 to WAAS for \$3.5K first, then either OUT only or OUT & IN will save part of that amount (\$1.5K to \$2.5K) on the ADS-B equipment. The ADS-B options will then be easier to install.

2015 - 2016:

Overhaul engine [approximately \$26K]; reviewed during annual January 2015 and found in satisfactory condition.

Additional engine monitoring can be accomplished by bore scoping & compression tests.

Touch-up paint as needed; [\$50 - \$500]

The following are optional and can be done "anytime" in the future:

62Y; 34X; 61H: 2021 - 2022 - 2023 - Future: Install units to support ADS-B IN.

Oxford Flying Club - Status and Currency Sheet

Attachment F

	Last Name	First Name	Member Status	Reg	Assoc	Med Assoc	Stu	Emer
1	Aulet	Maximilian	Associate					
2	Baker	Matt	Regular	/				
3	Bell	Joseph	Associate					
4	Berwick	Kent	Associate					
5	Burmann	Bruce	Regular					
6	Carr	Tim	Regular					
7	Chiarella	Domenic	Regular					
8	Chromczak	Edward	Regular	/				
9	Cooper	Pat	Regular	/				
10	Cunningham	Andrew	Regular					
11	Dasilva	Domingos	Associate Emeritus					
12	Delp	Greg	Regular					
13	Devino	Michael	Regular	/				
14	Distasio	Jeff	Associate					
15	Dobbs	Glen	Associate					
16	Dobbs	Kristi	Associate					
17	Earl	Gavin	Regular	/				
18	Ebbert	Davis	Regular					
19	Fazio	Mike	Regular	/				
20	Feeney	Richard	Regular					
21	Feinman	Jason	Associate					
22	Feinman	Philip	Associate					
23	Fleishman	Garrett	Regular	/				
24	French	Jason	Regular					
25	Gentile	Frank	Regular					
26	Green	Geoffrey	Regular	/				
27	Greenwood	Roland	Regular	/				
28	Guletsky	Susan	Regulr					
29	Haas	Michael	Regular	/				
30	Ham	Robert	Regular					
31	Heidrich	Don	Regular	/				
32	Hill	Ed	Regular	/				
33	Ireland	Justin	Associate					
34	Kit	Volodymyr	Regular					
35	Krasowski	Tom	Regular	/				
36	Laine	George	Associate Emeritus					
37	Lafosse	Larry	Medical Associate					
38	Lyons	Hal	Associate					
39	Moir	Floyd	Associate					
40	Mollica	Leo	Regular	/				
41	Monahan	Jay	Regular					
42	Morici	John	Regular					
43	Morrone	Matt	Associate					
44	Morrow	Bill	Associate					
45	Mowerman	Illya	Associate					
46	Murphy	Mick	Student					
47	Nalband	Gary	Associate		/			
48	Nelson	Nick	Regular					
49	Noffke	Karl	Regular					
50	Oloff	Scott	Regular	/				

Oxford Flying Club - Status and Currency Sheet

15 1

	Last Name	First Name	Member Status	Reg	Assoc	Med Assoc	Stu	Emer
51	Palmatier	Bruce	Regular					
52	Palombo	Rich	Regular					
53	Poole	Christopher	Regular					
54	Poole	Raymond	Associate					
55	Pozniak	Jerry	Associate					
56	Proulx	Brian	Regular					
57	Pugliese	Jay	Regular					
58	Reddy	Mahesh	Regular	1				
59	Richardson	Bruce	Regular	1				
60	Robinson	Andy	Regular					
61	Rosen	Stewart	Regular	1				
62	Rosendahl	Eric	Associate					
63	Russo	Tom	Regular	1				
64	Sabot	Jay	Associate					
65	Salazar	Arturo	Regular	1				
66	Schindler	Len	Associate					
67	Schmecker	Ronald	Associate		1			
68	Shaker	Edward	Regular					
69	Stevens	Burt	Regular	1				
70	St. Pierre	Peter	Regular					
71	Suarez	Federico	Regular					
72	Timpson	Larry	Regular					
73	Treanor	Jim	Regular	1				
74	Tremallo	Wayne	Regular	1				
75	Tyrrel	Chris	Regular					
76	Vitagliano	Erik	Regular	1				
77	Wilson	Richard	Associate	1	1			
78	Zipkin	David	Associate					
Total				0	0	0	0	0

PROSPECTS:

Anderson,

Greg Zupkus.

Mangawano, Sal

TOTAL 24 3

QUORUM = 17.16

TOTAL ATTENDANCE 24

QUORUM = YES

On Sunday, August 30th, while attempting a landing at Candlelight Farms grass airport in New Milford, Arturo Salazar ground looped N112RP. He had two passengers, his cousin and a friend in the plane at the time. Fortunately there were no injuries but our insurance company has totaled the plane. The board met the first week of September to review the incident and four members of the board, along with Ron Schmecker, chief flight instructor for the club, were asked to meet with Arturo Salazar, the PIC, and Tom Krasowski, the flight instructor who provided Arturo with an annual insurance check for the Cessna 170. They were Burt Stevens, president, Gary Nalband, immediate past president, Don Heidrich, membership chair and Matt Baker, safety director. They met with Tom and Arturo last Friday, September 11th.

The facts which were determined at that meeting were that Arturo had acquired a tailwheel endorsement in a J3 Cub in Chester, CT in October, 2014 and then flew twice with Burt Stevens in the C170 on July 12th & on August 1st for a total of 2.6 hours and 10 full stall landings. He then flew four times with Tom Krasowski between August 8 and August 22 for total of 5.4 hours and 38 landings - half wheel landings and half full stall landings. (Here is a good explanation of landing a tailwheel plane discussing the difference between the two types of landings:

<http://www.taildraggers.com/Documentation.aspx?page=Landing.>)

We met individually with Tom first and then Arturo.

Tom indicated that he signed Arturo off for a Cessna C170 AIC on August 22 with the oral suggestion that Arturo continue to practice his landings. He also indicated that Arturo had done a good job with keeping the plane traveling straight down the runway while on the ground.

Arturo's first flight after his AIC was on August 30, eight days after his sign off, when he and his two guests flew to Candlelight Farms. He had not "go[ne] up to practice" like Tom had suggestion but chose to fly his first PIC trip in the C170

with two passengers. His intentions, as he explained, were to fly the Hudson Corridor but while over Danbury, he decided it was "too hazy" to fly down the Hudson. He flew to 11N and, at about 9:30 am, overflew the airport to check the windsock and determined there was no wind. (Note: both Danbury and Oxford reported under 3 knots at their respective 9:00 am METARS.) He told the committee that he elected to land to the north and elected to do a higher speed wheel landing rather than a lower speed full stall landing. As the C170 has 4 flap settings, he appropriately (for a wheel landing) chose the 3rd flap setting and landed in the center of the runway easily on the first quarter of the runway. Arturo indicated that he touched down softly on the two main wheels at between 55 & 70 mph (he actually stated 55 to 60 one time and 65 to 70 another time) with the fuselage aiming down the runway and the tail in the air. When asked, he could not indicate whether he attempted to keep the tail off the ground by pushing the yoke (elevator) forward. He stated that when the tailwheel touched the ground, the tail veered to the right and the plane veered to the left. He told Burt at 11 am that morning that he "did not want to [apply] right rudder for fear of running off the runway to the right."

The plane departed the runway to the left and hit the high grass traveling approximately perpendicular to the fuselage. Because of the high rate of speed at the time of impact, damage was severe to the right wing, right door, right main gear, right horizontal stabilizer, right rudder, right windshield, and fuselage which was bent. NTSB was called within the hour and they, in turn, contacted the FAA. Our insurance company was contacted on Monday, August 31st and after consultation with the FAA, totaled the airplane.

The findings of this Board appointed committee are:

Arturo was PIC at the time of the incident and had the necessary and appropriate sign offs to fly the plane with passengers. Nonetheless, it is the belief of the committee that

he did not use good judgment in deciding to take two passengers on the first flight that he conducted as PIC. He did not heed his instructor's advice to get some more practice at Oxford and Robertson. His inability to keep the plane traveling straight down the runway is the primary cause of the damage to the plane. The committee further feels that Arturo either did not receive appropriate tailwheel training or did not adhere to the training that he did receive. When asked, he could not express an opinion as to when to land a Cessna C170A using a wheel or a full stall landing. He expressed the belief that when full flaps are applied, the plane "comes down too fast" and when the plane is too slow "the tail is unresponsive" which suggests to the committee that he believed that higher speed wheel landings were favored over lower speed full stall landings. It is the opinion of the committee that had Arturo chosen to do a full stall landing at 40 mph rather than a wheel landing at 60 to 70 mph, any ground loop that was not corrected appropriately would have resulted in possibly repairing a wingtip but not the substantial damage that resulted.

Tom Krasowski is a new CFI, having gotten his flight instructor certificate two months ago. He is also new to tailwheel flying and has demonstrated extreme enthusiasm in flying our C170. Nonetheless, the committee finds that, in his enthusiasm to be able to wheel land N112RP, he emphasized wheel landings far too much and did not have the experience to convey to a student the appropriate times that may require the higher speed wheel landing over a full stall landing. His hard earned (and costly) experience in tailwheel flying was just too immature to appropriately coach a student without the assistance of more experienced instructors. Unfortunately, his enthusiasm exceeded his experience and, it is the committee's opinion, lead to Arturo (even though he did have a previous tailwheel endorsement) not appreciating the risks associated with higher speed landings.

With regard to the loss of N112RP, our club's by-laws are explicit in ARTICLE III - MEMBERSHIP, section 4(b) which states, "An individual member shall be personally liable for any damages, which the member incurs which are not covered by any insurance the club may possess." The non-recoverable losses approximate \$3,000 and include taxes, prebuy, storage, insurance, avionics repair and other assorted costs.

As PIC, Arturo is primarily responsible for the loss of N112RP but he is not alone in responsibly. The committee believes that Tom overemphasized wheel landings and did not provide Arturo with an appropriate matrix to determine when to use full flap, full stall landings. Further, the committee feels that when the plane was introduced to the club, there was not an appropriate degree of training or a training syllabus provided that should have standardized the training in an aircraft type that few club members have had an opportunity to fly. They believe that club CFIs could have and should have insisted that a higher degree of training and caution be required prior to allowing an instructor to sign an AIC and a member to fly N112RP as PIC with passengers.

Consequently, the recommendations of this ad hoc committee are:

Arturo should bear the cost of 33% of the loss or \$1,000 and the club should bear the remaining cost of \$2,000.

It is the recommendation of the committee that Arturo be asked to complete an Initial Club Checkout with a non-club DPE or Master Flight Instructor. Three recommendations were Doug Stewart, Bob Nardiello or Royal Griffin.

The committee further recommends that the club CFI's develop a specific training syllabus for each make and model aircraft that the club owns or purchases in the future. CFI's should establish required, periodic (perhaps quarterly) meetings which discuss and perhaps demonstrate various training procedures among the club instructors. This practice will provide the less experienced instructors with some insight of the more experienced ones and will provide a more uniform and focused training scenario for the club members.

Respectfully Submitted,

Burt Stevens, President
Gary Nalband, Immediate Past President
Don Heidrich, Membership Chair
Matt Baker, Safety Director
Ron Schmecker, Chief Flight Instructor