



July 19th, 2018 7:00 PM – KMMK Terminal Conference Room

Call to order 7:00 pm

Board Attendance: Robert Ham P, Andy Robinson M, Matt Baker S, Peter St Pierre S, Scott Oloff VP (Quorum)

Membership: Wayne Tremallo, Doug Dingman, Landon Sock, Jim Treanor, Francis Pullaro; Oran Mills; Eric Vitagliano, Curt Robinson, Gary Henderson.

Approval of June meeting minutes – Peter St. Pierre. Accepted

KMMK any issues? Robert Ham: Oil is stored in the black box.

Membership Andy Robinson

Regular	52
Trade Winds	6
Associate	34
Medical	3
Emeritus	2
Total	97

With 4 aircraft and 58 flying members approaching our limit of 60 =15 per aircraft. Correcting website membership. Need photos for 10 members. Tom Russo converted to Regular member.

Treasurer's Report – Mike Fazio attached Financials and Bank Time

Important to note that due to sale of 62Y and Closing of KOXC **Loss of Banktime Suspended.**

Audit: Scott Oloff: some discrepancies on charging landing fees. Prefer members pay landing fees themselves and not use gas card. Audit process itself difficult to match the receipts. Identify a backup for Mike Fazio. Discussion of hiring a Bookkeeper since Mike travels a large amount. Eric V we should get some quotes on professional group of Bookkeeping and Accounting. Points on Cards : Debit Card: AOPA Card 3% back. Fraud protection on CC is very good today. Eric and the future back up for Mike would work on what we need to run the Treasury in a checklist format. Curt Robinson volunteered to help Mike and be on the software committee for on line scheduler and billing.

Robert Ham and P St Pierre notes from Audit.

1. We have a \$42 credit balance with Reliant Air in Danbury.
2. M Fazio upped our Debit Card balance to accommodate av gas purchases off site (MMK).
3. We will consider changing from Debit Card accounts to Credit Card accounts. F. Pullaro and M Fazio to coordinate (AOPA Cash back card?)
4. Landing fees are NOT paid by Club. Need to reinforce this and to ask that Members separate out landing fees when able to pay on own card or cash. Additional work to charge back to member.
5. Cessna Pilot's Association fee of \$55 - continue?? Web site for members available?
6. Discussion about AD Publications - deferred to Maintenance consensus is AD are responsibility of the aircraft owner. AD publication are useful according to Wayne.
7. Check with Gavin if we still need the two publications on maintenance AD there may be other options.

Maintenance: Gavin unavailable: Using KMMK Mechanic for Oil change (Russ) but he does not feel he is the right person for changing out the seats in 61H. Wait until we move back to KOXC and work on seats in hanger.

Long Range Planning— Scott Oloff , Landon Sock—status of identification of 7362Y replacement :
Pre Buy 735CC showed cam damage requiring engine rebuild price around extra \$40K and declined to buy. Landon, Gavin and Scott when a plane comes on the market that we put a deposit. Clarify details later on the plane. Cherokee 6 fixed gear high payload. 15 gal burn rate: 300 HP . Board consensus was that and intermediate high performance C182 would be best. Primarily useful with membership having a good engine and airframe for immediate flying and install electronics package if needed.

Activities: Bruce Richardson: Grass Landing Mt Tobe July 14 successful : Walker Woodworth essential as CFI with hot humid density altitude conditions. Picnic at Burt and Molly's for August 4 noon.

Safety Report – Matt Baker - Safety Day in Sept Spot Landing. / Picnic Sept. 15 Saturday landing closer to end of runway to avoid slow flight and more room for touch and go. Safety talk want a CFI and accidents human factor errors. Looking for Speaker perhaps Alan Amato safety TW

Ongoing Business:

- Aircraft Clubs software for logging flight time flown will be Beta tested on new A/C purchase
- Aircraft Owners and not having Bank time. Discussion continued for pilots with alternative flight experience to be exempted from Bank Time. Only affect 4 or 5 Associates.
- Peter if Bank time expired this year would have moved to associate. Expiring Bank time plus cost of instructor to become current \$210 Bank + \$210 flight + \$90 Instructor = \$510
- Scott: need to look at next auto scheduling and billing to see how software handles it. May automatically prevent scheduling if currency expired.
- Revenue of around \$8,000 would be lost, but that is not the purpose of proficiency time.

New Business: None

Motion to Adjourn: 8:48 pm