

## Don Heidrich

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**From:** William Granruth <granruthw@gmail.com>  
**Sent:** Sunday, August 16, 2020 9:55 PM  
**To:** Don Heidrich  
**Subject:** Minutes from July

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Don

Hi Don,

Apologies for the format my laptop is out of service

Minutes from July:

Francis motions for 15 minute recess for finance committee to discuss. Allen Shew seconds

Finance committee recommends rates to be set as follows

5GC - \$180

34X, 61H, 819, all charged at \$130/hr

Dues increase for regular members by \$10 No change for associates dues Associates will continue to pay \$40/hr additional per hour

Rates will be effective August 1st. Flights in August will be billed at the new rate, new membership dues and updated PT will be billed on 8/1/2020.

Bob Ham Commends Curt and Pete for their work to deep dive and overhaul finances. Their efforts have uncovered major issues which threatened the sustainability of the club. They have developed a comprehensive path forward to their credit.

Eric Brough makes a motion to approve the rates as recommended by the finance committee, Scott Olof seconds.

Vaughn Mauren - yes

Mitch - yes

Mike - yes

Steve Belmont - yes

Burt Stevens - no

Scott Moore - no

Mike Kroha - yes

Scott price - yes

All present at meeting voting yes

Motion to adjourn by Ron Schmecker

Second

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William Granruth

## Don Heidrich

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**From:** Ofc-mem <ofc-mem-bounces@lists.oxfordflyingclub.com> on behalf of Andy Robinson via Ofc-mem <ofc-mem@lists.oxfordflyingclub.com>  
**Sent:** Tuesday, July 21, 2020 2:00 PM  
**To:** Ofc-Mem@Oxfordflyingclub. Com  
**Subject:** [OFC-Mem] MX July 2020  
**Attachments:** OFC MX July 2020 Report.xlsx  
  
**Categories:** OFC

Dear Club,

See attached file on scheduled events for each aircraft.

Of significance:

1. YT out of the picture
2. GC due for Annual in Oct 2020
3. 34X approaching TBO (2000 hrs SMO) in Nov 2020 (\$25k to \$40k expense, 1 week to 6 week downtime)
4. 819r approaching TBO in Q1 2021
5. Each plane is equipped with a CO detector. They will be checked at each GPS update (monthly) and a spare set of 2 CR2032 batteries will be maintained in each tach time book. Hold power for 3 seconds to turn on and 3 seconds to turn off. I suggest you carry a set of these batteries in your flight bag as I am sure all of you carry spares for your headsets. I also suggest this unit be placed on top of dashboard if it is not secured to panel on co-pilot side.

Other items to consider:

As Maintenance Director, I have no plans to conduct OFC oil changes. At our rate of flying, we would see 30+ oil changes per year. If someone has a different approach here, please bring it up tonight. I am counting on the 50hr oil changes now being done by Wright Aviation to identify small problems before they become large (and more expensive). As a volunteer organization, I believe our skill set to find these small problems is limited. This strategy alone adds about \$200 per oil change or \$6k per year.

When you enter a squawk in FSP, the Maintenance Team gets an e-mail immediately. Sending an e-mail to OFC-Maint does the same thing.

If a plane is grounded (anyone can ground a plane) it is not meant to be flown without some discussion with MX Team. I am aware of only one instance where we let someone fly a grounded plane and that was to get YT to buyer's mechanic.

Ed has 819r, Scott has 34X, Wayne has 61H and I have GC. Each of us will be managing scheduled and unscheduled maintenance for respective aircraft. I suggest you make sure our contact info is on your mobile phone.

Lastly, I have spent much more time in the planes since taking over in June. I am always shocked to find what our members leave behind in the plane ranging from important equipment to clothing (mile high club?) and worst of all...trash. Please make the effort to clean up after yourselves. I don't get too excited about making the trek to NT20 from South Ramp to fill the lost and found box.

Respectfully submitted,

Andy Robinson

Reminder	Base	Last Compl	Last Compl	Due Date	Due Time	Days	Hours
N98819 - Altimeter check due	date	3/30/2020		3/31/2022		Due in 624 days	
N98819 - Annual Due	date	2/12/2020		3/1/2021		Due in 229 days	
N98819 - ELT Battery Check	date	4/22/2020		5/1/2021		Due in 290 days	
N98819 - ELT battery replacement (One-Ti	date			5/4/2027		Due in 2485 days	
N98819 - ELT Reg Due	date	1/13/2020		1/14/2022		Due in 548 days	
N98819 - Oil Change	time		9,264.70		9,314.70		Due in 22.40 hours
N98819 - Seat rail AD	time		9,220.70		9,320.70		Due in 28.40 hours
N98819 - Transponder check due	date	3/30/2020		4/1/2022		Due in 625 days	
N735GC - Mag Check - 500 hr	time		3,575.80		4,075.80		Due in 487.50 hours
N735GC - Altimeter Check Due	date	12/4/2019		12/5/2021		Due in 508 days	
<b>N735GC - Annual Due</b>	date	10/8/2019		<b>11/1/2020</b>		Due in 109 days	
<b>N735GC - ELT Battery Check</b>	date	10/8/2019		<b>11/1/2020</b>		Due in 109 days	
N735GC - ELT Reg Due	date	10/16/2019		10/17/2021		Due in 459 days	
N735GC - Oil Change	time		3,562.50		3,612.50		Due in 24.20 hours
N735GC - Seat rail inspection AD	time		3,562.50		3,662.50		Due in 74.20 hours
N735GC - Transponder Check Due	date	12/4/2019		1/1/2022		Due in 535 days	
N4334X - Annual Due	date	3/10/2020		4/1/2021		Due in 260 days	
N4334X - ELT Battery Replacement (One-	date			4/30/2025		Due in 1751 days	
N4334X - ELT Reg Due	date	4/29/2019		4/30/2021		Due in 289 days	
N4334X - Oil Change	time		786.40		836.40		Due in 32.30 hours
N8261H - Altimeter Check Due	date	5/22/2020		6/1/2022		Due in 686 days	
N8261H - Annual Due	date	2/24/2020		3/1/2021		Due in 229 days	
<b>N8261H - ELT Battery Check</b>	date	10/15/2019		<b>11/1/2020</b>		Due in 109 days	
N8261H - ELT Reg Due	date	1/8/2019		1/9/2021		Due in 178 days	
N8261H - Oil Change	time		5,759.79		5,809.79		Due in 13.39 hours
N8261H - Transponder Check Due	date	5/22/2020		6/1/2022		Due in 686 days	



# Oxford Flying Club

6/30/2020

## Financial Information

### Assets

Checking/Fuel Bank Accounts		\$9,558
Savings (Prop/Engine Reserve)		\$110,001
* Prop & Engine Reserve		\$109,993
* Liability Insurance Fund (\$40,000 target)		\$0
Accounts Receivable (6/30/2020)		\$22,008
Fixed Assets		

Piper Archer N8261H	\$77,000
Cessna 172P - N98819	\$71,000
Piper Archer II - N4334X	\$86,000
Cesna 172M - N737YT	\$37,500
Cessna C182Q - N735GC	\$146,900

Aircraft - (values based on AOPA Vref figures as of 9/30/17)

\$418,400

**Total Assets: \$559,968**

### Liabilities

Accounts Payable (6/30/2020)	\$562
Bank Time (total liability, including inactive members) - As of 6/1/2020	\$27,816
<b>Lost Bank Time - July 1, 2020</b>	<b>\$804</b>
Loan Payable - N735GC	\$54,239
Prop and Engine Reserve (all planes - cumulative)	\$109,993

Monthly payments, including interest: \$1,510.

**Total Liabilities: \$193,414**

**Total Equity: \$366,554**

### Equity

### TOTAL LIABILITIES & EQUITY

**\$559,968**

### Aircraft Data Current Month

Equipment	Hours Flown	Flight Total	/ Hour	Fuel & Oil	/ Hour	Mx Expense	/ Hour	Tiedown and Hanger	Prop and Engine Reserve	Hourly Cost (Fuel, MX, P&E)
N8261H	26.94	\$3,502	\$130.00	\$1,413	\$52.44	\$1,483	\$55.03	\$750	\$546	\$127
N4334X	44.30	\$6,202	\$140.00	\$2,166	\$48.89	\$420	\$9.48	\$90	\$886	\$78
N98819	66.80	\$7,348	\$110.00	\$3,340	\$50.00	\$2,961	\$44.33	\$90	\$1,344	\$114
N737YT	13.70	\$1,438	\$105.00	\$830	\$60.59	\$693	\$50.55	\$90	\$274	\$131
N735GC	13.40	\$2,412	\$180.00	\$801	\$59.81	\$4,232	\$315.79	\$500	\$270	\$396
<b>Totals</b>	<b>165.14</b>	<b>\$20,903</b>	<b>\$126.58</b>	<b>\$8,550</b>	<b>\$51.77</b>	<b>\$9,788</b>	<b>\$59.27</b>	<b>\$1,520</b>	<b>\$3,320</b>	

### Inflows/Outflows

	Current Month	Totals
Membership - Initiation Fees (3)	\$1,500.00	
Membership Dues	\$7,357.50	
Total Flight Time Billing	\$21,439.70	
Sporty's Rebate (quarterly)	\$51.71	
<b>Billed Monthly Total:</b>		<b>\$30,348.91</b>
Flight Hours (Unbilled Maintenance & Marketing)	\$537.00	
Transfer to P&E Reserve (Total hours x \$20)	-\$3,319.80	
5GC Loan Payments (current month as above)	-\$1,510.00	
Fuel & Oil Expense	-\$8,549.82	
Club Officer & Maint. Credi	-\$1,260.00	
Other Misc.Expenses (FSP, Web Site, Events & Other)	-\$275.38	
Licensing and Registration Fees for Aircraft (CBP Decals)	\$0.00	
Aircraft Liability Insurance/D&O Insurance	-\$633.00	
Total Aircraft Expense (above Ann/Av/Fee/Mx and Tiedown & Hanger)	-\$11,389.84	
<b>Expenses Total:</b>		<b>-\$26,400.84</b>
<b>Monthly Cash Flow Total</b>		<b>\$3,948.07</b>

## Don Heidrich

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**From:** Ofc-mem <ofc-mem-bounces@lists.oxfordflyingclub.com> on behalf of Daniel Berk via Ofc-mem <ofc-mem@lists.oxfordflyingclub.com>  
**Sent:** Tuesday, July 21, 2020 4:58 PM  
**To:** ofc-mem@oxfordflyingclub.com  
**Subject:** [OFC-Mem] Current Membership Count  
  
**Categories:** OFC

<b>Member Count</b>
Regular: 50
Associate: 44
Medical Associate: 2
Associate Emeritus: 4
Other: 0
Total: 100

Today's membership count

I have 2 in process to become regular members and another 3 in the pipeline awaiting interviews

Sent from my iPad