

# **OXFORD FLYING CLUB**

## **MEETING MINUTES**

19 June 2012

**Location:** 121 Restaurant

**Attendance:** Regular: 8 Students: 0 Associates: 3 **Quorum:**<sup>1</sup> Yes     No **X**

Type	Member	Present	Type	Member	Present	Type	Member	Present
1	Assoc	Aulet, Maximillian		Reg	Green, Geoffrey		Reg	Richardson, Bruce
2	Reg	Baggett, Scudder		Reg	Heidrich, Don	X	Reg	Robinson, Andy
3	Stu	Baker, Matt		Med Assoc	Hill, Jeremy		Reg	Rosen, Stewart
4	Assoc	Bell, Joe		Reg	Laine, George	X	Assoc	Sabot, Jay
5	Reg	Berwick, Kent		Reg	Lyons, Hal		Assoc	Schindler, Leonard
6	Assoc	Camejo, Christopher		Assoc	Morrow, Bill		Stu	Schmecker, Peter
7	Reg	Burmann, Bruce		Reg	Mowerman, Illya		Assoc	Schmecker, Ron Regular as of 1 Jul
8	Reg	Carr, Tim		Reg	Nalband, Gary		Reg/Stu	Shaker, Ed
9	Reg	Chromczak, Ed	X	Reg	Noffke, Karl	X	Reg	Stevens, Burt
10	Assoc (Honorary)	Dasilva, Domingos		Reg	Oloff, Scott		Reg	Strasburger, Rusty
11	Reg	Dobbs, Glen		Reg	Osborne, Tom		Assoc	Vallilo, Tony
12	Reg	Dobbs, Kristi		Reg	Palmatier, Bruce	X	Reg	Weiner, Jay
13	Stu	Elwell, Sean		Assoc	Piwowarski, David		Stu	Williams, Roy
14	Reg	Feeney, Richard		Assoc	<del>Pozniak, Jerry</del> Resigned		Reg	Wilson, Richard
15	Assoc	Feinman, Phil	X	Reg	Proulx, Brian		Reg	Zipkin, David
16	Reg	Goudy, Jim		Reg	Pugliese, Jay			

**Guests:** Mike Fazio and Jason Feinman

**Ed C called the meeting to order at 7:10 pm.**

**There being no quorum, May minutes and all regular reports were not approved. Board action noted below.**

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<sup>1</sup> Per By-Laws, quorum = one-third of regular plus non-mentored student members. In the event a quorum is not achieved, or is subsequently lost, the President will determine if a majority of the board is present. If so, then the meeting will become a Board Meeting.

**Membership Report:**

- Don Heidrich presented the Membership Report.
  - 28 Regular
  - 2 Student
  - 13 Associate
  - 1 Medical Associate
  - 44 Total
- See attached.
- One new member voted in by the board: Mike Fazio *Welcome!*

**Treasurer's Report:** YTD Net Income of (\$59,905). Reflects, among other expenses, \$5741 upholstery upgrade in 84F, \$10,846 GPS upgrade in 819, and expenses related to the purchase of 62Y. See attached.

- A new bill of \$6,000 for 62Y not yet reflected in report.
- Added money to the prop and engine reserve for 62Y.
- Tracking fuel consumption vs. tach time to determine hourly rate for 62Y. Until it settles out, the rate is \$160/hour.

**MX Report:** Ed C presented the following for Brian. (Also see attached.)

- Need to know if we are going to continue forward with the ModeS on 84F?
- Need to decide on the GPS updates for 62Y as our planes all expire on 6/28.
  - I suggest we go with a simple 430W IFR update for now and save the MX20 update for next month's discussion.
  - The MX20 will cost around \$500 for full IFR, and does not include low-airway routes...just AFD.
  - Low airway routes is another \$200.
  - Brian suggests we place the Americas DB (currently in 61H) into 62Y and place the rest of the GNS updates to the Eastern US only. We have yet to see our planes go into Canada, Bahamas, or beyond the Mississippi River.
  - Total GPS costs for an annual IFR subscription on 61H/84F/62Y + VFR on 819 will be around \$1150. We currently pay \$850.
- 61H: Brian changed the oil in the plane over the weekend, our 2nd time. He have found that we will need quite a bit of oil to keep this up so is currently looking for a bulk purchase agreement with a local supplier. He also ran into a problem with the Tempest oil filter that was on the engine. For the extra \$3 he will be going with Champion. No metal found in the filter.
- 819: We are about 25hrs away from the required 100hr AD inspections. He will schedule this with Classic.
- 84F: Still having issues with the door handle.
- 62Y: Had a gear bulb go out. Was able to find some bulbs in 819, only to find out afterward that there is a little pouch in between the pilot and copilot seats where there is a box of spare bulbs. There are currently 4 gear bulb spares GE327 in that box in case it occurs while in flight. Brian has a fire extinguisher on order (\$100). Still need to complete the 100 seat AD on the co-pilot site and hope to address this on Friday.

- These additional items came up:
  - Need 15-50 weight oil for 61Y. Almost out.

**Safety:** Jay reported Mark Phelps will be our speaker for Safety Day. Mark is columnist for Flying Magazine. Topic TBD. Wings Credit will be given.

**Long Range Planning Committee:** Ed C reported. Please see the updated LRP Committee Report of aircraft improvement and other development options attached and on the OFC website.

**Unfinished Business:**

- Plane wash is scheduled for 23 June.
- Pinch Hitter plan. Ron is looking for a date.
- 182RG – Change scheduler o remove “instrument rating.” (Tell Brian.)
- Safety Day Update – Jay, Ron, Max: 14 July.
  - Speaker to begin talk at 1330 vice 1300.
  - Menu set.
  - Suggestion was made to have membership packets available for prospects present.
- Jones Beach air show: Make a club activity?

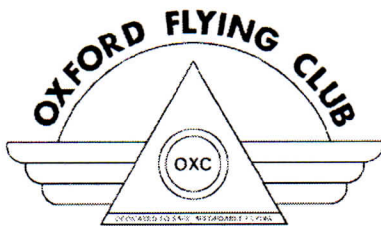
**New Business:**

- Summer Picnic is set for 11 August at Burt and Molly's.
- Gate N21 key cards issue. Ed C working with Matt to resolve. It's a computer issue.
- The board authorized \$800 for another recruiting mailer.
- Began a discussion about a new category of membership which would allow certain flying privileges to Associate Members. Among other considerations, any change must take into account safety, fairness, costs, booking privileges, and the desirability of a by-laws change that this would entail. Don H provided a very useful matrix to compare the membership types and privileges. (Attached.)

Meeting adjourned at 8:30 PM.

Respectfully submitted,





## Membership Report Oxford Flying Club

Don Heidrich, June 2012

### Membership Changes since March Meeting:

#### Resigned:

- Jerry Pozniak – was Associate

#### Status Change:

- Phil Feinman – Regular to Associate – has a Baron
- Joe Bell – Student to Associate – traveling abroad for Sikorsky

#### Joined:

- Stewart Rosen – Regular, Wolcott
- Jay Weiner – Regular, Woodbury, owned 182RG
- Sean Elwell – Student, Woodbury – PENDING!

#### Joined and Reneged:

- Ken Gumbulevich – used to fly Archers, backed out due to family medical issue

### Current Totals:

Regular	28
Student	2
Associate	13
<u>Med Assoc</u>	<u>1</u>

Total

44

*w/ Mike FAZIO*  
*Mentor Stu*

45

### Prospects:

#### New:

Jim Trainer – Renewed interest, flies with Diamond but unsatisfied.

#### From last month, still active:

Volod Kit – ASEL INSTA, interviewed at March meeting, very interested, a matter of timing, works at Double Diamond.

✓ Mike Fazio – Friend of Kent Berwick, possible Mentored Student

*Guest - Bd Approved membership*

Dan Magnanimo – friend of Jay Pugliese, A&P at Westchester.

Gone Inactive:

Scott Collins – Flies G5's for Pepsi, lives in Brookfield, postcard response, spoke to Burt

Ken Zill – CFII, lives in Bristol, postcard response, spoke to Burt

Mark Stillson – 18, zero time, planning an aviation career with the Navy, Danbury, father Hal is supportive – has now backed off, unsure what he wants to do

# Oxford Flying Club

## Current Financial Status

### Balance Sheet

06/18/12

#### *Assets*

Cash		\$77,931
Accounts Receivables		\$25,072
	N8261H	\$80,000
	N4384F	\$51,000
	N98819	\$45,000
	N7362Y	\$87,500
Planes - (values based on AOPA Vref figures as of 1/1/2011)		\$263,500

**Total Assets:** \$366,503

#### *Liabilities*

Accounts Payable	-\$329
Bank Time	\$12,415
Loans	\$75,000
Engine & Prop Reserve* includes P&E on 7362Y to date ✓	\$92,935

**Total Liabilities:** \$180,021

**Total Equity:** \$186,482

### Profit & Loss Statement

	May-12	YTD
<b>Total Income</b>	\$12,646	\$71,277
<b>Expenses</b> (includes \$5,741 upholstery upgrade in 84F & \$10,846 GPS upgrade in 819)		
	Monthly	YTD
N4384F Annual in 05/12 @ \$8698	\$12,298	\$28,320
N8261H Annual in 03/12 @ 5313	\$4,117	\$23,312
N98819 Annual in 11/11 @ \$2498	\$2,934	\$23,651
N7362Y Annual due 10/12	\$929	\$50,635
Officers Flying Time	\$570	\$3,183
Other Expenses	\$248	\$2,082
<b>Total Expenses:</b>	\$21,097	\$131,182
<b>Net Income:</b>	(\$8,451)	(\$59,905)

# OFC Maintenance Report

## Active Issues - June 2012

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigned
<b><u>N4384F</u></b>						
5/13/2012	752	TC and AI showing a slight list to the left			Pending	VIP Avionics
4/17/2012	733	Corrosion proofing	Process and procedure to be determined once aircraft is returned from annual.		Pending	
1/17/2012	703	Addition of ModeS, traffic, and a new GTX-330 Txpndr	We will trade in the current transponder to VIP and use towards the purchase.		Pending	VIP Avionics
11/17/2011	667	Autopilot not working. Roll needed and NAV not tracking when off course.	Wing leveler is off by 10-12deg and turning R when set to HDG. When in NAV mode, it is not tracking the GPS correctly. Will investigate further		Open	Club
<b><u>N7362Y</u></b>						
6/16/2012	761	Horizontal stab repairs	Working with J&M on the schedule.		Open	
<b><u>N8261H</u></b>						
4/17/2012	735	Corrosion proofing	Process and procedure to be determined once 819 has been completed		Pending	
1/9/2012	698	DME swap (84F to 61H)?	A suggestion was made to keep 61H 110% IFR by swapping the working DME from 84F to 61H.		Pending	VIP Avionics

<b>Open Date</b>	<b>ID #</b>	<b>Issue</b>	<b>Resolution</b>	<b>Scheduled for</b>	<b>Status</b>	<b>Assigned</b>
12/15/2011	685	DME placarded INOP	\$350 to replace the display, \$200 to remove from a/c. Unit itself in working order is worth about \$1000 on the open market		Open	VIP Avionics
<b><u>N98819</u></b>						
4/17/2012	734	Corrosion proofing	Process and procedure to be determined once 84F has been completed		Pending	
11/17/2011	670	Deal with bare metal and corrosion on airframe	Russ will do his best to locate and clean/paint visable corrosion		Open	Classic Air



## Long Range Planning Committee Summary, 6/19/2012:

- Most members want to keep costs affordable.
- Prioritize planning decisions to make good use of resources and simplify process:
  - o Category (A): Basic upgrades that make the aircraft better and safer – 1 year or less
  - o Category (B): Recommended but requiring substantially more resources – 1-2 years
  - o Category (C): Items to add to wish-list; or next aircraft (likely tied to a membership level of 40 regular plus student members); or a 3-4 year time horizon

## OFC Long Range Planning Considerations:

- (1) Keep the monthly & usage rates low (A)
- (2) Maintain existing fleet (IFR+, IFR-, VFR/IFR-) & monitor aircraft availability (A)
- (3) Resolve maintenance issues quicker. (Avionics, etc issues require a/c relocation for work) (A)
- (4) Improve location of tie downs. (B)
- (5) Have adjacent storage shed for pre-heater, oil supply, cleaning tools. (B)
- (6) Consider upgrade of ELTs. [\$2K ea] (B)
- (7) Verify aircraft usage with exiting fleet; at year end. (B)
- (8) Store a propane pre-heater in shed near tie-downs. (C)
- (9) Install electric engine heaters in 84F & 819. (C)
- (10) Trade-up to similar but newer before planes reach 10K hrs (C)

## Suggested Aircraft Improvements:

62Y (200 hrs/yr; TT 4K hrs; 730 hrs since MOH; remaining 1300 hrs)

Horizontal stabilizer refurbishment [\$2.5K] (A)

Software & data subscriptions for avionics, etc. [\$500] (A)

Propeller overhaul [\$3K] (B)

61H (240 hrs/yr; airframe TT 3K hrs; engine since MOH 1200 hrs; remaining 800 hrs)

Install LED tail beacon [\$1.5K] or underbelly [\$750] (A) *[Rescheduled, funds permitting]*

LED landing light upgrade [\$320-\$370] (A) *[Schedule when existing lamp needs replacement]*

Replace compass w/lighted instrument (B)

Electronic AI/DG upgrade with battery backup [\$2500] (C)

84F (180 hrs/yr; airframe TT 6K hrs; engine since MOH 1700 hrs; remaining 600 hrs)

Engine overhaul; @ 2500+- hours? Oil testing? {3 yrs max.} [\$21K] Requires monitoring.

Install collision avoidance avionics [\$5K] (A) *[Rescheduled, funds permitting]*

LED upgrade tail beacon [\$350] (B)

Exterior Paint - Consider 3+ years from now. [\$18K] (C)

819 (240 hrs/yr; airframe TT 6K hrs; engine since MOH 1200 hrs; remaining 800 hrs)

Exterior paint & corrosion repairs; work-in-progress. [Part of annual inspection] (A)

Corrosion protection per Cessna bulletin; 2 years max. [\$?] (A) *[Planned for 2012]*

Exterior Paint - Consider 1+ years from now. [\$18K] (B)

Install collision avoidance avionics & upgrade GPS to IFR [\$5.5K] (B)

LED landing light upgrade [\$320ea.-\$370ea.] (C)

## Three-four year summary of a/c improvements (A+B+C):

62Y = \$6K (WIP)

61H = \$3.5K (reasonable; also add engine OH 3.5 yrs)

84F = \$40K (engine OH 1-3yrs; consider extending paint job by touch-ups)

819 = \$28.5K (consider extending paint job by touch-ups)

## Oxford Flying Club Membership Types and Privileges

	Regular	Student	Mentored Student	Associate	Medical Associate	Regular Instructor	Associate Instructor	Non-Member Instructor
Fly - Solo	✓	✓	✓			✓		
Fly - with Instructor	✓	✓	✓			✓	✓	✓
Fly - Instruct Members						✓	✓	✓
Book Aircraft	✓	✓	(mentor)			✓	✓	
Voting Rights	✓	✓		✓	✓	✓	✓	
Insured as PIC	✓	✓	✓			✓	✓	
Monthly Dues	\$125	\$90	\$0	\$25	\$25	\$125	\$25	
Accumulate Bank Time	\$190 / mo	\$190 / mo	(mentor)			\$190 / mo		
Max Bank Time	\$380	\$380				\$380		
Initial Join Fee Due	\$500 upon Join	\$260 upon Join, \$240 amortized over 12 months, Balance due upon becoming Regular	Deferred, \$500 due upon becoming Regular	\$500 upon Join	\$500 upon Join	\$500 upon Join	\$500 upon Join	
Maximum Allowed	15 per Aircraft including Students	5 per Student Aircraft	3 per Student Aircraft					
Max Duration		12 Months Max	12 Months Max					
Limits and Privileges	May not go Associate more than once per 12 months				May become Regular even if exceed Max per Aircraft	Same as Regular	May fly in furtherance of Cub Business	
Join Vote	Simple Majority at Regular or Board Meeting							
Re-Join Vote	2/3 Majority at Regular Meeting							
Re-join Fee	\$0							
Hourly Rates	Skyhawk N98819 \$95	Archer N4384F \$115	Archer N8261H \$125	Skylane N7362Y \$160				