

OXFORD FLYING CLUB

MEETING MINUTES

Regular Meeting, 19, September, 2006

Attendees: Aniuk, Crabtree, Cohen, Fournier, Hill, Nalband, Proulx, Richardson, Schmecker, Schindler, Willenbring, Wilson

- 11 Regular Members (Quorum)
- 1 Associate Member

General: Scott called the meeting to order at 7:21 PM.

Last Minutes: Minutes from the last meeting were accepted as drafted.

Maintenance Report: Brian Proulx Presented the latest MX report. (See Web Site for latest status.)

N33659

- An annual was completed along with the 100 hour inspection
- Slight issue with the landing light as incorrect sealant had been used to hold it in.

N4384F

- 36.3 hours away from a 500 hour inspection required to keep the engine under warranty. Inspection should not be too complicated and only take the plane out of service for a day or so.
- The prop was indexed in an attempt to correct reported vibration. Please report of significant vibration is experienced.

N8261H

- Reported engine hesitation during quick throttle advancement is most likely due to a worn or broken accelerator pump. (This is a pump used to shoot a bit of extra gas into the carbs during heavy acceleration. Piper added them after customer complaints of hesitation under heavy acceleration.) Andy at SAS (?) suggest we wait to address this issue during engine rebuild and Brian P concurs.
- Please advise if you experience a hesitation other than during quick throttle advancement.

General Advisories:

- Brian P. Feels there may be an issue with the #3 cylinder on 61H, possibly a worn valve and that an engine replacement may be necessary sooner rather than later. He will draw up a list of engine replacement/overhaul/rebuild options for presentation at the next meeting.

Membership: Scott Crabtree reported:

- Club currently has 23 regular, 2 student, and 6 associate members.
- Prospective members were not discussed at the meeting as no new information was available.
- Chris C. became an associate member due this month due to a tree limb falling on his car.
- V. Torres became an associate member this month due to loss of medical
- D. Smith became an associate member this month due to loss of medical
- B. Stevens changed his membership to associate effective 9/1 due to a busy life and lack of time to fly club planes.

Treasurers Report: Read by Scott Crabtree and accepted as distributed. Scott also provided a break down of rates, savings and expenses as provided by Brian W. Of main interest was that 33659 cost the club \$8,000 to insure per year and was only flown around 100 hours in the past 12 months. Of that time about half was attributed to 4 members, one being Richard A., the planes owner.

Old Business:

- 659 lease discussion:

Reviewed cost of AC to insure VS total usage.

Reviewed change to Monthly dues without the need for \$8,000 insurance premium, about \$35/ month savings in dues if lease is dropped.

Discussion of dropping the lease during the winter months when AC is least flown with the possibility of looking to renew the lease in the summer.

Richard A. discussed possibly brining in 2 additional partners into the plane should the lease be canceled. He will come to next months meetings with actual numbers for partnership cost and likely insurance cost for those interested.

A MOTION to terminate the lease and subsequent insurance costs on 10/31/06 was made by Brain W. and seconded by Jeremy H.

Aye – 10

Nay – 2

MOTION PASSED

Discussion by Brain W. urging everyone to fly 33659 as much as possible during the remainder of the lease was supported by all in attendance.

Brian W. will block out 33659 after 10/31/06 so it is not available in the scheduler.

- Loan payoff discussion:

Discussion occurred regarding internal financing VS. bank financing for the remainder of the loan once the loan was paid down by the \$50K approved at the last meeting.

Brian W. reported that of the aprox \$35K that would have to be financed internally or through a bank after the pay down, he had received commitment for \$25K from members willing to due internal financing, leaving the club \$10K short if no one else stepped forward.

Discussion also centered on the interest earned (currently around 2%) on the money held in reserve for the rebuild of 84F's engine. (Aprox \$10K set aside at this time with 500 hours on a 2000 hour TBO engine)

Some individuals expressed a desire to see the reserve money earn more interest or be used to pay down the debt the club is paying 7% on now.

A MOTION to use up to \$10K of monies held in reserve unless additional internal financing could be secured was made by Richard W. and seconded by Jeremy H.

Aye – 9

Nay – 1

Abstain – 2

MOTION PASSED

New Business:

- Raj was passing by and discussed a change in his insurance allowing any pilot that has had a checkout to fly the Arrow. (150 hour TT requirement along with training and time in type limitation was dropped by his insurance provider.) He also discussed his insurance on the Arrow. (aprox \$5K/year, Million total with \$250K/seat) NOTE: Rate for the Arrow is \$100/hr but is based on Hobbs time and the AC has no Hobbs meter so rate is Tach time multiplied by 1.2.
- 3rd Tie down spot

A MOTION to use up to drop the third tie down spot costing \$55/Month (the one on the west ramp that is at a slope and a pain to push the plane into) were 483 was kept until the sale completed, was made by Bruce and seconded by Brian P.

Aye – 11

Nay – 1

MOTION PASSED

- Holiday Party.

A MOTION to allow Bruce to book our holiday party at the Olive Tree again this year was made by Brain P. and seconded by Steve F..

Aye – 12

Nay – 0

MOTION PASSED

- Discussion of other insurance options and the possibility of having a committee look into presenting the options and there associated risks was discussed but tabled due to general apathy with the topic and the desire to eat the cake and cookies Scott C. had brought.

Adjournment: 9:18 PM

Next Meeting: 17 October, 7:00 PM, Main Terminal, OXC.

Respectfully submitted,

/s/

Bruce Palmatier