

OXFORD FLYING CLUB

MEETING MINUTES

11 August 2012

Location: Burt & Molly's

Attendance: Regular: 19 Students: 2 Associates: 2 **Quorum:**¹ Yes X No

| Type | Member | Present | Type | Member | Present | Type | Member | Present | |
|------|------------------|---------------------|------|-----------|-------------------|------|---------|--------------------|---|
| 1 | Assoc | Aulet, Maximillian | X | Reg | Heidrich, Don | X | Reg | Rosen, Stewart | X |
| 2 | Reg | Baggett, Scudder | | Med Assoc | Hill, Jeremy | | Reg | Rosendahl, Eric | |
| 3 | Reg | Baker, Matt | X | Reg | Kit, Volod | | Assoc | Sabot, Jay | X |
| 4 | Assoc | Bell, Joe | | Reg | Laine, George | | Reg | Schafer, Tim | |
| 5 | Reg | Berwick, Kent | X | Reg | Lyons, Hal | | Assoc | Schindler, Leonard | |
| 6 | Reg | Burmann, Bruce | X | Assoc | Morrow, Bill | | Stu | Schmecker, Peter | X |
| 7 | Assoc | Camejo, Christopher | | Reg | Mowerman, Illya | | Reg | Schmecker, Ron | X |
| 8 | Reg | Carr, Tim | | Reg | Nalband, Gary | X | Reg/Stu | Shaker, Ed | |
| 9 | Reg | Chromczak, Ed | X | Reg | Noffke, Karl | X | Reg | Stevens, Burt | X |
| 10 | Assoc (Honorary) | Dasilva, Domingos | | Reg | Oloff, Scott | X | Reg | Strasburger, Rusty | |
| 11 | Reg | Dobbs, Glen | | Reg | Osborne, Tom | | Reg | Treanor, Jim | X |
| 12 | Reg | Dobbs, Kristi | | Reg | Palmatier, Bruce | X | Assoc | Vallilo, Tony | X |
| 13 | Mentored Stu | Fazio, Mike | X | Assoc | Piwowarski, David | | Reg | Wilson, Richard | X |
| 14 | Reg | Feeney, Richard | | Reg | Proulx, Brian | X | Reg | Zipkin, David | |
| 15 | Assoc | Feinman, Phil | | Reg | Pugliese, Jay | X | | | |
| 16 | Reg | Goudy, Jim | X | Reg | Richardson, Bruce | X | | | |
| 17 | Reg | Green, Geoffrey | | Reg | Robinson, Andy | X | | | |

Gary N called the meeting to order at 2:20 pm.

July minutes accepted unanimously.

¹ 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.
 - 32 Regular
 - 2 Student
 - 1 Mentored Student
 - 12 Associate
 - 1 Medical Associate
 - 48 Total
- See attached.
- Joe Norfleet's membership application was approved unanimously.
- Membership report accepted unanimously

Treasurer's Report: Attached is the treasurer's report of 11 August 2012. Burt reported we were unable to make a deposit before our meeting so our A/R is a little higher than normal and our cash a little lower. 62Y still influences the numbers but should balance out in the next several months. Otherwise we're in good shape financially. See attached. Report accepted unanimously.

MX Report: Brian summarized and provided the following via email later in the day. Also see attached. Maintenance report accepted unanimously.

Hi Club,

As I presented at the picnic meeting this afternoon, we are looking good with regard to aircraft operational status.

61H – The wingtip light is a long lead-time item. I expect to have a replacement in the next 4-6 weeks. I will be looking to have the door seal repaired.

84F – Water dripping from the overhead console. Will need to pull it into the hangar and try to locate the drips.

819 – New exhaust valve is doing fine. Nothing major to report.

62Y – Back on Aeroshell 15W50 and all restrictions have been lifted. 2hrs remain on the discounted \$140/hr rate. Please remember to lean per POH recommendations. Also, Cylinder #5 CHT is still about 20deg hotter than the rest. This should continue to drop as we put more hours on the engine. I continue to work with J&M aviation regarding the stabilator repair. Lastly, the prop is overspeeding on take-off. I confirmed that the tach is very accurate. I will need the prop governor adjusted. ***Please make sure that we do not exceed redline.***

Lastly, it has been brought to my attention that members are "spinning" the 172 and the Archers into their parking spaces by pushing down on the tail of the airplane. This is not a club approved parking maneuver and should no longer be used. Every plane has a tow bar, this is what is used to back the planes into the parking spaces.

Thanks,
Brian

Safety: Jay is working with Paul Lang for a presentation at NVCC on 18 October – a Thursday.

Long Range Planning Committee: Ed C reported that we should expect some modifications to the LRP. The \$4k previously allocated has not yet been spent. Please see the updated LRP Committee Report of aircraft improvement and other development options on the OFC website.

Unfinished Business:

- Associate Flight Policy. Don H led the discussion. Several points raised on the proposal (attached), including the possible addition of an “escape” clause to handle unintended adverse consequences. The ad hoc subcommittee will meet again prior to September’s meeting at which time we anticipate a vote.
- Pinch Hitter plan. General sensing of the Club is to delay this event to the Spring.
- OFC Safety Event with the Tower – Ground operations, comms, etc – tabled for future discussion.

New Business:

- NVCC Fall Seminar. See safety above.
- Nomination of Officers to take place at October’s meeting.
- Fall Grass Landing event to take place Sep 15 with Sep 22 as a rain date.
- It was suggested we develop a video for our website to train members on proper procedures for parking aircraft.
- Burt described his recent experience flying in another club’s aircraft and how much better maintained our aircraft are.

Meeting adjourned at 3:20 PM.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Burt", is written in black ink.



Membership Report Oxford Flying Club

Don Heidrich, August 2012

Membership Changes since Last Meeting:

Resigned:

- Jay Weiner – bought a Mooney

Status Change:

- <none>

Joined:

- Tim Schafer
- Volodymyr Kit

Current Totals:

| | |
|------------------|----------|
| Regular | 32 |
| Student | 2 |
| Mentored Student | 1 |
| Associate | 12 |
| <u>Med Assoc</u> | <u>1</u> |
| Total | 48 |

Prospects:

From last month, still active:

Joe Norfleet – ex member, to be voted upon at the August Meeting

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

Nick Samela – met at Safety Day

Nick Thompson – met at Safety Day, flies Gulfstreams, lives in Milford, has friend Ed

Keith Lavoie – met at Safety Day, used to fly C-172, State Police, may move to Southbury

New Prospects:

Norm Forrester – responded to post card

Ben Hallman – returning to CT from TX, zero time

Tom Kramer – Wants to solo his 18 year old son

Oxford Flying Club

Current Financial Status

Balance Sheet

08/11/12

Assets

| | |
|---------------------------------------------------------|----------|
| Cash (* no deposit made this month yet) | \$72,594 |
| Accounts Receivables (* no deposit made this month yet) | \$29,636 |

| | |
|-------------------------------------------------------------|-----------|
| 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: \$365,730

Liabilities

| | |
|------------------------------------------------------|----------|
| Accounts Payable | -\$336 |
| Bank Time | \$12,434 |
| Loans | \$72,937 |
| Engine & Prop Reserve* includes P&E on 7362Y to date | \$97,088 |

Total Liabilities: \$182,124

Total Equity: \$183,606

Profit & Loss Statement

| | July-12 | YTD |
|---------------------|----------|-----------|
| Total Income | \$17,345 | \$103,929 |

Expenses (includes \$5,741 upholstery upgrade in 84F &

& \$10,846 GPS upgrade in 819)

| | Monthly | YTD |
|---------------------------------|---------|----------|
| N4384F Annual in 05/12 @ \$8698 | \$2,430 | \$34,191 |
| N8261H Annual in 03/12 @ 5313 | \$3,925 | \$29,828 |
| N98819 Annual in 11/11 @ \$2498 | \$3,723 | \$28,626 |
| N7362Y Annual due 10/12 | \$6,735 | \$64,735 |
| Officers Flying Time | \$570 | \$4,323 |
| Other Expenses | \$2,765 | \$5,007 |

Total Expenses: \$20,147 \$166,709

Net Income: (\$2,802) (\$62,780)

OFC Maintenance Report

Active Issues - August 2012

| Open Date | ID # | Issue | Resolution | Scheduled for | Status | Assigne |
|----------------------|------|--------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------|-------------|
| <u>N4384F</u> | | | | | | |
| 7/28/2012 | 770 | Water dripping from the overhead console | Possible antenna seal? | | Watch | Club |
| 4/17/2012 | 733 | Corrosion proofing | Process and procedure to be determined once aircraft is returned from | | Pending | |
| 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 |
| <u>N7362Y</u> | | | | | | |
| 8/3/2012 | 772 | Possible overspeed situation at take-off | tested Tach with optical reader. Very accurate. Must need to adjust the overspeed govener | | Open | Classic Air |
| 6/16/2012 | 761 | Horizontal stab repairs | Working with J&M on the schedule. | | Open | |
| 6/12/2012 | 758 | Noisey co-pilot COM | re-opened. Coming from co-pilot PTT and headset jacks | | Open | Club |
| <u>N8261H</u> | | | | | | |
| 8/4/2012 | 773 | Door seal falling apart | | | Open | Reliant Air |
| 7/28/2012 | 771 | Pilot-site wingtip recog light out | | | Open | Club |
| 4/17/2012 | 735 | Corrosion proofing | Process and procedure to be determined once 819 has been completed | | Pending | |

| Open Date | ID # | Issue | Resolution | Scheduled for | Status | Assigne |
|----------------------|-------------|------------------------------------------------|--------------------------------------------------------------------|--------------------------|---------------|----------------|
| <u>N98819</u> | | | | | | |
| 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 |

Oxford Flying Club

Proposal to Allow Associate Members to Fly

August 2012

The following proposal was developed by an ad hoc committee consisting of Gary Nalband, Ed Chromczak, Burt Stevens, Ron Schmecker and Don Heidrich.

Associates may fly Club airplanes under the following conditions and limitations:

1. An associate member may fly only with a Club Instructor who is a Regular Member
2. There will be a \$40 per hour premium to current hourly rates
3. No change to Associate Monthly Dues (Currently \$25)
4. No change to Join the Club as Associate (Currently \$500 lifetime)
5. Bank Time is Frozen – an associate member will not accumulate bank time or be able to use any bank time that was accumulated as a Regular member.
6. Flying limit per month – none
7. Booking Rules – Associate members may have a maximum of one, one-day booking on the scheduler
8. Associates will count as $\frac{1}{4}$ (25%) when calculating Flying Member limits per aircraft
9. All Associates are eligible - there is no new membership category
10. There is no change to a member being able to convert from Regular to Associate status (See our By-Laws, Article III, Section 1c. - Except for medical reasons, a non-Associate member may not become an Associate member if the member has been an Associate member within the previous twelve months.)¹

Background and Logic:

The committee agreed that the Club at large and Associates could all benefit by allowing Associates to fly under certain, limited conditions. Our goal was to find a way that would be fair to Regular Members, offer value to Associate Members, comply with insurance and FAA requirements, promote the Club and aviation in general, and be as simple as possible. Further, we do not want to encourage Regular Members to go Associate, rather there should be strong incentive for Associates who fly to become Regular Members.

Keep in mind that there is no requirement today for Regular Members to have a Medical or any FAA Pilot Certificate at all. Of course all members remain bound by FAA Regulations and existing Club Rules.

We read through and discussed all the comments that members offered prior to the meeting, thanks to all who contributed.

Re Hourly Rate:

¹ The Club has allowed a member to alternate each year between Regular status for September through May and Associate status for June through August under Article III, Section 3f of the By-Laws.

A \$50 premium per hour would put the Associate at par with a Regular Member at two hours per month. However most Regulars fly more than two hours per month, and \$50 was seen to be non competitive with FBO's offering similar aircraft. We agreed that \$40 makes club aircraft attractive to Associates while being fair to Regulars and providing sufficient incentive for Associates who fly often to change status to Regular.

Re Monthly Dues:

We did not want to impact Associates who do not want to fly, nor did we want to create yet another membership category with another dues rate. Simplicity is the goal here.

Re Fee to Join:

Our current \$500 initiation fee is a one-time, lifetime cost. Most members join as Regular or as Students fully intending to become Regular members. The Associate status was created to enable members who don't want to fly to remain members without unreasonable monthly charges. Associates may become Regular members at will (assuming the total remains within limits.) A different Fee to Join would require a new membership category and conflict with our goal of simplicity. It's possible that allowing Associates to fly under certain limited conditions may attract people who are unable to fly (due to medical or other reasons) to join as Associate simply to be a part of the club and fly with Instructors.

Re Bank Time:

Our minimum monthly flight charge encourages proficiency and currency for Regular Members, while bank time allows some flexibility. Associates are not required to maintain proficiency or currency so there is no minimum flight charge. Bank time is accumulated when a member has Regular Status, and use of bank time as an Associate should not become an incentive to go Associate. Rather, a positive balance should be an incentive for an Associate to go Regular.

Re Hourly Limit per Month:

It was seen as too complex to set an arbitrary flight time per month. Limiting bookings is a more manageable way.

Re Booking Rules:

In fairness to Regular Members we do not want to allow Associates to dominate the scheduler. Along with the hourly premium, limited bookings for Associates will accomplish this. We propose that an Associate may have just one booking at any given time, with no overnight bookings. We explored the idea of using Instructor bookings to limit Associate access and decided it was too difficult to coordinate among Instructors.

Re Flying Members per Aircraft:

We have a limit of 15 flying members per aircraft, or a total of 60 Regulars and Students given our four aircraft. Today we have 31 Regulars, 3 Students and 13 Associates. Allowing Associates to fly would bring us much closer to our established limit but with a significantly reduced amount of flying per member. After extended discussion the Committee agreed that Associates should count as one fourth, or 25% of a flying member when calculating the maximum per aircraft. This ratio reflects the booking limit for Associates relative to Regular members. This fractional count conflicts with our general goal of simplicity but the calculation is not often done. We may decide to adjust the fraction depending on how many Associates actually fly.