

OXFORD FLYING CLUB
MEETING MINUTES
 17 July 2012

Location: 121 Restaurant

Attendance: Regular: 15 Students: 0 Associates: 3 **Quorum:**¹ Yes X No

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

Guests: Nick Thompson and Joe Norfleet (Former Member)

Gary N called the meeting to order at 7:05 pm.

May and June 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.
 - 31 Regular
 - 2 Student
 - 1 Mentored Student
 - 12 Associate
 - 1 Medical Associate
 - 47 Total
- See attached.
- Membership report accepted unanimously

Treasurer's Report: Attached is the July treasurer's report. 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. The extraordinary expenses (losses) result in about \$48.4k of expenses related with the purchase of 62Y. Burt booked all the engine and prop reserve "costs" at the time of purchase which was almost \$14k. He also booked avionics purchases, insurance costs and taxes at over \$34k. The expenses listed here reflect the cost of cylinder repairs to both 819 and 62Y but they were paid in July so it will show up next month on the monthly report. Report accepted unanimously.

MX Report: Brian was unable to attend but he sent the following report via email. (Also see attached.)

Hello Club,

To date, we have performed 4 oil changes in our hangar NT-17. We just recently had an environmental impact and fire safety inspection and I have not yet heard if there were any violations. It has been a tough few weeks with regard to our engines. Corrosion protection is still on my list of things to do.

- 84F
 - Oil change took place last week via club members. Need to determine when we can move ahead with the GNX-330 transponder and traffic awareness update.
 - We are nearing 2000hrs TBO and is estimated to be reached in October but because we went with new Lycoming cylinders 2 years ago I am estimating we can go beyond TBO as long as we closely monitor engine performance and oil samples.
- 61H
 - Oil change just before Safety day via club members.
 - Engine replacement is expected December 2013.
 - Oil door came off again yesterday and has been reattached using conventional methods. The issue is that the oil door vibrates and the metal is worn away from metal to metal contact. I am investigating various methods to fix this issue.
- 62Y
 - We are approaching 15hrs since the new cylinder has been installed. Cylinder #5 was found to have a crack in the head and only would reveal itself when the engine was up to temp. I have been monitoring the engine compartment for any further evidence of oil and I am not seeing anything.

- Cylinder head temp is still higher than normal, about 15-20deg hotter but have dropped ~20deg since we installed the new cylinder. We will continue with the break-in procedure up to a total of 25hrs to see if the temps continue to drop.
- We do have oil being expelled out of the oil breather tube, and could be related to the simple fact that we are keeping more oil in the engine (i.e. 7-8qts). I will continue to monitor this.

NOTE: It was erroneously reported at the meeting that the break-in period was over. Later corrected by email communication to the club.

- 819
 - Found the landing light completely shattered, not sure how this occurred however I believe this is due to a hot lamp being exposed to water. Lamp was replaced.
 - We had an incident where the right mag stopped working. I am pursuing a potential warranty reimbursement on this. The points were found faulty. The rivet that holds the electrode in place slipped though the plastic armature and grounded itself. More to follow at our next meeting.

Safety: Numerous comments about how well this year's **Safety Day** event went.

Long Range Planning Committee: Ed C celebrated his 75th birthday and so had to leave early. Please see the updated LRP Committee Report of aircraft improvement and other development options on the OFC website.

Unfinished Business:

- Pinch Hitter plan. Ron still working. 4-5 at the meeting expressed interest. Burt offered to poll the rest of the membership for interest as well. Ron to check with Tony V about his availability to support again.
- 182RG status/rate – Break-in period incentive has ended. Rate is back to \$160/hour.
- 182RG flight requirements – See May minutes, New Business. It was suggested the requirements be placed on the website.
- 84F annual cost details – Discussion tabled until August or September meeting.
- Jones Beach air show: Jay suggested making it a club activity. Several members who attended this year enjoyed the air show very much and encouraged the club to schedule it. Target Saturday with Sunday as a rain date. Consider renting a bus since traffic and parking can be very difficult for this event.

New Business:

- Safety Day review. See Safety above. Max challenged us to make next year –our 10th Annual Safety Day even better. All ideas welcome! (Even inviting Harrison Ford and John Travolta! Is a 727 eligible for the spot landing contest?) Max also suggested a flour drop – a bombing competition using bags of flour.
- New Club Shirts. Max presented three new styles and passed a sign-up sheet.

- OXC hangar association picnic. OFC was invited to attend. Glen, Kristi + two will likely attend.
- Summer Picnic is set for 11 August at Burt and Molly's.
- Gate N21 key cards issue. Club access cards should work now.
- OXC Runway incursion program sponsored by the airport to take place 7/19/12. Burt plans to attend.
- OFC Safety Event with the Tower. Ground operations, communications, etc. Burt and Jay to explore and set this up.
- Gary offered the following for consideration: No member can hold more than one officer position. He then asked Burt to author the proposal. Burt agreed to do so.
- Gary suggested we add an Instructor Page to our website, accessible to the public, which would give bio information about our several instructors. Among other benefits, this would help differentiate our club from others who do not accept student pilots.
- Continued 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. Discussion points included:
 - The Associate Member could not pilot without a CFI being present – agreed by all present.
 - Guest, Joe Norfleet, offered that OFC establish a process to handle case-by-case circumstances for Associate Members who wish to fly.
 - Rick W suggested we consider a new membership category: Instructed Associate or Flying Associate.
 - Most appeared to agree that we need a mechanism to curb abuse by imposing, for example, a surcharge and/or limit on hours per month to fly. Equity is the key principle behind this.
 - Don and Burt agreed to draft a proposal for the Club's consideration.
- ***New Member Acceptance Methodology.*** A motion was made to streamline this methodology: Once an application is received, interviews are conducted as currently prescribed, and the recommendation is sent out by email to the board for consideration. 72 hours was ultimately determined to be the appropriate length of time for deliberation. If no negative comments are received during this period, ***the Board would give the Membership Chair the authority to cast a vote for unanimous consent.*** The voting members present voted unanimously to this motion. (Note: This does not apply to former members. See the by-laws.)
- A member suggested we ask the 121 Restaurant to install a door to our meeting room to reduce the noise from the bar and restaurant.
- Rick W suggested we consider an "OxKosh" Event... (See 10th Anniversary Safety Day discussion above.)

Meeting adjourned at 8:40 PM.

Respectfully submitted,





Membership Report

Oxford Flying Club

Don Heidrich, July 2012

Membership Changes since Last Meeting:

Resigned:

- <none>

Status Change:

- Ron Schmecker – Associate to Regular

Joined:

- Mike Fazio – Mentored Student with Kent
- Eric Rosendahl – Regular Member
- Jim Treanor – Regular Member

Pending:

- Sean Elwell – Student, Woodbury – STILL PENDING!

Current Totals:

Regular	31
Student	2
Mentored Student	1
Associate	12
<u>Med Assoc</u>	<u>1</u>
Total	47

Activities:

Sent post cards to 2003 local pilots (current medicals) announcing the new Skylane and Safety Day

Prospects:

From last month, still active:

Volod Kit – ASEL INSTA, interviewed at March meeting, very interested, a matter of timing, works at Double Diamond, interested in getting Commercial and CFI in the Skylane

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

New Prospects:

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

Chris and Kevin Ruppelt – met at Safety Day, Chris is 15, has 2 hours with Kyle. Father has some time but never got his PPL

Oxford Flying Club

Current Financial Status

Balance Sheet

07/17/12

Assets

Cash (* no deposit made this month yet)	\$68,338
Accounts Receivables (* no deposit made this month yet)	\$32,554
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: \$364,392

Liabilities

Accounts Payable	-\$329
Bank Time	\$12,174
Loans	\$73,897
Engine & Prop Reserve* includes P&E on 7362Y to date	\$95,089

Total Liabilities: \$180,831

Total Equity: \$183,561

Profit & Loss Statement

	June-12	YTD
<i>Total Income</i>	\$20,159	\$90,921
<i>Expenses</i> (includes \$5,741 upholstery upgrade in 84F & \$10,846 GPS upgrade in 819)		
	Monthly	YTD
N4384F <i>Annual in 05/12 @ \$8698</i>	\$3,772	\$31,930
N8261H <i>Annual in 03/12 @ 5313</i>	\$3,366	\$26,191
N98819 <i>Annual in 11/11 @ \$2498</i>	\$1,339	\$26,603
N7362Y <i>Annual due 10/12</i>	\$55,928	\$61,200
Officers Flying Time	\$570	\$3,753
Other Expenses	\$155	\$4,070
<i>Total Expenses:</i>	\$65,130	\$153,747
<i>Net Income:</i>	(\$44,972)	(\$62,826)

OFC Maintenance Report

Active Issues - July 2012

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
<u>N4384F</u>						
4/17/2012	733	Corrosion proofing	Process and procedure to be determined once aircraft is returned from		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		Pending	VIP
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>						
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>						
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

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
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		Open	VIP
<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