



Meeting Minutes

28 November 2023, 6:30 PM – Zoom Only

Attendees

Directors (6): Eric Atkins, Joseph McCormick, Scott Price, Francis Pullaro, Curt Robinson*, Landon Sock*

Members (17): Ryan Archer, Philip Caporusso, Edward Chromczak**, Ross Detwiler*, Philip Furmato, Daniel Gannon, Robert Ham*, Brian Hanecak, Heather Heidinger, Toni Lorenti*, Jay Monahan, Christian Montano*, Jillian Porter, Len Schindler*, Christopher Sutherland, Joshua Whiteley***, Brian Woolston

*Directors and Members are Regular Members unless otherwise noted as *Associate, **Emeritus Associate, or ***Medical Associate.*

Note: This meeting was Zoomed only, as arranged by Francis Pullaro.

General Business

The Meeting was called to order at 6:33 p.m. by President Francis Pullaro. As this is an odd month, this was considered a Member Meeting. The meeting was held via Zoom only. A Quorum of Directors (1/2 of Directors) *was* present. A Quorum of Members (1/3 of Regular Members) *was not* present. (6 of 9 Directors, and 14 of 74 Regular Members, were present.)

Guests

The Club welcomed the following guests:

- Stephen Badger

New Members

The Club welcomed the following new members:

- Philip Furmato
- Nathan LaMadeleine
- Scott Tedder
- Brian Woolston

Meeting Minutes

October 24 Meeting Minutes posted on the Club's website were approved.

New Certificates & Ratings

The Club proudly recognized these members who recently earned new certificates or ratings (alphabetically):

- Wayne Tremallo, Certified Flight Instructor–Instrument (CFII) Certificate (Nov. 29), announced by DJ Nicholson, COMM, CFI, CFII

(Note: This rating was achieved the day after the November monthly meeting.)

Announcements

Activities Chair Joseph McCormick announced one upcoming event:

- Holiday Dinner on Friday, December 15 at 6:30 p.m. at Bistro 143 restaurant in Oxford, CT

Safety Meeting Status

This Monthly Meeting *does not* qualify toward members' requirement of two Safety Meetings per year.

Monthly Reports

Refer to Club officers' monthly reports for Activities, Finance, Long-Range Planning (LRP)*, Maintenance*, Membership and Safety* (**attached**).

** Written report was not submitted this month.*

President Francis Pullaro called for any questions on the monthly reports. Limited discussion followed.

Maintenance

Maintenance Officer Eric Atkins gave a report on the status of the Club's aircraft, including N98819 which recently suffered partial power failure due to a stuck exhaust valve. The engine's condition is being evaluated and the Club is seeking to have this covered under warranty as the rebuilt engine failed at less than 200 hours.

Accounts Receivable Aging

President Francis Pullaro spoke briefly about the Finance Committee's most recent Accounts Receivable Aging report dated November 28 (**attached**). The report shows 10 members with receivables more than 30 days past due of \$2,030.24.

Ad-Hoc Finance Committee Member Jillian Porter said that the Committee is continuing the process of developing a recommendation on whether to require automatic electronic payments to satisfy club member dues and aircraft hourly charges.

Proposed Slate of Officers for 2024

In accord with Club By-laws, President Francis Pullaro reintroduced the "Proposed Slate of Officers and Directors 2024" (**attached**) that had been presented by Nominating Committee Chair Joseph McCormick at the October 24 Monthly Meeting. No additional nominations were made.

Joseph McCormick made, and Emeritus Associate Member Edward Chromczak seconded, the following motion.

Motion: That the "Proposed Slate of Officers and Directors 2024" be approved by the membership.

Francis called for voting and the Motion was adopted unanimously by a show of hands.

Long-Term Planning Update

Maintenance Officer Eric Atkins provided updates on aircraft avionics upgrades and maintenance:

N8261H -The heater muff was found to be cracked and is being replaced; the aircraft will be flown to Hangar 2 Avionics for planned upgrades later this week.

N4334X - Planned avionics upgrades were completed by Hangar 2 Avionics.

President Francis Pullaro opened discussion on aircraft avionics upgrades. Discussion included the timing of avionics upgrades to N8261H to avoid Garmin price increases and financing those upgrades through loans made by members.

Additional Business

Emeritus Associate Proposal

Emeritus Associate Members Edward Chromczak and Burt Stevens proposed that the Club's Webmaster and long-time Associate Member Don Heidrich be made an Emeritus Associate Member. This was enthusiastically supported. It was agreed that Ed and Burt will develop uniform language defining the criteria to be used to confer the honorary Emeritus Associate category on long-time Club members. This will be approved at a future Club meeting and then included in the Club's Standard Operation Manual.

Emeritus Associate Member Edward Chromczak made, and Immediate Past President Landon Sock seconded, the following motion.

Motion: Edward Chromczak and Burt Stevens will develop language defining the criteria to be used to confer the Emeritus Associate membership category on long-time club members.

Francis called for voting and the Motion was adopted unanimously by a show of hands.

Hartford Brainard Airport

Associate Member Robert Ham spoke about the ongoing effort to keep Hartford-Brainard Airport (KHFD) safe from closure. Bob suggested pilots use the airport's Runway 11-29, which some political interests have advocated closing, to show support for keeping all runways at the airport open and demonstrate the runway's usefulness.

Secretary Scott Price encouraged Club members to read Bob's editorial on the subject in the *Waterbury Republican-American* newspaper and reproduced in the November 28 issue of the *Hartford Brainard Airport Association Newsletter* (**attached**).

Club members can learn more about the Association and sign up for the newsletter at <https://www.hfdbaa.org>.

No additional business was discussed.

The Meeting was adjourned at 7:22 p.m.

Meeting Minutes submitted by Scott Price, Secretary

#



Activities Committee Monthly Report - November 2023

- October: Soft Field Landing Event at Mt. Tobe
 - We had 6 pilots fly with our CFIs to gain short / soft field proficiency
 - Thanks to our CFIs - Ryan Archer and DJ Nicholson
 - Thanks to Burt for manning the grill.
- November: Night Landings & Chili Cook Off
 - We had 5 pilots fly with our CFIs to gain night currency
 - Thanks to our CFIs - Wayne Tremallo, Jeff Parkin, and Ross Detwiler
- **December: Holiday Dinner - Friday 12/15 at 6:30PM**
 - Bistro 143 in Oxford CT
 - Price will be \$40 per person, billed to your club account
 - Spouses / significant others welcome
 - Selection of Appetizers & Buffet Dinner
 - Cash Bar

Oxford Flying Club

October 2023

Financial Information

Assets

Checking/Fuel Bank Accounts			\$5,856
Savings (Prop/Engine Reserve)			\$134,008
* Prop & Engine Reserve			\$17,799
* Liability Insurance Fund			\$63,745
* LRP Upgrade Fund			\$53,006
Accounts Receivable			\$28,145
Fixed Assets			
	Piper Archer N8261H	\$105,533	
	Cessna 172P - N98819	\$167,098	
	Piper Archer II - N4334X	\$147,248	
	Cessna C182Q - N735GC	\$186,580	

Aircraft - (values based on AOPA Vref figures as of 2/26/2023) \$606,458

Total Assets: \$774,467

Liabilities

Accounts Payable (Includes Outstanding Quarterly Insurance Payments)	\$33,780
Club Members with Credit Balance	\$9,758
Prop and Engine Reserve (all planes - cumulative)	\$71,201

Total Liabilities: \$114,739

Total Equity: \$659,729

TOTAL LIABILITIES & EQUITY \$774,467

Aircraft Data Current Month

Equipment	Hours Flown	Flight Total	/ Hour	Fuel	/ Hour	Mx Expense	/ Hour	Hanger	Reserve	Upgrade Funds
N8261H	37.90	\$5,306	\$140.00	\$2,552	\$67.33	\$2,726	\$71.92	\$90	\$1,042	\$47
N4334X	50.70	\$7,605	\$150.00	\$3,675	\$72.49	\$908	\$17.92	\$90	\$1,394	\$25
N98819	49.30	\$6,656	\$135.00	\$3,371	\$68.38	\$2,663	\$54.01	\$90	\$1,356	\$57
N735GC	0.00	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00	\$670	\$0	\$0
N228TR	0.00	\$0	\$0.00	\$373	\$0.00	\$0	\$0.00	\$0	\$0	
Totals	137.90	\$19,567	\$141.89	\$9,971	\$72.31	\$6,297	\$45.66	\$940	\$3,792	\$128

Inflows/Outflows

	Current Month	Totals
Membership - Initiation Fees	\$3,000.00	
Membership Dues - Regular	\$11,155.98	
Membership Dues - Associate	\$1,050.00	
Total Flight Time Billing	\$23,616.68	
Interest Income	\$1.41	
Sporty's Rebate (quarterly)	\$0.00	
Finance Charges/Late Fees/Banktime To Club	\$0.00	

Billed Monthly Total: \$38,824.07

Flight Hours (Unbilled Maintenance & Marketing)	\$180.00
Transfer to P&E Reserve	\$3,792.25
Insurance Fund Transfer (Goal \$57,187 by 3/15/2024)	\$5,136.42
Transfer of aircraft upgrade funds	\$127.94
5GC Loan Payments (current month as above)	\$1,509.68
Fuel & Oil Expense	\$9,971.35
Club Officer & Maint. Credits (5 aircraft)	\$1,690.00
Other Misc. Expenses (FSP, Web Site, Events, Advertising, Landing Fees & Other)	\$262.98
Licensing and Registration Fees for Aircraft (CBP Decals)	\$0.00
Accounting Services & QuickBooks	\$705.90
Aircraft Liability Insurance/D&O Insurance Payment	\$0.00
General Maintenance Expense - (Includes 8TR tie-down space)	\$90.00
Leaseback Aircraft Waterfall (Minus Management Fee Above)	\$0.00
Total Aircraft Expense (above Ann/Av/Fee/Mx and Tiedown & Hanger)	\$7,236.90

Expenses Total (Minus Initiation Fees To LRP Account): \$30,703.41

Monthly Cash Flow Total \$8,120.66

Fund Balances (Variance)							Dues %	Month Only	All Funds		
Dues:	Accounting						5.05%	#REF!	\$	(943.59)	
	Avionics Subscriptions						1.81%	#REF!	\$	1,236.21	
	D&O Insurance						0.41%	#REF!	\$	143.14	
	Hangar / Tie Down						8.27%	#REF!	\$	(3,133.94)	
	Insurance						39.86%	#REF!	\$	17,412.11	
	Loan						11.72%	#REF!	\$	20,546.54	
	Officer Credits						15.19%	#REF!	\$	333.09	
	Taxes & Registrations						0.25%	#REF!	\$	(232.48)	
	Web Site / FSP						0.59%	#REF!	\$	(15.90)	
	General Maintenance						7.76%	#REF!	\$	(534.94)	
	Marketing Expenses						0%	\$	-	\$	-
	Landing Fees						0.65%	#REF!	\$	394.71	
	Quickbooks						7.76%	#REF!	\$	121.37	
	Not Specified						0.00%	#REF!	\$	34,377.71	
	Upgrades - LRP Fund							#REF!	\$	52,328.49	
Aircraft									Last Month		Current Bal
N4334X											
	Fuel							#REF!	\$	3,239.90	
	MX							#REF!	\$	(14,112.43)	
	P&E							#REF!	\$	17,153.95	
	Upgrades							#REF!	\$	(17,041.15)	
N735GC											
	Fuel							#REF!	\$	(4,851.38)	
	MX							#REF!	\$	(24,262.81)	
	P&E							#REF!	\$	(3,573.75)	
	Upgrades							#REF!	\$	3,149.33	
N8261H											
	Fuel							#REF!	\$	5,069.57	
	MX							#REF!	\$	5,471.69	
	P&E							#REF!	\$	(15,853.88)	
	Upgrades							#REF!	\$	6,202.21	
N98819											
	Fuel							#REF!	\$	1,054.08	
	MX							#REF!	\$	(9,650.10)	
	P&E							#REF!	\$	33,259.38	
	Upgrades							#REF!	\$	6,517.96	
Fuel Account Balance (Across All Aircraft)											\$4,512.17
Leaseback Report											
N228TR	Hours	Income	Fuel Surchar	Fuel	MX	Maint Fee	Hangar/Tie	Insurance	Total	Payout	
Apr-22	20.50	\$ 3,690.00	\$ 205.00	\$ 1,379.83	\$ 311.46	\$ 175.64	\$ 340.00	\$ 552.04	\$ 726.03	\$ 726.03	
May-22	7.90	\$ 1,534.00	\$ 79.00	\$ 852.13	\$ 311.46	\$ 72.75	\$ 340.00	\$ 212.75	\$ (334.09)	\$ 325.02	
Jun-22	25.60	\$ 5,120.00	\$ 256.00	\$ 1,539.59	\$ 26.46	\$ 243.20	\$ 340.00	\$ 689.38	\$ 2,025.37	\$ 2,025.37	
Jul-22	32.60	\$ 6,520.00	\$ 326.00	\$ 3,341.76	\$ 311.47	\$ 326.00	\$ 340.00	\$ 877.92	\$ 1,648.85	\$ 1,681.45	
Aug-22	8.50	\$ 1,700.00	\$ 85.00	\$ 904.61	\$ 849.74	\$ 85.00	\$ 340.00	\$ 228.91	\$ (623.26)	\$ (623.26)	
Sep-22	0.00		\$ -	\$ -	\$ -	\$ -	\$ 340.00	\$ -	\$ (340.00)	\$ (950.71)	
Oct-22	0.00		\$ -	\$ -	\$ -	\$ -	\$ 340.00	\$ -	\$ (340.00)	\$ (1,290.71)	
Nov-22	0.00		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,290.71)	
Dec-22	0.00		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,290.71)	
Jan-23	6.50	\$ 1,300.00	\$ -	\$ 572.41	\$ -	\$ -	\$ -	\$ 175.05	\$ 552.55	\$ (738.16)	
Feb-23	9.00	\$ 2,205.00	\$ -	\$ 759.85	\$ -	\$ -	\$ -	\$ 242.37	\$ 1,202.78	\$ 464.62	
Mar-23	8.30	\$ 2,033.50	\$ -	\$ 943.09	\$ -	\$ -	\$ -	\$ 3,710.09	\$ (2,619.68)	\$ (2,155.06)	
Apr-23	7.10	\$ 1,739.50	\$ -	\$ 497.64	\$ -	\$ -	\$ -	\$ 234.58	\$ 1,007.28	\$ (1,147.79)	
May-23	30.80	\$ 7,546.00	\$ -	\$ 2,025.36	\$ -	\$ -	\$ -	\$ 1,017.63	\$ 4,503.01	\$ 3,355.22	
Jun-23	8.40	\$ 2,058.00	\$ -	\$ 898.33	\$ -	\$ -	\$ -	\$ 277.54	\$ 882.13	\$ 882.13	
Jul-23	9.00	\$ 2,205.00	\$ -	\$ 1,145.03	\$ -	\$ -	\$ -	\$ 297.36	\$ 762.61	\$ 1,644.74	
Aug-23	11.60	\$ 2,842.00	\$ -	\$ 845.10	\$ 711.48	\$ -	\$ -	\$ 383.26	\$ 902.16	\$ 902.16	
Sep-23	2.50	\$ 612.50	\$ -	\$ 372.98	\$ -	\$ -	\$ -	\$ 82.60	\$ 156.92	\$ 156.92	
Oct-23	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
* Altered for members in the "Transional Rate" by \$46							Indicates Payment Made				

Oxford Flying Club, Inc.			
Statement of Activity (Income/Expense)			
	Oct-23	YTD 2023	
Revenue			
4000 Club Membership Payments			
4010 Flight Time - N735CG		\$	31,432.50
4015 Flight Time - N4334X	\$ 7,605.00	\$	50,929.47
4020 Flight Time - N8361H	\$ 5,306.07	\$	49,957.78
4027 Flight Time - N98819	\$ 6,655.61	\$	27,982.19
4033 Flight Time - N228TR		\$	22,781.23
4036 Initiation Fee - Regular	\$ 3,000.00	\$	34,500.00
4050 Monthly Dues - Associate	\$ 1,050.00	\$	12,175.00
4055 Monthly Dues - Regular	\$ 11,155.98	\$	109,565.92
4065 Special Functions/Parties		\$	(455.88)
Total 4000 Club Membership Payments	\$ 34,772.66	\$	339,438.21
4100 Interest - B of A Saving	\$ 1.41	\$	12.87
4200 Miscellaneous Revenue		\$	-
4210 Leaseback Management Fee - 8TR		\$	-
Total 4200 Miscellaneous Revenue		\$	-
Services	\$ 202.51	\$	(896.12)
Total Revenue	\$ 34,976.58	\$	338,554.96
Gross Profit	\$ 34,976.58	\$	338,554.96
Expenditures	\$ -	\$	-
4850 Landing Fees	\$ 202.98	\$	702.78
5999 Maintenance Supplies-All Planes	\$ 90.00	\$	4,126.86
6100 N8261H - Expenses	\$ -	\$	-
6110 N8261H - Annual Expense		\$	4,104.53
6140 N8261H - Insurance Expense		\$	9,933.00
6160 N8261H - Maintenance Expense	\$ 2,725.64	\$	7,690.58
6170 N8261H - Tie Down Expense	\$ 90.00	\$	990.00
6190 N8261H - Engine & Prop Reserve	\$ -	\$	9,624.98
Total 6100 N8261H - Expenses	\$ 2,905.64	\$	32,433.09
6200 N98819 - Expenses	\$ -	\$	-
6210 N98819 - Annual Expense		\$	5,894.75
6220 N98819 - Avionic Expense		\$	491.31
6240 N98819 - Insurance Expense		\$	10,540.00
6260 N98819 - Maintenance Expense	\$ 2,662.93	\$	4,806.85
6270 N98819 - Tie Down Expense	\$ 90.00	\$	990.00
6290 N98819 - Engine & Prop Reserve	\$ -	\$	4,115.25
6295 N98819 - Engine & Prop Install		\$	-
Total 6200 N98819 - Expenses	\$ 2,842.93	\$	26,928.16
6400 N4334X - Expenses	\$ -	\$	-
6410 N4334X - Annual Expense		\$	14,246.79
6420 N4334X - Avionic Expense	\$ 137.19	\$	34,513.44
6440 N4334X - Insurance Expense		\$	11,110.00
6460 N4334X - Maintenance Expense	\$ 771.17	\$	13,117.04
6470 N4334X - Tie Down Expense	\$ 90.00	\$	990.00
6490 N4334X - Engine & Prop Reserve	\$ -	\$	8,700.75
Total 6400 N4334X - Expenses	\$ 1,088.36	\$	82,768.02
6600 N735GC - Expenses	\$ -	\$	-
6640 N735GC - Insurance Expense		\$	9,138.00
6645 N735GC - Upgrades		\$	106.19
6660 N735GC - Maintenance Expense		\$	6,936.12
6670 N735GC - Hangar Expense	\$ 669.97	\$	7,460.46
6690 N735GC - Prop & Engine Reserve	\$ 55,442.79	\$	65,586.75
Total 6600 N735GC - Expenses	\$ 56,202.76	\$	89,317.52
6800 N228TR - Expenses	\$ -	\$	-
6820 N228TR - Avionic Expense		\$	711.48
6840 N228TR - Insurance Expense	\$ -	\$	7,840.52
6860 N228TR - Maintenance Expense	\$ -	\$	(711.48)
6870 N228TR - Tie-Down Expense		\$	2,040.00
6895 N228TR - Waterfall Income	\$ -	\$	22,541.50
6896 N228TR - Waterfall Billable Amount	\$ -	\$	(717.14)
Total 6800 N228TR - Expenses	\$ -	\$	31,704.88
6900 Fuel & Oil Expense	\$ -	\$	-
6920 N8261H - Fuel Expense (**0184)	\$ 2,551.99	\$	21,166.54
6930 N98819 - Fuel Expense (**6508)	\$ 3,371.31	\$	12,439.23

6950 N4334X - Fuel Expense (**3329)	\$ 3,675.07	\$ 23,318.26
6970 N735GC - Fuel Expense (**0218)	\$ -	\$ 16,150.43
6980 N228TR - Fuel Expense (**3337)	\$ -	\$ -
Total 6900 Fuel & Oil Expense	\$ 9,598.37	\$ 73,074.46
7000 Interest Expense		\$ -
7010 Promissory Note Interest		\$ 278.48
Total 7000 Interest Expense		\$ 278.48
7100 Loan Payment		\$ 188.71
7620 Bad Debt Expense		\$ 2,912.45
7625 Bank Charges		\$ (33.78)
7626 Bank Service Charges	\$ 10.00	\$ 32.83
7630 Club Credits - Flying Time	\$ -	\$ -
7635 Club Maint&Tres Officer & Asst	\$ 1,690.00	\$ 19,305.00
Total 7630 Club Credits - Flying Time	\$ 1,690.00	\$ 19,305.00
7650 Dues and Subscriptions	\$ 60.00	\$ 864.62
7670 Licenses & Fees		\$ -
7675 Annual Non Profit Corp Fee		\$ 50.00
Total 7670 Licenses & Fees		\$ 50.00
7700 Professional Fees	\$ -	\$ -
7705 Accounting	\$ 90.90	\$ 1,063.65
7706 Bookkeeping		\$ 221.75
7720 Liability Insurance		\$ 633.00
7730 QuickBooks Payments Fees	\$ 278.82	\$ 2,275.47
Total 7700 Professional Fees	\$ 369.72	\$ 4,193.87
7860 Member Distribution		\$ 1,973.52
Total Expenditures	\$ 75,110.76	\$ 370,871.47
Net Operating Revenue	\$ (40,134.18)	\$ (32,316.51)
Other Revenue		\$ -
4300 Sporty's Rebate Program		\$ 203.16
Late Fee Income		\$ 290.42
Total Other Revenue		\$ 493.58
Other Expenditures		\$ -
Reconciliation Discrepancies-1		\$ 80.00
Total Other Expenditures		\$ 80.00
Net Other Revenue		\$ 413.58
Net Revenue	\$ (40,134.18)	\$ (31,902.93)

Dear Club members,

We had some new members join this month as reflected below.

	Jan 2023	Feb 2023	Mar 2023	April 2023	May 2023 **	June 2023	July 2023	August 2023	Sep 2023	Oct 2023	Nov 2023
Member type											
Regular	65	61	64	66	65	68	69	69	70	73	74
Associate	40	41	41	40	41	36	36	35	34	34	35
Med Associate	6	6	6	6	6	6	6	6	7	6	7
Associate Emeritus	4	4	4	4	4	4	4	4	4	4	4
Non-Member	1	1	2	2	3	3	3	3	3	3	3
Other	0	0	0	0	0	0	0	0	0	0	0
TOTAL	116	113	117	118	119	119	118	117	118	120	123

- Numbers for Regular and Associate have finally stabilized a bit. However we still had one member move to Med Associate and one to Associate.
- We had a few new members join since the last meeting, including Brian Woolston, Phillip Furmato, Scott Tedder, and Nate LeMadeleine. When you see them at the hanger or on the ramp please welcome them.
- We have one new potential member that will be interviewed Tuesday afternoon. This will be #75!
- ***Can I make a motion for a sixth plane?***
- This year has been a banner year for new members! It's been a privilege and an honor to represent the club this year as membership chair. It is very rewarding. Thank you for the opportunity. I have interviewed and accepted 22 new members. A special thanks to those that have helped with interviews this past year including; Wayne Tremallo, Luke Andrews, Justin Leach, Aaron Okarmus, Dan Berk, Eric Atkins, Joe McCormick, and Cody McMananma. If I missed anyone I am sorry. Let me know and I will give you a shout out. 😊 If you are interested in being on the membership committee please let me know that as well.
- Happy Flying and don't forget to keep your online profile updated! PLEASE!

DJ

Oxford Flying Club, Inc.
A/R Aging Summary
As of November 28, 2023

	Nov	Oct	Sept	Aug	July+	Total
Aspelund, Joe		165.00	166.65	168.32	170.00	669.97
Knight, Scott		165.00	166.65	5.02		336.67
Frillici, Christopher		165.00	63.92			228.92
Sambrook, Scott		202.51				202.51
Kit, Vlad		225.40	-32.94			192.46
Pacheco, Federico		165.00				165.00
St Pierre, Peter		25.00	25.25	25.50	26.32	102.07
Arguimbau, Andre		25.00	25.25	25.50		75.75
Morrow, Bill		25.00	6.89			31.89
Shew, Allen		25.00				25.00
Open Balances		1,187.91	421.67	224.34	196.32	2,030.24

Tuesday, Nov 28, 2023 07:47:33 AM GMT-8



Oxford Flying Club

October 24, 2023

Proposed Slate of Officers and Directors 2024

Officers / Board of Directors

- President: Francis Pullaro
- Vice President: Sheldon Wermes
- Secretary: Joe McCormick
- Treasurer: Curt Robinson (vendor)
- Maintenance Officer: Eric Atkins
- Membership Officer: DJ Nicholson
- Safety Officer: Leo Mollica
- Activities Chair: Jillian Porter
- Immediate Past President: Landon Sock

From the OFC, INC. BY-LAWS:

ARTICLE VII – ELECTIONS

Section 1. The Nominating Committee shall present its slate of candidates at a Club meeting held in the month preceding the annual Club meeting. In addition, nominations may be taken from the floor at the annual Club meeting.

Section 2. Election of candidates shall be secured by simple majority vote of the members present at the annual Club meeting. In the event of a tie vote, the incumbent officer or director shall cast one additional vote.

Section 3. Officers and directors shall assume office on the first day of January following their election and shall serve for a term of one year.

Click the link below to follow the \$1.5 million DECD study on the BFJ website as it progresses:

[**BFJ Study**](#)

Hartford Brainard Airport Association, Inc. (HBAA)

is a grass-roots organization of general aviation, private and commercial pilots, business leaders and others dedicated to preserving the airport as a valuable community asset and vital economic resource that supports Connecticut's economy and provides significant benefits to the capital city and region. HBAA works to promote the educational opportunities that already exist at Brainard, encouraging city residents to pursue careers in the fields of aviation and aircraft maintenance.

Today is Giving Tuesday!

During this Holiday Season, **PLEASE** consider a generous donation to support HBAA's efforts to keep Brainard Airport open



OR

visit our web site:
www.hfdbaa.org/donations

HARTFORD BRAINARD AIRPORT ASSOCIATION NEWSLETTER



Volume 2 Issue 9

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Nov.28, 2023

The Path Forward: How we view the Aug. 2023 BFJ Planning Study:

After a rigorous 6 month study, the final [BFJ Planning](#) report titled, [2023 Brainard Airport Property Study 2022/2023 Executive Summary](#), published by BFJ Planning in August of this year recommend that 1) Existing Brainard Airport operations *continue* and Brainard Airport stay open, and 2) Closure of Runway 11-29 be *considered* for industrial redevelopment. Alternative scenarios such as complete closure with mixed-use residential or retail redevelopment or complete closure with non-aviation industrial redevelopment were summarily rejected as non-viable options and for many reasons.

HBAA applauds BFJ's effort and is in full agreement that the airport remain open and active. We have always seen great potential in aviation related services at Brainard Airport.

As a result of the study's findings, HBAA further takes the following positions:

1. There have now been two comprehensive (and very expensive) studies (2016 & 2023) and both concluded that KHFD should stay open.
2. Having an airport 5 minutes from downtown that serves as an aviation-education center for pilots and aero technicians should be celebrated and supported.
3. Enough taxpayer money has now been spent on these studies and it's time to purposefully lift the cloud that has inhibited improvements or growth at the airport.
4. Runway 11-29 should remain both open and remain airport property to support aviation related economic growth with new, income generating hangars as well as exciting alternative aviation activity such as drone operations and electric Vertical Take Off and Landing (eVTOL) operations – the wave of the future in general aviation.

HBAA Legislative Fund Drive 2023 Honor Roll

Donors to Date in support of HBAA's Ongoing Efforts to Assure Success to **Save Brainard Airport**

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Year to Date Collections: \$16,846

Goal for 2023: \$35,000

**Editorial Comment Published in the Waterbury Republican/American on 21 November 2023**

To the Editor:

A second study in seven years regarding the future of Hartford's Brainard airport has been released, stating that the airport should be kept as an airport. These studies have cost the taxpayers \$ 3 million and have created doubt for potential investors in this valuable State asset. Articles covering this study have appeared elsewhere, without critical facts in this politically driven effort to close an airport, and destroy good jobs.

In contrast, at the recent opening ceremony of South Korean aerospace firm Hanwha's engine division global headquarters in Cheshire, Governor Lamont was quoted as stating that Hanwha's move further elevates Connecticut's status as a worldwide leader in the aerospace industry. Lamont's commissioner of economic and community development, Alexandra Duam stated "Connecticut's about 1% of the country's GDP, and yet we're 25% of aerospace component parts manufacturing".

Clearly, the wheels of commerce in Connecticut require the high tech job skills created by all aspects of the aviation industry. A few facts are in order regarding Brainard Airport.

- 1). Brainard Airport and the businesses on-site employ an estimated 250 ~300 in high-tech jobs, with a payroll of nearly \$70mm. Closure of the airfield would cause a loss of those jobs and payroll taxes, plus business and sales taxes paid to the city and state. The state needs high tech, aviation industry jobs as noted in comments at the Hanwha ceremony in Cheshire. State Senator John Fonfara and Mayor Luke Bronin have been quoted regarding "redevelopment possibilities in 5 to 10 years", after closure, without acknowledging that the airport offers similar longer term development opportunities to train pilots and technicians for current and future demands. Speculative real estate developments face massive unknowns, particularly when Hartford downtown office and retail space sectors are already suffering large vacancies. Perhaps if elected officials would stop threatening the future of the airfield, investors would be more likely to participate and help Brainard's jobs expand.
- 2) The southwest portion of the airfield contains an active waste water treatment plant creating negative aesthetic and logistics issues for the "redevelopment" that politicians propose.
- 3) Proposed closure of the smaller runway (11~29) removes an ideal opportunity for primary and recurrent pilot training for take-offs and landings on shorter runways.
- 4) The politicians pushing closure talk about warehouses to be located where this runway exists. Warehouses are certainly vital cogs in our modern supply chain. However, to suggest that warehouses will replace the numbers and quality of jobs provided by a fully functioning airport is absurd.

I encourage the Governor, who obviously supports aviation businesses, to lead this important public policy debate. He needs to make it known that he favors keeping good jobs by keeping Brainard Airport open with both runways, and by supporting revitalization and expansion opportunities in aviation for the future of the capital city and the state of Connecticut.

Robert Ham
Pilot, Oxford Airport
Supporter of General Aviation

Visit our Web site:
www.hfdbaa.org

For additional information, please contact:
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