



Oxford Flying Club Meeting August 28, 2018 at KOXC (121 Restaurant)

Board Attendance: Scott Oloff, Burt Stevens, Robert Ham, Bruce Richardson, Gavin Earl

Membership: Steven Belmont, Doug Dingman, Jim Treanor, Erik Vitagliano, Curt Robinson, Stew Rosen, Francis Pullaro, John Gray, Ed Chromczak, Pat Cooper, Leo Mollica, Wayne Tremallo, Gary Henderson, Ed Hill, Oran Mills, Jeff Parkin, Matt Mallon

Call to order at 19:05.

Introduction of guests- None present

All aircraft have been returned to OXC.

Monthly Reports:

Membership – (as of 2 August) Report given by R Ham on behalf of A. Robinson.

51- Regular

8 TW with 1 more application that just came in per B. Stevens.

35 Associate

3 Med

2 Emeritus

Total: 99 (+1?)

TW membership is going well and we are almost at the 10 member cap. Scott O. is going to reach out to see how things are going and if the 10 member cap is sufficient for their needs. Hopefully we will be able to use their facilities for winter preheating, maintenance, etc. in the future. Questions of this type of assistance will be asked when S Oloff speaks to TW.

Treasurer's Report – Not present

Maintenance Report – Gavin Earl: See attached maintenance report. 34X is still having problems with starting. Possible issue with the mags but the battery will be replaced first to see if that fixes the problem. Gavin would also like to have a presentation on how to properly lean the aircraft at an upcoming bi-monthly safety meeting. 7YT annual is scheduled for 9/24. 735GC annual is scheduled in September.

Long Range Planning – Scott Oloff: The club now owns a C182Q, N735GC. There are a few important things to keep in mind at this point. To fly this plane, you must be checked out by a club CFI (**R Ham**

note – do we also want to state 200 hour TT and 10 hours time in type for solo?). The new engine is currently in its break in phase for another ~30-35 hours. This requires that you fly it at 75% power for extended periods of time (>1 hour). If you haven't flown the prior 182RG (7362Y) it is recommended that you hold off at this point until the break in is complete. For the remainder of the break in period, Club will charge \$150 hour vs \$180 to ensure we break in the engine properly. Once the break in period is complete then members who haven't flown will have the opportunity to work with a CFI to do take-offs, landings, and flight maneuvers. The GPS systems are different in this aircraft and all IFR pilots need to have an IFR checkout with a CFI prior to flying under these conditions. A 75% power setting chart for different altitudes will be laminated and put in the plane. Burt Stevens will also be sending out a C182 checklist. He asks that you please review and check the numbers on the checklist before using it and let him know of any errors. Burt flew 3 hours in the plane today and said it flies very well. The autopilot also works well but he had some difficulty in viewing the screen. The analog CHT is currently inoperable and should have black tape over it. However the electronic CHT and fuel flow gauges work well. Burt stressed that all CHTs need to remain below 390 degrees, especially for the break in period. G. Earl said the 650 subscription is loaded and the Aspen subscription is being worked on. Upload dates will be recorded in the aircraft log books. While we are also trialing a new scheduling and flight time recording software package, (see below), please also record flight times in the paper record in the book. The old debit card in 7362y has expired – a new one has been ordered (?).

Safety- None (M. Baker away)

Activities Chair – Bruce Richardson: The spot landing and safety day planning is in the works. The event date has been changed to **TBD** and will most likely be in October due to continued airport construction. The event is open to all aviators – not just club members – so when the event date is finalized please spread the word and share flyers with surrounding airports, FBOs, etc. Bruce will send out the finalized flyer when ready for distribution. The day will start off with the spot landing contest. Two new rules have been implemented for this year. Power cannot be added once cut and slips are allowed. After a cookout the afternoon will be devoted to the safety day presentation. The tentative guest speaker will be Jill Denko from the NTSB who has spoken before. Wings credits will be awarded for attendance.

Unfinished or Ongoing Business:

Proficiency time – W. Tremallo: There are a few regular members in the club that own their own aircraft and maintain active flight currency using their personal a/c or through other organizations such as CAP. It is costly and difficult to book the busy planes two hours every month and a lot of times the bank time gets lost. Wayne is asking the club to remove the 2-hour flight proficiency requirement to those pilots who own their own aircraft and fly regularly maintaining proficiency as outlined by club standards. If not, it will probably cause regular members to drop their status to associate. Erik V. also agreed and states that he loves being a member of the club and probably only flies the planes a couple of times a year when his plane is in the shop or wants to fly something different. B. Stevens, C. Jones, J. Parkin, spoke in agreement and that all members self-certify their recent flying experience. Scott O. recommended that the club ask how many members would be interested in this arrangement and that the new software program can block members from renting a/c unless they meet the club's proficiency requirements. R Ham appointed an ad hoc committee to review the changes and bring forward recommendations to the next meeting. The committee members are B. Stevens, M. Fazio, W. Tremallo, C. Jones, M. Baker.

Aircraft club's software for logging flight time flown (Trial with 735GC) S. Oloff: We are trialing a new software program with 5GC which allows tracking of tach time and billing capabilities. Members can also pay via credit card which will result in a 3% surcharge. Checks/cash can still be submitted to the treasurer which will then be entered into the system. The system also appears to have the ability to bill for the monthly dues (\$135+\$210 fees/bank time). It can also restrict members from scheduling aircraft if they don't meet set requirements (recent flight time, etc.). C. Robinson brought up that the pro version of aircraftclubs.com appears to have similar features. A committee has been put together to review the systems and possibility of completely switching over vs paper recording. The committee consists of B. Stevens., C. Robinson., M. Fazio, and S. Oloff

New Business

Aircraft expansion to other airports (KMMK?): Francis Pullaro. Francis would like the club to consider housing an aircraft at MMK. Several members live far distances from OXC which would make the location easier to get to. He believes the club is well run and has a diverse fleet of a/c that would attract people from other areas who might not have access to a local club. This move would also allow the club to expand and broaden its horizons. C. Robinson said that last minute cancellations prohibit members that live far away from flying because of the time it takes them to get to the airport. Orin M. says he lives moments away from KMMK and is usually available at the last moment to provide flight instruction. Burt recommended that other airports should be looked at and considered as well like KDXR. Wayne T. added that maintenance costs should be considered especially during the winter (need for extra equipment (preheater, etc.), who will shovel planes out, perform maintenance, etc.). R Ham appointed an ad hoc Committee to explore this topic in detail. The committee consists of F. Pullaro, B. Ham, G. Earl, W. Tremallo, J. Gray, B. Stevens. The committee was asked to think about what roles will need to be duplicated up there.

Approval of July Minutes: Motion by R. Ham, seconded by B. Stevens

Adjournment at 20:39. Motion by S. Oloff, seconded by W. Tremallo

Respectfully submitted,

Steven Belmont