

4/28/2002

OXFORD FLYING CLUB

MEETING MINUTES

Regular meeting, 04/16/02

Attendees: Anderson, DaSilva, Dineen, Donofrio, Heidrich, Leary, Lerman, Manning, Sabot, Schmecker, Smith, Soares, Willenbring

General: Meeting called to order at 1910. Minutes approved as presented. Bulk of business temporarily tabled at beginning of meeting for safety meeting as discussed below. Business continued after conclusion of safety meeting.

Treasurer's Report: Approved as presented.

Maintenance Report: Annual inspections of planes discussed. Both turned out to be rather expensive, N4384F @ \$5,700.00 and N38483 @ 9,700.00. Big ticket items on N38483 included the wing walk repair at over \$430 in parts and nearly \$860 in labor, plus \$360 for painting; steering horn repair, rewiring of the shoulder harnesses and replacement of both fuel caps.

A fouled spark plug was repaired on N38483 by Executive.

Safety: A safety meeting took up the bulk of the time at this club meeting, discussion was held with Mike O'Donnell (airport manager) and Rex Vollentine, the interim tower manager. (Rex is departing, his place as tower chief will be taken over by Steve Bracket.) The changes in operating procedures that will come about with the opening of the tower, scheduled for May 15th, were discussed, and input from the local pilots (us) was solicited regarding visual reporting points. The new tower is a VFR tower (there is no local radar, nor is there a remote radar display), the controllers will be working with nothing more sophisticated than their eyeballs and binoculars. The tower will operate between 0600 and 2100 with a staff of between 1 and 3 depending upon the time of day and traffic levels. Runway 36 remains the designated calm wind runway (winds 5 kts or less). Ground control will operate on 121.65MHz, the tower frequency will be 118.475MHz. For the time being at least, there will be no ATIS; the controllers will amend a letter designator onto the AWOS recording and add any pertinent information there. The AWOS will remain on 132.975MHz. During operating hours, IFR clearances will be obtained from local ground control. To perform practice approaches 'in the system', NY approach will have to be contacted, the tower has filed a letter of agreement with NY approach in this regard as NY TRACON 'owns' the airspace south of the field. Actual IFR departure procedures should remain pretty much as they are now with a straight climb on runway heading to 3,000' for radar ID. For a 'sneaky' method of obtaining practice approaches without dealing w/ NY, call the tower from ~7mi south of the field and request a straight-in, traffic permitting they will likely clear you and request a report of a 4 or 5 mile final and clear you for the option.

The tower staff welcome visits by pilots. Due to new regulations since 9/11/01 they must escort all visitors and so are unable to simply buzz someone in, therefore visits will probably only be possible when there are at least two controllers on duty. The tower phone number is (203) 267-4491.

Membership: Two new members are under consideration, Richard Newkirk and Jerry Nalbrand (a former member)

Old Business: Annuals discussed (see above)

New Business: The finance committee recommendation for a rate increase was discussed. The committee informed us that due to insurance rate increases and unexpectedly high maintenance costs, an increase in club rates would be necessary to allow the club to continue to operate in the black. A monthly fixed cost increase from \$70 to \$85 is necessary to cover the increased insurance costs. An increase in the monthly cost of associate membership from \$35 to \$40 was recommended, and due to the unexpectedly high cost of the recent annual inspections and uncomfortably low engine reserves, an immediate hourly rate increase from \$70 to \$75/hr is needed. This will result in an increase in the minimum monthly charge from \$210 to \$235. The proposal was discussed and voted on, motion made by D. Smith & seconded by L. Dineen. The motion to increase the fees passed unanimously.

Adjournment: Meeting adjourned at 2125

Next Meeting: May 14th, 2002 at Oxford Airport Main Terminal.

Respectfully submitted,

Patrick B. Manning