

OXFORD FLYING CLUB

MEETING MINUTES

21 February 2012

Location: 121 Restaurant

Attendance: Regular: 8 Students: 3 Associates: 3 **Quorum:**¹ Yes X No _ _

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

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

February minutes were passed unanimously.

¹ Per By-Laws, quorum = one-third of regular plus non-mentored student members.

Membership Report:

- Don Heidrich presented the Membership Report.
 - 30 Regular
 - 3 Student
 - 10 Associate
 - 1 Medical Associate
- See attached.
- Welcome Joe Bell!
- Membership Report accepted unanimously.

Treasurer's Report: Gary reported for Burt. YTD net of -\$4211. This includes a little over \$10k for the purchase and installation of the Garmin 430 into N98819 and maintenance work of about \$2,400 for N8261H. A copy of the Current Financial Status is attached.

- Treasurer's report accepted unanimously.

MX Report: Bruce R presented the following:

- He discussed the open, closed, and annual items for each a/c. See attached Maintenance Report for Active Issues dated 19 February 2012 and detailed email report from Brian, also attached.

These additional items came up:

- 4384F - door lock needs adjustment (Ron S)
- 8261H - seat back knob needs tightening (Ed C)
- 8261H - Right side fuel gauge is inaccurate (Scott O)
- 8261H - Replace tach with analog unit (everyone)
- 98819 - nose strut needs filling (Ed C)
- Maintenance report accepted unanimously.

Safety:

- Jay reported on possible seminar in coordination with NVCC in April. Bob Jeffery would be the guest speaker.

Long Range Planning Committee: Ed C updated the OFC Long Range Planning. Please see the updated LRP Committee Report of aircraft improvement and other development options on the OFC website. This is an excellent document listing our needs and desires by aircraft including cost estimates.

- The plan is in pretty good shape but bears continual monitoring.
- Discussed priorities of landing lights. Future replacements will likely be LED.

- Discussed XM Receiver for IPAD use. Not considered at this time.

Unfinished Business:

- Spring Club Event: Night Landings event scheduled for 10 March.
- Archer Annuals. Can expect costs in the range of \$5000 to \$6500.
- Membership card update – approved \$800 last meeting.
- Two by-laws changes pending: Club dissolution and student pilot age issue.
- Gary asked members to suggest Club goals for 2012, e.g. X number of new ratings.

New Business:

- 2012 Operating Budget approval was table for the next meeting.
- AC refueling policy. Due to the occasional (frequent) slowness of KeyAir response to requests for top-off, a motion was made and seconded to require top-off after every flight. Policy passed unanimously.
- Member self-affirmation of currency. The club will eliminate the “pending” mechanism and depend on the diligence of each member to accurately and timely update his/her status on the Club website. This is a password protected function.
- Bruce R to publish the 2012 calendar soon. Several blanks to fill in.
- 2012 aircraft insurance. USAIG offering rates that are unchanged from 2011 -- \$8716. Approved unanimously.
- The Club will be considering possible membership in the Cessna Pilots Association and its Archer equivalent.
- Atlantic Flyer Monthly ad: An ad for the Club running for six months for \$250 was authorized and approved unanimously.
- KLN89B sale. Offer to club members, put on EBay for \$400, or sell to Bennett Avionics for \$400.
- Other Items from the Members.
 - Safety Day will be scheduled for 14 July with a rain-date of 21 July.

Meeting adjourned at 8:30 PM with a follow-on demonstration and discussion of iPad flight software.

Respectfully submitted,





Membership Report

Oxford Flying Club

Don Heidrich, February 2012

Membership Changes since January Meeting:

Resigned: None

Status Change: None

Joined: Joe Bell – Student

Current Totals:

Regular	30
Student	3
Associate	10
<u>Med Assoc</u>	<u>1</u>
Total	44

Prospects:

- David B. Conway (Seymour, CT) Retired ATP, 25,000 hours. Ed C met him in December, left two vmails, sent email.
- Jim Treanor (Wolcott, CT) ASEL, VFR, 530 hours TT, 14 last 12. Submitted app by mail. Made contact but he is undecided and is currently flying the Diamond at OXC, considers that too expensive.
- John Viscogliosi (Ossining, NY) ASEL, 55 hours TT, had been flying father-in-law's Tiger out of OXC which was sold. Burt spoke to him, remains undecided about OFC due to the commute, also considering Flying 20's at DXR.

Oxford Flying Club

Current Financial Status

Balance Sheet

02/17/12

Assets

Cash		\$101,159
Accounts Receivables		\$24,853
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	N8261H	\$80,000
	N4384F	\$51,000
	N98819	\$51,000
Planes - (values based on AOPA Vref figures as of 1/1/2011)*		\$182,000

* Added \$6,000 to the value of N98819 due to addition of Garmin 430

Total Assets: \$308,012

Liabilities

Accounts Payable	-\$329
Bank Time	\$13,381
Loans	\$0
Engine & Prop Reserve	\$74,283

Total Liabilities: \$87,335

Total Equity: \$220,677

Profit & Loss Statement

	January-12	YTD
Total Income	\$10,599	\$16,881

<i>Expenses</i>		Monthly	YTD
N4384F	<i>Annual in 04/12</i>	\$1,609	\$2,212
N8261H	<i>Annual in 04/12</i>	\$1,883	\$5,597
N98819	<i>Annual in 11/12</i>	\$1,265	\$12,381
Officers Flying Time		\$570	\$903
Other Expenses		\$0	-\$1
Total Expenses:		\$5,327	\$21,092
Net Income:		\$5,272	(\$4,211)

OFC Maintenance Report

Active Issues - February 2012

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigned
<u>N4384F</u>						
2/19/2012	713	Pilot side tiedown grommet broken	Ordered on ebay. Due to deliver on 2/28		Open	Club
2/6/2012	704	Left side rear mic jack missing screw and is not operating			Open	Club
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 purchase.		Open	VIP Avionics
11/17/2011	669	New interior is on the list for upgrade	Working on available budget		Open	Club
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>N8261H</u>						
2/19/2012	711	Copilot side tiedown grommet broken	Ordered on ebay. Due to deliver on 2/28		Open	Club
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 Avionics
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 market		Open	VIP Avionics

N98819

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigned
1/9/2012	695	Flat spots on main tires. Still airworthy but should replace			Open	Classic Air
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

From: Proulx, Brian
Sent: Tuesday, February 21, 2012 8:54 PM
To: Bruce Richardson
Subject: Re: Covering for me at OXC meeting next week?

61H – FINALLY received the wingtip light yesterday so I installed it and replaced the landing light in the cowl. I will use up all but 2 of our quartz landing light bulbs and prior to converting to LED. Each aircraft will carry a spare quartz bulb should something happen to the LEDs. I also received word that 61H has been very difficult to start. Having an off airport issue with engine I had the plugs pulled & cleaned as well as had the timing checked. I started the engine yesterday and it seems much more willing to start when cold. Remember...follow the **COLD ENGINE start procedures** in the winter operations guide or you will be faced with a flooding scenario. Pumping the throttle more than 2x will dump excessive amounts of fuel into the carb and fuel will spill into the belly. A carb backfire will start an engine fire and that will be very bad. Prepping for the March annual with Reliant. I foresee new mags, new electric trim motor, and several other significant expenses this time around. Expect to see a \$5000 annual.

84F – not sure what happened here but the pilot side wing tiedown ring broke in half. I am working on getting it replaced but for now there is no way to secure the plane on the pilot side wing. I am still waiting on a proposal to refurb the interior of the plane. Hopefully I will have it this week. We are within 300hrs of mfg TBO on the engine however due to the new cylinders we put on in 2010, I do expect to go another 500hrs beyond TBO. We will watch the oil samples closely as this approaches.

819 – a nice GNS-430 is now in operation...and placarded as VFR ONLY. I am working on getting a Garmin DB subscription. I will purchase the USA East package for \$305 per year. As an FYI, this will make a total of \$1100 in annual GPS database costs. The unit is non-wass but supports terrain. This means that the Archer DBs (WAAS) are not the same as the Cessna DB (non-WAAS). Please do not try to mix the data cards, they are not compatible. It was identified that the pilot side rudder pedals are not quite neutral. The airplane flies straight when the co-pilot side pedals are level. I am working on a resolution but I do not see spending a tremendous amount of money on this. I believe it has been like this for quite some time, it was just that the plane was rigged to match the pilot side pedals. The recent rudder work rigged the rudder to the nose wheel and is in perfect alignment. I prefer having the plane rigged correctly rather than rigging the plane to a crooked rudder pedal.

While it is not something I like to talk about, but being a firefighter we should do so more often. Please brush up on engine fire scenarios and seek an instructor to discuss/review procedures for engine fires both when on the ground and in the air.

819:

□□ GNS-430 upgrade.

- o Unit was purchased from an outfit in MA for \$5300.
- o All items except the instrument came with this price. I attempted to buy a used instrument online but none of these instruments came with the needed paperwork to have it certified.
- o I asked VIP to match the lowest price I found which was \$1700, and we ended up agreeing at \$1900 from an original \$2100. Plus, this instrument is new.
- o Installation costs were approximately \$3400.
- o The total price for the job totaled \$10,950.

□□ Replaced rusted tail/rudder bolts with new steel headed hardware per request of Ed C.

□□ During the DG install VIP mechanics found that one rudder bungee spring was disconnected. This led to the finding that the bungees were overstretched and brittle. Based on this we were told that the bungees could snap in flight, rendering the rudder pedals useless. We elected to repair this at a cost of \$2419. Not what I was expecting, I would have hoped something like this would have been caught during our annual.

□□The DG tumble was investigated and to overhaul the instrument it would have been \$400 and we would have had the plane down for 3 days. The price to place a new instrument into the aircraft was \$600 with 1hr of down time and no need for a ferry aircraft (done while you wait). It was decided to go new.

□□819 required an oil change at \$233 @ VIP

□□Expenses for 819 this month totaled \$14,282, very high due to the unforeseen maintenance work regarding the rudder.

□□Russ is waiting to have access to the plane to deal with some of the corrosion issues. This will occur when the weather is poor so we do not take time away from our pilots.

61H:

□□Tiedown snapped on the copilot side. I am in the process of replacing it and should have the grommets by Monday next week.

□□Oil change \$219 @ VIP

□□Prepping for the annual. See attached Squawk list. I estimate a \$5000 annual based on a couple of big ticket items like the electric trim motor and new mag(s), including several other items on our list.

□□Usage for the maintenance year is going to be around 325hrs, not bad!

o TBO is 648hrs so we are about 2 yrs from an engine replacement. We will need to watch the oil samples closely.

□□New Stall warning horn purchased. Originally a \$1900 part, I found one via a direct parts supplier for \$800. Reliant installed it and I expect it will be about 40min of labor or ~\$60 to install. The Club will perform the necessary adjustments to get the horn to sound at the proper airspeed.

84F:

□□Still waiting on an updated estimate for the interior upgrade from Executive Interiors. I have asked to have the seats, armrests, and side panels to be done and remove the rest. I am guessing the estimate will be around \$6500. No commitment at this time.

□□Tiedown snapped on the pilot side. I am in the process of replacing it and should have the grommets by Monday next week.

□□Oil change \$180 @ Classic

□□Prepping for the annual (see squawk list attached)

□□Usage for the maintenance year is going to be around 260hrs.

o TBO is 238hrs remaining...but remember we are going to hopefully go 250-500 beyond TBO. We will need to watch the oil samples very closely for any signs of metals on the increase.

□□I expect a \$2500 annual expense at this time, but I am unsure what the annual will reveal.