



June 19th, 2018 7:00 PM – KMMK Terminal Conference Room

Call to order 7:00 pm

Board Attendance: Robert Ham, Burt Stevens, Bruce Richardson, Gavin Earl, Peter St Pierre (Quorum)
Membership: Eric Vitagliano, Doug Dingman, Steve Belmont, Izzy Sobkowski, Tony Adams, Rich Palombo, Stewart Rosen, Scott Oloff, Ed Chromczak, Leo Mollica, Mike Kroha, Tom Russo, Jim Treanor, Chrix Axline, Greg Zupkus, Francis Pullaro

Introduction of guests – Airport Director Wilma Petro, Airport Mgr and CFI Constance Castillo and CFI, KMMK CFI Oran Mills

Airport Overview by Constance Castillo, KMMK Manager.

- All OFC aircraft to move to KMMK on/about 30 June until KOXC re-opens (expected 5 August)
- A written document of the Rules, Map for KMMK were distributed. Phone number and gate codes use of the refueling pumps; South Gate operations; access codes and our tie down areas Constance Took us on a walking tour of the gas pumps gates and then to the tie downs on the South Ramp and its Gravel Parking lot.
- At all Self Serve Fueling sites, please enter an estimated dollar amount, NOT the default “Fill Up”. When we use the “fill up” option, we place a \$750 hold on the account, which will quickly exceed our account limits. You must ground A/C with ground wire. No auto shut off on nozzle so watch filling and manually release early. Don't put the nozzle on the ground. Put nozzle away on bracket pointing down in case of rain. Also, there is a sign on the pump to use the switch to letter key when entering tail numbers; the starting N is automatic but suffix letters are not. Don't leave plane at pumps unattended, move off pumps when finished fueling. Wings are perpendicular to pumps and nosewheel on yellow line. After fuel tanker delivery there is a 2 hour wait to fuel to allow for settling. Ask for help if you have not fueled at KMMK before. Pumps are very busy frequently there is a line of aircraft.
- Gate: Codes 1349, Walkway 134, Use the codes to enter the South Gate near our tie down area south of the hangars. To exit you must drive past pavement sensor and gate will open. There is ample parking inside the gate. You cannot walk to exit due to auto sensor opening. Don't drive on taxi ways. To use Terminal and Rest rooms (Men please don't use the Ladies Room) Drive out South Gate, then left up the road to the parking area near the terminal. **Terminal parking is outside the fence. Use the walkway code 134 Phone 203 630 2878**
- Non Towered , **Left Pattern** , Very Busy Airport : Flight School, CAP training Center, Inexpensive Fuel, EAA Chapter, Helicopter training, Air Guard Chinook, Yalesville Heliport 4C3 nearby. There is an Approach for Runway 18 and please be aware of pattern traffic. Radio Calls are very important for Safety. **18 is the calm runway** < 5 mph winds: **No touch and go 36** due to terrain. Beware of North winds that show calm on the runway, 18 would be a downwind approach in that case.
- When not in official use, Pilots are free to use Conference Room. Large Room with plenty of seating for our meeting. Monday CAP , 4th Tuesday IMC meeting. Plans for a FAAST seminar.

OFC Board Meeting :

Approval of April and May meeting minutes – Peter St. Pierre. Accepted

Membership Report - A. Robinson

Regular	52
Trade Winds	6
Associate	34
Medical	3
Emeritus	2
Total	97

With 4 aircraft and 58 flying members approaching our limit of 60 15 per aircraft

Treasurer's Report – Mike Fazio attached Financials and Bank Time

Important to note that due to sale of 62Y and Closing of KOXC **Loss of Banktime Suspended.**

Maintenance Report – Gavin Earl will put cleaner wash/wax bug removal in aircraft. Clean after use.

- 61H Annual Completed by Robinson Aviation in May. Electric Trim Resolved at VIP new Relay ,Oil cover door replaced. New Tube in nose tire. Seat Cushions arrived and will attempt to coordinate install at Plane Wash Saturday
- 7YT new tires on mains flat spots and wear. ADSB install delayed due to high usage.
- 34X New Vacuum Pump, New Air Director pilot side window, Electric Trim broken wire fixed VIP
- 819 Attitude Indicator replaced. Right fuel gage inoperable. Delay in Auto Pilot purchase with high usage and financing additional aircraft.

Long Range Planning– Scott Oloff , Landon Sock–status of identification of 7362Y replacement :

After looking at finances and cost of operation of various aircraft determined best type of plane for OFC would be a 182 fixed gear. Identified and negotiated on several aircraft but the market is very hot and planes are being sold rapidly. Best Plane Peterson STC 260 HP 1200 hrs, TT 2200 hrs C182 in WI. Going to look over plane there on Thursday. Price is \$110 . Sale of 62Y \$47K + Engine Res. \$31K need to finance around \$40K. Some discussion on Engine Reserve calculation.

Activities: Bruce Richardson: Grass Landing Mt Tobe July 7, see Bruce's emails for scheduling.

Plan to have 2 aircraft. Jeff Parkin, Scott Oloff, Ed Cromzcak instructors.

Safety Report – Matt Baker - deferred to July meeting – expect a review of recent accidents.

Unfinished or Ongoing Business:

- A/C wash & wax scheduled for Sat 23 June – 08:00
- New date for CY 17 Financial Audit – 7th July after Soft Field Landing event. Rain Date 7/14:
- Will use KMMK facility after the event around 2:00 pm
- Aircraft Clubs software for logging flight time flown will be Beta tested on new A/C purchase

New Business: Burt would like to get a create a book for new members with all OFC related documents and procedures. Also, would like to have OFC Pens and key chains for OFC Keys being given to new members. Need a Banner for FLY IN and other promotional activities. Mike Kroha offered to work on updating OFC Logo for next meeting. Note LOGO is in Bylaws for OFC.

Courtesy reminder: Don't over schedule. Try to cancel early if plans change. You can courtesy call or contact next scheduled Pilot if cancelling or coming back early. Clean Bugs after flight. Write clearly in log.

However, a decision not to fly due to conditions or IMSAFE is always a good decision.

Motion to Adjourn: 8:42 pm



Oxford Flying Club

5/31/2018

Financial Information

Assets

Cash		\$166,749
Accounts Receivable		\$25,051
Prop/Engine Liability for N7362Y credited back to treasury		\$30,823
Fixed Assets		
	Piper Archer N8261H	\$77,000
	Cessna 172P - N98819	\$71,000
	Piper Archer II - N4334X	\$86,000
	Cesna 172M - N737YT	\$37,500

Aircraft - (values based on AOPA Vref figures as of 9/30/17) \$271,500

Total Assets: \$494,124

Liabilities

Accounts Payable		\$6,902.00
Bank Time (total liability)		\$34,596
Loan Payable - N4334X	Monthly payments, including interest: \$1,226.	\$14,329
Net loss, sale of N7362Y		\$41,000
Prop and Engine Reserve (all planes - cumulative)		\$61,540

Total Liabilities: \$158,368

Equity

Total Equity: \$335,756

Aircraft Data Current Month

Equipment	Hours Flown	Flight Income	/ Hour	Fuel & Oil	/ Hour	Mx Expense	/ Hour	Tiedown and Hanger	Prop and Engine Reserve
N8261H	10.61	\$1,191	\$112.23	\$1,133.10	\$106.80	\$12,005	\$1,131.48	\$90	\$191
N4334X	36.00	\$4,956	\$137.67	\$1,824.94	\$50.69	\$153	\$4.24	\$90	\$648
N98819	43.70	\$4,846	\$110.89	\$2,163	\$49.49	\$493	\$11.28	\$90	\$787
N737YT	16.90	\$1,878	\$111.12	\$941.48	\$55.71	\$95	\$5.62	\$90	\$304
NX0X0								\$500	
totals	107.21	\$12,871	\$120.05	\$6,062	\$56.54	\$12,746	\$118.88	\$860	\$1,930

Inflows/Outflows

Current Month

Membership Payments and Flight Time	\$21,620
Sale of N7362Y	\$47,000
Sporty's Rebate (quarterly)	\$10
34X Loan Payments (current month as above)	-\$1,226
Fuel & Oil Expense	-\$3,149
Other Misc. Expenses (accounting, credit balance refunds: Piatsecki, Fazio, Chromczak)	-\$8,856
Total Aircraft Expense (above Ann/Av/Ins/Fee/Mx and Tiedown & Hanger)	-\$13,606
Total	\$41,793

Notes:

1. Please continue to use caution at SELF-SERVE pumps. Enter a DOLLAR amount, not "Fill-Up" This places a \$750 hold on the account. until it is cleared a few days later. As the cards are vulnerable, we do not keep a large balance available, and this could cause a pump to reject the card if there are multiple holds on the funds.
2. When filling out time logs, please use Last Name, first initial, and please please scribble legibly!