

OXFORD FLYING CLUB

MEETING MINUTES

18 Mar 2014

Attendance: Regular: 16 Reg/Student: 4 Associate: 5 **Quorum:**¹ Yes X No

Location: 121 Restaurant Oxford, CT

Type				Member				Present			
1	Assoc	Aulet, Maximillian		Reg	Hill, Ed		Reg	Pugliese, Jay			
2	Reg	Baker, Matt	X	Med/Assoc	Hill, Jeremy		Reg/Stu	Reddy, Mahesh	X		
3	Reg	Bell, Joe	X	Reg	Kit, Volodymyr		Reg	Richardson, Bruce	X		
4	Assoc	Berwick, Ken		Assoc	Kramer, Tom		Reg/Stu	Riolo, Jonah	X		
5	Reg	Burmann, Bruce		Reg	Kuhsel, Bob		Reg	Robinson, Andy	X		
6	Assoc	Camejo, Christopher		Reg	Laine, George	X	Reg	Rosen, Stewart			
7	Reg	Carr, Tim		Reg	Lafosse, Larry		Reg	Rosendahl, Eric			
8	Reg	Chromczak, Ed	X	Assoc	Lyons, Hal	X	Assoc	Sabot, Jay	X		
9	Assoc (Honorary)	Dasilva, Domingos		Assoc	Moir, Floyd	X	Assoc	Schindler, Len	X		
10	Reg	Delp, Greg		Reg	Monahan, Jay	X	Assoc	Schmecker, Ron	X		
11	Assoc	Dobbs, Glen		Reg	Morici, John	X	Reg/Stu	Shaker, Ed			
12	Assoc	Dobbs, Kristi		Assoc	Morrow, Bill		Reg	Stevens, Burt	X		
13	Reg	Earl, Gavin	X	Reg	Mowerman, Illya		Reg	Treanor, Jim			
14	Reg	Ebbert, Davis		Reg/Stu	Murphy, Mick	X	Reg	Tremallo, Wayne	X		
15	Reg	Fazio, Mike		Reg	Nalband, Gary	X	Reg/Stu	Trueman, Jeffrey			
16	Reg	Feeney, Richard	X	Reg	Noffke, Karl	X	Reg	Tyrrel, Chris			
17	Reg	Feinman, Jason		Reg	Oloff, Scott	X	Reg/Stu	Vitagliano, Erik	X		
18	Assoc	Feinman, Phil		Reg	Palmatier, Bruce		Reg	Wilson, Richard			
19	Reg	Green, Geoffrey		Reg	Poole, Christopher		Assoc	Zipkin, David			
20	Reg	Hansen, Jens		Reg	Poole, Raymond						
21	Reg	Heidrich, Don		Reg	Proulx, Brian	X					

- **Burt S. called the meeting to order at 7:02 PM**
- **Prospective new member Roland Greenwood attended meeting**
- **February meeting minutes accepted unanimously**

¹ Per By-Laws, quorum = one-third of regular plus non-mentored student members. In the event a quorum is not achieved, or is subsequently lost, the President will determine if a majority of the board is present. If so, then the meeting will become a Board Meeting.

Monthly Reports:

Membership Report: Presented by Burt Stevens (see attached, provided by Don H.)



Membership Report Oxford Flying Club

Don Heidrich, March 2014

Membership Changes since Last Meeting:

Resigned:

- Casey Monahan (Flying skydiver's full time, return in fall?)

Status Change:

- Jeremy Hill, Regular to Medical Associate

Joined:

- Floyd Moir
- Mick Murphy

Current Totals

Regular	39
Student	6
Mentored Student	0
Associate	15 (Includes Dom Dasilva)
<u>Med Associate</u>	<u>1</u>
Total	61

Other Notes:

New Prospects:

- Peter St. Pierre
- Roland Greenwood

Prior Prospects:

- Peter Hill
- Scott Price – Flies with Kyle, getting back into flying, attended Safety Day
- Norm Forrester – Student, paused for a while, attended Safety Day
- Jeff DiStasio – Flew with Barry Lerman, works for Cisco
- John Herman – was member of HFD club, hasn't flown in 4 years
- Tom Krasowski – owns a Cherokee, working on IFR with Ron, interested after that

Treasurer's Report: Presented by Mahesh Reddy (see attached).

Treasure's Report accepted unanimously.

MX Report: Presented by Brian Proulx (see attached).

Brian's wrote:

This winter has been very cold for an extended period, and our winter operations plan has been in full swing for the longest period I have seen in quite some time. Our engines longevity depends on you, proper preheating techniques, and proper starting procedures. I know, a broken record ☐. I hope to be removing the winterization plates in the Archers and installing the sunshades around the mid-April timeframe (usually tax day). CAUTION: As temps increase during the day above 50F please watch your oil temperature in the Archers. 170-200F is what we look for, anything near Redline (about 220F) you must look to land at the nearest airport and remove the winterization plate to avoid a overheat situation. Please be aware of this as the temps flirt with warmer days ahead.

61H – Checking in with the engine manufacturer. Looking at a March 26th delivery date. Annual will start on 3/24 and the prop will be sent to New England Prop for overhaul and static balance. With a new engine and prop overhaul, consideration should be given to dynamically balancing the prop so that it is in tune with the new engine and associated components. See 61H Squawk list for items that are targeted to be addressed at annual. Major items to be addressed are:

- ☐ Seatbelt frayed – copilot side
- ☐ Engine baffling to be rebuilt due to cooling issues indicated on GEMS
- ☐ Avionics fan inop
- ☐ Prop overhaul
- ☐ Engine overhaul and includes mount inspection
- ☐ Removal of DME and ADF

84F – The only issue I am aware of is that the main tires have dry rot, and the pilot side has a flat spot. Whether we sell the plane or not, I will have the tires replaced. Awaiting engine oil analysis from 50hr oil change, due this week. The oil door latch broke earlier today, I am in the process of fixing it. For the moment, the door is taped closed.

62Y – I could not reproduce the autopilot heading issue experienced last month. I will continue to watch this. 50hr oil change due very soon. The pilot seat was fixed (side panel was broken). 100hr Seat rail inspection done early this month, and a new fuel flow transducer was installed to replace the failed unit. This drives the Shadin fuel flow controller and is a \$600 part. FYI for future repairs. We are ~140 hours away from SB SEB01-2r1 which is a main landing gear actuator inspection.

- ☐ Whistling when in flight – I did find that the interior door piping was unglued and was getting stuck in the door. This was fixed. The air vents at the wing roots are leaking from around the outside of the vent itself. To stop the whistle, just crack the vent.

819 – The air cleaner bracket is broken and I am working on a replacement. I have a call VIP to discuss the transponder swap (to get our original transponder back into the plane). Will speak with Three Wing about the copilot side inertia wheel installation. Expect this will be ~\$1000. I have the parts I need to fix the tow bar. Will address tonight.

Maintenance Reports accepted unanimously.

Long Range Planning Committee Summary, 3/18/2014: Presented by Ed Chromczak (see attached).

All Category (A) upgrades, except for maintenance have been suspended until further notice, due to pending aircraft purchase/sale/upgrade/overhauls, etc.

- o Category (A): Basic upgrades that make the aircraft better and safer – 1 year or less
- o Category (B): Recommended but requiring substantially more resources – 1-2 years
- o Category (C): Items to add to wish-list; or a 3-4 year time horizon

The scheduling of the LRP projects have been coordinated with maintenance issues and are on track with the Committee's goals.

Suggested Aircraft Improvements:

62Y (230 hrs/yr; airframe TT 4.8K hrs; engine since MOH 355 hrs; remaining 900 hrs)
Install ADS-B in/out collision avoidance avionics [\$6K] (B)
LED landing & taxi light upgrade [\$285ea. x 2 = \$570] (C) {repl. lamps should be LED}
LRP (A+B+C) Summary: \$6.6K

61H (350 hrs/yr; airframe TT 4.0K hrs; engine since MOH 1900 hrs; remaining 100 hrs), plan for overhaul in early 2014 [\$28K] (A)
Upgrade Transponder to Extended Squitter-out collision avoidance [\$1.5K] (B)
LRP (A+B+C) Summary: \$29.5K

84F A/C to be sold (290 hrs/yr; airframe TT 6.8K hrs; engine since MOH 2300 (900 since cyl repl) hrs; exceeding -260 hrs) Engine overhaul mid 2014 [\$28K]
Exterior Paint - Consider 1+ years from now. [\$18K]
Install ADS-B in/out collision avoidance avionics [\$6K]
LRP (A+B+C) Summary: \$52K [plan for engine OH 2014 & extend paint job by touch-ups]

819 (210 hrs/yr; airframe TT 7.0K hrs; engine since MOH 1700 hrs; remaining 300 hrs)
Install co-pilot seat inertia reel [\$1K]; back-ordered via Cessna (B)
Upgrade GPS - to 430WAAS [\$3.5K] (B)
Install ADS-B in/out collision avoidance avionics [\$6K] (C)
Exterior Paint - Consider 2 years from now. [\$18K] (C)

LED landing light upgrade [\$285] (C) {replacement lamps should be LED}
LRP (A+B+C) Summary: \$27.8K [consider extending paint job by touch-ups]

Three-four year summary of a/c improvements (A+B+C): (To be revised at purchase of N4334X)

\$8.6K + \$29.5K + \$52K + \$27.8K = \$118K, required within the next three years for both LRP & Maintenance. [\$118K total - \$92K MX = \$26K LRP upgrades only.]

The above, one per year or earlier, ADS-B installation schedules are considered due to avionics shop scheduling prior to the end of 2019 & available funding.

Safety: Presented by Jay Sabot

Jay coordinated the following FAA Safety seminar at NVCC. Gary Baluha, CFI will give a talk on – Systems and Emergencies Review (Piper Cherokee Focus). This seminar also qualifies for WINGS credit. Excerpt for seminar listed below:

"Aircraft Systems and Emergencies"

Topic: Focus On The Piper PA-28 Series Aircraft

On Tuesday, April 8, 2014 at 7:00 PM

Location:

Naugatuck Valley Community College

750 Chase Parkway

Ekstrom Hall, Room E 440

Waterbury, CT 06708

Understanding the systems specific to the aircraft you fly can give you peace of mind, as well as save you in an emergency. This seminar will explore all of the common aircraft systems, fuel, electrical, control systems and some of the lesser-known systems (pitot-static drains, emergency avionics switch) in the Piper Cherokee-series (PA-28) aircraft. This information will then be demonstrated how it can be put to use during various in-flight emergencies, or even to prevent the emergency from occurring in the first place. This seminar is focused on the PA-28, much of it is also applicable to other aircraft. Refreshments provided by OXC Flying Club. Thanks to NVCC for hosting this special event.

Unfinished Business:

• **84F – Plane or engine replacement – Jay Monahan & Scott Oloff**

Gary N. acknowledged Jay & Scott's hard work in organizing and recommending a replacement for 84F based on club member's feedback and future goals of OFC. This was an extremely passionate topic by all involved. Kudos to Jay and Scott!! As a result there were two motions presented to the members:

Brian P. motioned to purchase N4334X for \$85K contingent on accepted pre-buy, Bruce R. seconded the motion; all members unanimously approved the motion.

Ron S. suggested we keep 84F feeling plane availability was getting difficult. Other members mentioned per OFC bylaws we were still not close to the regular member per plan maximum. In addition, many members expressed concern for the financial impact this would incur. Also, club voted to sell 84F at a previous meeting so these financial concerns were not investigated.

Ron S. motioned to delay selling 84F, Jay S. seconded the motion. 2 members approved, remaining members opposed; motion defeated.

- **Pinch Hitter course, Summer 2014 – Mahesh Reddy**

There were questions concerning insurance coverage. Burt S. stated that there is no insurance coverage using non-club aircraft for this purpose. On the other hand, we are insured (CFI, club member, non-club member) when using club aircraft and a club member is PIC.

At last count, there were 14 interested in the program. Mahesh will send an email reminder in May.

- **IMC program – John Morici – KMMK meeting on February 24th**

See Jan Meeting Minutes for more details. In short, these are monthly meetings with guest speakers to discuss a variety of topics/scenarios related to IFR flying.

John is inquiring if club has an interest in sponsoring an IMC chapter. There is a one-time fee of \$500 and \$36 per year after that.

John will contact Meriden club to see if they could host one of their IMC meetings at OFC a few months from now to give club member's more insight.

- **Len Schindler – Associates' ability to use accrued bank time**

Currently a club member's accrued bank time is frozen when they go Associate.

Len S. motioned to allow Associates to spend accrued bank time. All club members' approved the motion.

- **Bruce Richardson – Night Landing Event – March 8th**

The night landing event was a great success. Bruce asked for feedback on improvements / changes for next year. Burt S. mentioned that he flew over 3 hours straight that night and had no opportunity to enjoy the event with his better half Molly.

There was a notion that you need to fly with a CFI. This is only true if you are not current. Many members were already current so anyone can fly right seat with them. Let's limit our CFIs workload a bit too where it is needed, remember they volunteer to do this and they should also be able to enjoy the event. Thanks to CFIs Burt, Ron, Ed and anyone I missed for their dedication to this event. Also thanks to Bruce R. for organizing this event that exceeds expectations year after year.

New Business:

- **Davis Ebbert's letter to the Members**

Dave is a member with accrued bank time. He is attending school full time and has limited time to fly. He has no financial obligations to OFC and is requesting extension of bank time for another two months.

Jay M. motioned for members to only lose half of their accrued at risk bank time for this month, Jay S. seconded the motion. 9 members approved, 8 members opposed, 1 member abstained; motion carries.

- **Jones Beach Air Show – Jay Sabot**

Jay S. is looking for more interest in the planned trip to Jones Beach on Memorial Day weekend. It's a great day of flying, eating and just having fun. Jay is planning on Sunday as the better of the two days. Please let him know if this event is one of your desires.

- **Ed Curry selling his C172M for \$40k (spot on South ramp)**

Ed Curry's tie down (located on the front row) will become available when he sells his plane. Burt S. will talk to Matt Kelly to negotiate for this spot when it becomes available.

The club adjourned at 8:42 PM.

Submitted by,
Karl Noffke

Document History

Version	Date	Change Reference
1.0	19-Mar-2014	Original release
2.0	24-Mar-2014	Corrected vote count for motion to keep 84F

Oxford Flying Club

Current Financial Status

Balance Sheet

03/16/14

Assets

Cash			\$54,264
Accounts Receivable			\$18,049
	(incl \$16.4k core)	N8261H	\$98,400
		N4384F	\$51,000
		N98819	\$45,000
		N7362Y	\$97,000
Planes - (values based on AOPA Vref figures as of 1/1/2013)			\$291,400
Total Assets:			\$363,713

Liabilities

Accounts Payable		\$116
Bank Time		\$27,673
Loans		\$37,412
Engine & Prop Reserve* (Reduced by 61H Engine)		\$98,884
Total Liabilities:		\$164,086

Total Equity: \$199,628

Profit & Loss Statement

	February-14	YTD
Total Income	\$13,105	\$30,268

Expenses

	Monthly	YTD
N4384F	\$487	\$5,888
N8261H <i>\$23158 for new engine</i>	\$23,604	\$28,290
N98819	\$695	\$4,484
N7362Y	\$1,028	\$5,845
Officers Flying Time	\$760	\$2,090
Fuel & Oil Expense	\$2,619	\$5,012
Other Expenses	\$271	\$852
Total Expenses:	\$29,463	\$52,461
Net Income:	(\$16,358)	(\$22,193)

OFC Annual Inspections

N8261H items - Annual 2014

Open Date	ID #	Issue	Resolution	Status	Assignee
3/18/2014	999	Avionics fan inop?	Please check fan, I no longer hear it running when masters are on.	Annual	Reliant Air
3/2/2014	994	New OH engine from Lycoming, w/new cylinders	Inspect baffling and engine mounts.	Annual	Reliant Air
2/24/2014	991	Several places where paint is starting to flake off	Needs touchup	Annual	Reliant Air
2/24/2014	990	Copilot side seat belt frayed		Annual	Reliant Air
1/16/2014	980	Uneven CYL temps on 61H per ECI	May be due to baffling issue. Will have it looked at.	Annual	Reliant Air
1/16/2014	979	Condensation on inside windows	Condensation on the inside windows of 61H. Morici stated it was there when he got into the plane and never cleared. Will keep an eye on this as it may have been due to the unusual cold/warm weather and not a water leak.	Annual	Reliant Air
2/19/2013	854	Overhead Red light Rheostat moving around when turning, not tight and affects the light intensity	tighten rheo, test rheo for operation.	Annual	Reliant Air
2/1/2013	837	Remove DME from 61H, not needed anymore.	Need new W&B.	Annual	Reliant Air

OFC Maintenance Report

Active Issues - March 2014

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
2/1/2014	984	337s needed for all ELTs installed.	Reliant is working on 84F/61H/62Y. Image is working on 819.		Open	Club
<u>N4384F</u>						
3/2/2014	993	Dry rot on main tires, Pilot side main has significant flatspot	Will replace soon.		Open	Image
<u>N7362Y</u>						
2/24/2014	988	Primary COM radio has static on transmission			Open	VIP
11/17/2013	967	The non-essential top right side instrument light sometimes function when "tapping" on the top of the instrument panel.			Pending	Club
11/17/2013	966	The airspeed indicator is very difficult to view during night operations because it has a "ring" lighting device installed	Perhaps there may be a "brighter" way to illuminate the ASI. Bring along a "head-lamp" if flying at night.		Pending	Club
10/30/2013	949	Cessna Aging Aircraft Inspection - Needs to be budgeted and part of our MX plan going forward			Open	
<u>N8261H</u>						

Open Date	ID #	Issue	Resolution	Scheduled for	Status	Assigne
3/2/2014	995	Prop Overhaul	Will send out for overhaul while in annual. May want to dynamic balance at some point over the summer.		Open	Reliant Air
2/24/2014	992	Rear leather seats cracking on surface	Not sure what to do with this.		Open	Club
<u>N98819</u>						
2/24/2014	987	Air cleaner bracket broken on co-pilot side			Open	Image
11/17/2013	964	Co-pilot inertia reel install	backordered for weeks.		Open	Image
10/30/2013	950	Cessna Aging Aircraft Inspection - Needs to be budgeted and part of our MX plan going forward			Open	
9/8/2013	921	Loaner transponder installed while ours is bench tested			Open	VIP

OFC Maintenance Report

Closed Issues - March 2014

Open Date	ID #	Issue	Resolution	Status	Assigned	Close Date
<u>N4384F</u>						
3/8/2014	998	50hr oil change		Closed	Club	3/8/2014
1/16/2014	981	GPS signal issues	Had two isolated situations where the GPS lost connection to the satellites. Continue to monitor this closely. 2/17 no longer tracking this, problem has not	Closed	Club	2/17/2014
<u>N7362Y</u>						
2/24/2014	989	Fuel flow (Shadin) not working	new fuel flow transducer installed	Closed	Reliant Air	2/24/2014
2/17/2014	986	The left seat belt metal bar which keeps the seat belt close to the seat is detached from the rear of the seat	Will fix this when we do the Cessna Seattrack AD in the coming weeks	Closed	Reliant Air	2/24/2014
2/17/2014	985	left rear passenger headphone jack is not staying in place when a headphone is inserted		Closed	Reliant Air	2/24/2014
2/1/2014	983	Autopilot not tracking NAV1	Need to investigate further. May need to go to VIP, however 62Y is a tracking nav system. Need to be sure this is not due to the tracker. Test flew this with no issue on 2/24.	Closed	Club	2/24/2014
<u>N8261H</u>						
3/4/2014	996	50hr oil change		Closed	Club	3/6/2014

Open Date	ID #	Issue	Resolution	Status	Assigned	Close Date
<u>N98819</u>						
3/4/2014	997	50hr oil change		Closed	Club	3/6/2014

Maintenance Overview									
1981 Piper Archer II - N8261H (28-8190025)									
March 6, 2014									
Annual Insp & hours to date		3755.24	289.76	Eng. TT		4045.0			
Tachometer Reading		4045.0		TTAF		4045.0			
Engine Overhaul (11/30)		2052.9		SMOH		1992.1			
				50hr Oil Due		47.0	TBO		7.9 prop 7.9
				oil samples		3/6/2014	Hobbs (calc)		4761.0
Estimated Engine replacement							Apr-2014		

Maintenance Overview									
1977 Piper Archer II - N4384F (28-7790026)									
March 6, 2014									
Annual Insp & hours to date		2464.8	194.3	Eng. TT		5511.3			
Tachometer Reading		2659.1		TTAF		6886.3			
Tach at Replacement		4042.0		STOH		927.0			
				50hr Oil Due		48.9	TBO		-302.0 prop 560.1
				oil samples		3/8/2014	Hobbs (calc)		8235.3
						Estimated Engine replacement		May-2013	
						Expect to go 500 beyond TBO with new lycoming cylinders installed 8/2010		Nov-2014	

Maintenance Overview									
1985 Cessna 172P - N98819 (17276362)									
March 8, 2014									
Annual Insp & hours to date		6995.8	46.2	TTAF		7042.0			
Tachometer Reading		7042.0		SMOH		1725.0			
Engine Overhaul		5317.0		50hr Oil Due		50.0	TBO		275.0 prop 1025.3
				Oil Sample		3/6/2014	Hobbs (calc)		8288.4
Estimated Engine replacement							Mar-2015		

Maintenance Overview											
1977 Cessna R182 - N7362Y (R18200127)											
March 6, 2014											
Annual Insp & hours to date		4757.90	75.1	Eng. TT		4393.5					
Tachometer Reading		4833.0		TTAF		4833.0					
Engine Overhaul (11/30)		3677.1		SMOH		1156.0	3237.5	overhauled engine hrs			
				50hr Oil Due		19.0	TBO		844.1		
				oil samples		1/5/2014	Hobbs (calc)		5688.4		
Estimated Engine replacement							Prop TBO		1122.0 or 8/2017		
							Jan-2017				