

2019 Valley Fliers Annual General Meeting

March 20, 2019

Officers Present: Eyre, Glassmyer, DeWitt, Botezatu, Neville, Vader

Members Present: 22, and one by proxy.

Meeting Commenced at: 6:33

Opening Remarks

John called the meeting to order. He thanked members for coming and noted we are in better shape this year than last.

Treasurer's Report

See the slides. This has been a recovery year for the club. We are looking pretty good and getting better all the time. ADS-B came in under its \$30,000 budget.

Balance Sheet: The change in member shares value was due to the additional five members. The change in fixed assets was due to ADS-B.

Income Statement Summary: The decrease in maintenance costs was because 117 had no annual in 2018. The change in insurance costs is due to an accounting change, not to an actual change in our insurance costs. Question from the Scott G.: we don't get B&O tax back like we do sales tax? Alan says no.

Fixed Cost Breakdown: *Repairs - Other than Aircraft* is where simulator costs are captured.

Variable Costs: the 9MA engine reserve is now accumulating more than the expected cost because we are running past TBO. The contribution number for 117 is artificially low because we had no annual in 2018 for it. Question from the floor: On the fixed cost slide, did the dues and fees contribute \$42,000 last year? Answer: yes. That is what funds most of our upgrades. We try to break even on the airplanes' hourly rates.

Alan noted he intends to apply for a reseller certificate to avoid paying sales tax on the items we buy.

2018 Reserves Analysis: Question from the floor: When will we likely do the 9MA engine replacement?

Answer: we will talk about it during the maintenance report.

Approval of Prior Annual Meeting Minutes

Tim noted a correction to the previous meeting title. Florin moved for approval as amended. Alan seconded. The motion carried by show of hands.

Election of Officers

John opened the floor for new nominations / self nominations. Hearing none, Tim moved to close nominations. Florin seconded. The motion carried on a show of hands.

Sean Morrow moved to approve the current board by acclamation. Alan seconded. The motion carried on a show of hands.

Maintenance Report

See the slides.

9MA: Florin noted that Jon has boroscoped the engine and it looks good. Alan asked if we know what the oil consumption is? Jon says about a quart in six hours. If filled full, we lose the first quart faster. Florin noted the AI told us we could fly the engine for another 200 hours. Some members have expressed concerns about the engine being past TBO, but Florin notes new engines also have "infant death" issues. Florin says he has no reason to believe it won't make it through the summer. Florin says we (the board) are leaning toward doing the engine work in-house. Doing so removes many questions about how the work is done and the provenance of parts. The parts would be sent out or replaced to be made as good as new. Question from the floor: what would you estimate as downtime? Florin says they hope for three weeks, but parts availability will be the limiting factor. John estimates 6-8 weeks would be a reasonable timeframe. Florin notes the engine rubber mounts will be replaced when the engine is replaced. Alan

notes the approach is still under discussion by the board. Scott G. noted Jordon will take 9MA on an extended trip in early April. Jon notes that if compression holds, the engine should be good until Fall. 88L: Jon has recently inspected the rebuilt fuel level sender and was disappointed with the quality of the overhaul. He has now repaired it and it is functioning again. 63S: the annual was much less work this year. Jon successfully welded the muffler. Florin discussed a service bulletin, likely to become an AD that will require cutting holes in the wing and inspecting for corrosion of the spar. The board has approved doing that service bulletin. 117: not discussed due to the lack of annual. John also covered a slide describing the major maintenance events associated with each airplane.

Safety Officer's Report

John noted he and Ed have noticed the airport has a dummy coyote and has approval to use fireworks to scare away birds. Airport management should make radio calls before and after firing the fireworks.

See the slides.

Richard reminded the members about the Valley Fliers Safety Form (apparently never used). Richard noted this is not punitive in intent, but to help maintain safety.

Richard shared an anecdote to support his slide warning folks about jet traffic below the Class B airspace, particularly to the North and West of SeaTac airport. He also had a C-17 go under him near McChord. Regarding ADS-B, Richard pointed out he has more information posted on the club web site, in addition to the information he presented in the slides. Scott G. noted that our plane's ADS-B systems talk to each other and asked if the situations he described in the anecdotes showed on our plane's ADS-B system? Richard says he did not see indications in either case.

Regarding the GTX345, Richard asked if anyone had problems with the bluetooth? No one said they did. It now only works with ForeFlight or the Garmin app. Other apps require a separate ADS-B-in unit. While the club could re-configure the devices to potentially solve connection issues, we need to have broad consensus before making any changes.

Richard notes members should validate the N number matches the plane prior to flight. Florin asked how the number would change? Richard says we don't want it changed, but someone could read the manual and change it. Alan and others note members should NOT change those ids. Relating to "compassion flights", Richard notes the regulations are confusing. He has talked with the FAA and got conflicting information. The official position is the call sign should match the flight id. In case of compassion flights, there are special call signs, but it may not be appropriate to use them. The safest thing to do is probably to use the N number. A flight-id mismatch is an airworthiness issue, not a pilot issue, but of course pilots taking an un-airworthy plane up have other issues.

Richard shows an ADS-B performance report on 88L. They can be pulled quickly from the FAA web site and show how the ADS-B system is performing. Comment from the floor: FAA will be automatically generating deviation reports for airspace issues.

Question from the floor: what if the ADS-B fails and you are far from our airport? Call the FAA, you can get special permission to fly. In flight, call just as you would with a transponder failure.

Question from Scott G: If you bust an airspace, should you file a NASA report? Answer: absolutely.

Richard closed with a reminder that ADS-B is a traffic advisory system, not a traffic avoidance system. It does not supersede the pilot's see-and-avoid responsibility. Having said that, the FARs say avoidance maneuvers are not authorized in response to an ADS-B alert.

Richard has a lot of references in his document on the club web site. Make sure you are looking at the latest information.

Richard says our planes are pushing 40 years old. He encourages members to squawk even small issues.

New Business

None raised.

Door Prizes (year incorrect)

Flight Hour Mark Kornei

BFR with Brian Hash Brian Ashapenek

Flight Hour Scott Glassmyer

Flight Hour Tom Patrick

BFR with Steve Fribley Tim Vader

Flight Hour Jason Crum

Flight Hour Scott Snider

BFR with Jordon Triggs Jim McKenzie

BFR with Randy Stein Alan DeWitt

BFR with Ed Bryce Florin Botezatu

Alan moved to adjourn, Florin seconded. Motion carried on voice vote.

Meeting Adjourned at: 8:12