

# 2023 Valley Fliers Annual General Meeting

## March 8, 2023

**Officers Present:** Morrow, Glassmyer, DeWitt, Pebworth, Hewitt, Vader

**Members Present:** 19, plus 6 by proxy

**Meeting Commenced at:** 6:30

Sean opened the meeting and handed off to Scott.

### **Opening Remarks**

Vice President Glassmyer greeted members and reminded us that he presided last year. He noted that last year we were dealing with the loss of 88L, but had no investigation report. That report was recently released and he read the introductory paragraph from that report. He noted that the board roles rolled over. He thanked the current board and expressed appreciation for their consistency. He thanked the club for giving him the opportunity to serve the club.

President Morrow thanked Scott for his counsel and service.

### **Treasurer's Report**

See the slides. Alan joined via Teams to make his presentation. Alan noted that a very large number of shares changed hands last year, the most in his time with the club. Current assets increased by about \$14000 from 2022. Flight time revenue barely changed year over year. 2022's net income would have been flat if not for a paper gain on the loss of 88L. The cash increase year-over-year would have been greater if we were not in process of buying a new engine. Regarding the fixed costs, hangar rent is up a little, insurance was up substantially, but other than that fixed costs did not change a lot. Alan noted hangar rent will go up quite a bit when the hangars get enclosed later this year. Hours flown trended down last year. Alan raised the estimated amounts we will need to replace our engines. Based on our fixed and variable costs, Alan proposed dues should raise to \$90 / month, and should rise again to \$100 when our hangars get enclosed. He also proposed a raise of \$5-\$10 per hour for all the planes in order to account for rising maintenance costs. He then discussed an assessment to raise funds for an upgrade to the planes' avionics, which would be tied to a corresponding increase in share value. He notes that a change in the share value requires a change to the bylaws and would be voted on at a future special meeting of the members.

### **Annual Items up for Vote**

Tim opened nominations from the floor. Jonathan Pebworth was nominated for maintenance officer and accepted that nomination. Ed Bryce was nominated for Vice President and declined the nomination. Scott Glassmyer was nominated for Vice President and accepted that nomination.

### **Maintenance Report**

See Jonathan's handouts.

**117** Jonathan expressed a hope that 117's engine will get changed while the airport is closed. He continues to work issues with the JDI. He recommended its interior and avionics get upgraded.

**727** there is a big AD coming up on the plane.

**9MA** He suggests we get an autopilot that works into that plane.

Jonathan noted the airplanes are overall in great shape. We need to treat the planes better, which will help control costs.

### **Safety Officer's Report**

See Chris' slides. Chris introduced himself. He has been a controller with the FAA for the last 15 years. He is on Seattle Center's radio. He noted he is not a flight instructor, and that he is not representing the FAA. He reviewed relevant FARs and FAA publications, and performance data for 117. The only

difference between a maximum performance takeoff and a normal takeoff is applying the brakes and different V speed only until obstacles are cleared. He noted all the performance charts are only for a standard pressure day. He showed a 70 degree standard pressure day our density altitude at Auburn is 804 feet. On a 90 degree day, we could be at density altitude of 2400 feet. We should pay more attention to leaning to get good performance and also for the health of the plane. He reviewed a Koch diagram which helps estimate the performance loss due to heat. He shared a story of a hot trip to Reno which is high. The density altitude worked out to 7289 feet. He shared a web page that will calculate a 1% climb rate for any US airport. He also showed CloudAhoy because it will log your ADS-B. He showed the predicted performance well matched his actual performance.

Chris then reviewed Tieton airport. He showed the gradients for the 172 out of that airport, which are not pretty. He then pulled average weather, when the density altitude is 6253 ft. The fact that it is grass also degrades performance. Conclusion: the performance tables in the POH are not sufficient. We need to build margin into our plans. We also should have an out, a second out, and a third out. Do a TLAR (that looks about right) check before you fly. We should help each other out.

## **Election Results**

2022 Annual Meeting Notes: approved  
Grant of Hours to Maintenance Officer: approved  
Grant of Hours to Treasurer: approved  
President: Sean Morrow  
Vice President: Kelsey Wildstone  
Treasurer: Alan DeWitt  
Maintenance Officer: Jonathan Pebworth  
Secretary: Tim Vader  
Safety Officer: Chris Hewitt

## **Proposed Avionics Assessment**

See the slides. Sean noted no board member wants to get the latest and greatest stuff. We want to a put competent avionics in the planes. He reviewed the survey results from the survey previously sent to members. Jonathan has gotten a number of estimates ranging from \$25000 to \$40000 per plane. We will probably vote on this around June. Sean asked members for feedback. Several members spoke in favor of the idea of an assessment and upgrading avionics. Chris Hewitt suggested the board should get a mandate from the membership specifying what the board should do. Sean thinks Dynon vs. Garmin is like Ford vs. Chevy. Jonathan says getting the right installer is a key to getting reliability. Jonathan wants to make sure we don't generate too much bid work for the avionics shops. One commenter noted that everyone in the club has used Garmin avionics; the same is not true for Dynon. Sean summarized the feedback from those present as a approving moving forward with new avionics. Comment from the floor: would Oshkosh provide an opportunity to get a deal? Jonathan says he will be working both Sun-n-Fun and Oshkosh and may be able to help.

## **Door Prizes**

1 Hour Flight Time: Dave Eidsaune  
1 Hour Flight Time: Mark Aroneck  
1 Hour Flight Time: Erica Juberg  
1 Hour Flight Time: Tim Vader  
1 Hour Flight Time: Jonathan Pebworth  
Flight Review with Ed Bryce: Brian Funk  
Flight Review with Mark Aroneck: Adam Milazzo  
Flight Review with Shawn Walter: Randy Scott  
Flight Review with Jeff Ross: Scott Glassmyer  
Flight Review with Geoff Smith: Ian Phillips

Meeting Adjourned at: 8:12