

Valley Fliers April Board Meeting

Meeting Called to Order at: 6:30

Present: Morrow, Wildstone, DeWitt (excused late), Pebworth, Hewitt, Vader plus 9 members.

Approval of February Minutes

Chris moved to approve as written. Jonathan seconded. The motion passed unanimously.

Maintenance Officer's Report

Jonathan noted we are back up to three functional planes. 117 will be back up and running before the airport closure. The tug needs a new battery. Kelsey asked whether Jonathan has ideas about how to make the door tracks better. Commenter from the floor noted there are smaller plates to bridge the tracks. Several people suggest the small plates work well. Jonathan says the tracks will be partially filled with concrete. Regarding 117, Jonathan says interior shops won't do any work on our old panels, so he is doing the work to update them. Despite that, he still aims to get it done before the end of the month. Break-in of the new engine will have to happen at KPLU. Sean asks whether the engines usually go in and run without issues? Answer: generally they go well. The new instruments also need to be calibrated. Question from the floor about the GPS: The Dynon recommendation is that the Dynon GPS update the moving map because it has a higher update rate. Are we setting it up that way? Answer: yes, the 440 will be used for navigation, but the Dynon will update the moving map. Question from the floor: has anyone else been running into an intermittent beacon on 63S? Answer: every time Jonathan goes out and checks it, it is working well. Sean noted he appreciated Jon and Jonathan's hard work when we had multiple planes down. Question from the floor: What did we figure out with 63S's carburetor? Answer: we didn't find a problem, but it seems to be working well recently. Jonathan noted the rudder trim in 117 needs work, but it is not urgent.

Treasurer's Report

See Alan's handouts. He discussed both February and March's financials. In February, 727 flew the most. The net loss for February was about \$9000. we are down about 6% on revenue and are up on maintenance. The \$130000 asset acquisition in progress is the new engine and avionics. Cash was down about \$7800, but there were a number of undeposited checks. March was a pretty low month. Maintenance year-to-date as of March was over \$50000. Alan asked whether he could get an estimate of 117's bill. With a reasonable April, we should begin to rebuild, but the move to KPLU may impede that recovery. The hangar rent will be going up soon, after the hangar upgrades are complete. The airplanes will need to be out of the hangars the 15th through the 26th while the airport does the interior work. Kelsey asked whether the treasurer's reports could be posted on the web site? Alan will provide PDFs to Tim and he will post them. Kelsey talked about putting some documents behind a login. Alan noted our payables are up about \$20k over last year. We are starting to feel a cash crunch, but he also has some undeposited funds. Alan will work with Jonathan to see what avionics costs are still to come. Jonathan asked if we decided what to do about 9MA's windshield. Jonathan says the window was incorrectly installed, though it has been patched. The patch likely won't hold. The window would need to be removed and correctly installed. Jonathan's biggest fear is the windshield might break during removal. It is also a lot of work to remove and clean the old window. Alan estimated it would be 20-30 hours work and Jonathan agreed that was about right. Kelsey noted it would be bad to get water on the new avionics. It would be best to have the window done while the avionics are out. If we do it while the plane is in Oregon for the avionics work, that will likely require Jon to travel to do the work. Alan asks if the work will keep 117 from being worked on? Jonathan says 117 should be done before then. Kelsey asked if the windshield work would interfere with the avionics work? Answer: no, he can be doing other avionics work at that time. The work would be done at Pearson in Vancouver. Kelsey notes the labor seems to be the biggest part of this job. It might actually be cheaper to have the whole windshield replaced. Jonathan agrees. Question: couldn't we have someone at Pearson do the work down there? Jonathan says he doesn't know the person there and wants the work to be done well. Question: could we return the windshield if the old one comes out in one piece. Answer: Jonathan says yes. Question from the floor: is it possible that there is hidden damage under the screen? Answer: possibly. Alan notes the existing windscreen is UV blocking. If we need to get another, it would be good to have that again. Jonathan says the windscreen has a

two to three week lead time. Alan suggests if a new one is available we should get it ordered. Alan agrees this should be done while the avionics are out.

Safety Officer's Report

Chris noted it has been a safe month. He suggests people should be on the watch for rusty pilots because it is shoulder season. Chris recently flew 9MA to a meeting and he returned to 9MA to find an oil slick under the plane. He had a discussion before flying. Sean suggests people check the oil in 9MA. He recently found it low on a recent flight. The dipstick seems to have changed a bit recently. Other members commented it seems not to be burning oil recently. Chris noted the preliminary NTSB report just came out about a 737 incident in Houston. It had insufficient braking for the conditions and ran off the runway. The lesson for us is to make sure we leave the airplane in a landing configuration until we get clear of the runway.

Stacia told us about a recent issue she had in 9MA. She was doing a bunch of touch and gos, but got a battery alert (because the alternator belt had failed). She turned off the alert. She flew to Arlington and did a touch and go, got another battery alert, so she headed for Auburn. The battery continued to drain. The radio switched to the guard frequency. She had limited comms and no flaps and she had three planes take the runway and stop as she approached to land and had to pull a climbing 360 near the airport. She learned not to fly with alternator alerts, to carry a handheld radio, to talk to ATC when she had a problem, never to silence alarms, and to carry ADS-B in so she can see other planes even though they couldn't see her. She also learned she should have turned everything off while she was a distance out to save the battery for flaps and radios until near landing. She suggests to members to look carefully for non-communicating planes before taking the runway. Chris notes that towers don't monitor guard. Members should call airport managers at the destination airport to let them know the plane is coming in with a dead battery. Sean thanked Stacia for sharing.

New Business

Temporary Move to KPLU

The planes will move down on April 28th. We have four spots together. We'll put lock boxes on the tie-down changes. We will have 24 hour access to the field. The books will be in the plane. Sean asked about fuel. Alan thinks our fuel cards should work there. Kelsey asked if it would be easier if we used our own credit cards. Alan says as long as we all use the pumps at KPLU he will get the right tax code for our fuel purchases. Chris has a box that we can use to store oil there. Sean says if we have a box, we could keep the keys in that. We are in spaces 20, 21, 22, and 23. Sean will send out the gate code if there is one required. Question from the floor: what if the weather is bad that day? Answer: if it looks likely to be bad we would fly the planes down early. Members will need to taxi carefully.

Question from the floor: The notes mention an old and new tug. Are there two? Answer: yes, but the new one needs wheel pants off.

Free flight hour won by: Scott Glassmyer

Meeting adjourned at: 7:58

Next Meeting: The next board meeting will be held Wednesday, May 8, with food available at 6:00 pm and business beginning at 6:30 at Trotters Restaurant.