

## Valley Fliers August Board Meeting

**Meeting Called to Order at:** 6:33

**Present:** Eyre, Glassmyer, Neville, Vader, DeWitt plus 7 members and 3 potential members.

**Excused:** Botezatu

### Approval of July Meeting Minutes

Alan moved to approve as written, Scott seconded. Motion carried unanimously.

### Treasurer's Report

See Alan's handouts. WA DoR now threatening to make us report sales tax monthly. July was a bit light for a summer month. Information Technology was a renewal of Schedulmaster (an annual event). Maintenance was low for the month. The state taxes were B & O for the quarter.

### Maintenance Officer's Report

Florin wasn't present, so no report.

### Safety Officer's Report

Richard received some questions about ICAO flight plans. He got some information from Ed and will be distributing information about codes for our aircraft and our equipment to aid members in filing those plans. The VFR is pretty straightforward, but IFR will be more complicated. He plans to write it up as a Word document. Question: we haven't yet received fan mail from the FAA as a result of ADS-B? Answer: no, not yet.

### Old Business

**9MA Engine and Prop** The engine and prop overhaul are off the table due to a prop strike. Richard passed out a preliminary findings of fact document. Please see that report. The holes for tie-downs are new, and Richard said it was hard to tell the tie-downs were in a hole until you were nearly on top of it. The airport put in hazard marker cones the evening after the incident. Tom Posey said he doesn't usually park in that area, but since the airport was encouraging it, he went over there (and wishes he hadn't). John notes that we need to seat a safety committee to continue the investigation. He solicited two volunteers. None emerged. John Eyre will sit on the committee and Richard will solicit more volunteers from the membership.

John says the prop has been removed from the airplane and the plane will be repaired in Woodland. Jon will travel down to remove and replace. We don't yet have a confirmed replacement engine located. Alan notes that only two places in the US seem to have cores: the factory and Western Skyways. Alan said he talked to Continental (Air Power), Penn Yann, New Firewall Forward, and Western Skyways. NFF doesn't do cores. We would have to remove and send it to them, which would take a long time. Penn Yann would be even slower. Western Skyways says they have a core, but recommends we ship and have ours rebuilt. An overhaul would be ~\$32-35k. New engines would be \$41k and the factory confirmed they had a new engine, but need to ensure it is still available. Alan notes for \$6000 extra dollars we would get a new engine with a longer TBO. We could get it back in time to have some good flying weather available. The insurance company will likely give us \$20-25k. With a new engine and prop but the insurance, we are looking at about \$35k to the club. The newest coolest 3 blade prop is as large diameter as our two-blade prop. The old model Hartzell would give us more ground clearance. Northwest Propeller is Hartzell's preferred vendor and they may give us a slightly better price than the list of \$12800. Our prop governor is really old and Jon says it should be replaced. With insurance the fully new solution is also likely to be less expensive than we expected for the overhauls. Question from the floor: is the insurance value based on the time on the engine? Answer: no, just based on the need to overhaul it due to the prop strike. Continental has a special going on "core amnesty" they won't ding us for damage to the core. The core is worth \$14000 and its value was included in the numbers above. The new engine will increase the value of the airplane. Alan moved we buy the new engine and prop. John seconded. The motion carried unanimously. Question from the floor: is there some chance the engine is already sold? If so, what is plan b? Answer: if the engine is gone, it will be an additional 2-4 week build. Also: Jon will have to add our spin-on oil filter to the new engine. We also will need to pay

shipping. Richard asked what the timeline was? Alan says we will likely have an engine before we have a prop. John says we will pull the engine only after we know the new one is on the way. Jon asked whether we have engine mounts? Answer: we haven't had time. Jon will see if a firm he knows of has an exchange for new mounts. Macauley can get a prop in 2-3 weeks. Hartzell would be 4-6 weeks out. Comment from the floor: 043 had a Macauley three blade. Richard asks if the best case is the plane back on the schedule in 8 weeks? Alan says maybe less. The room favors the 78 inch propeller. Scott moved for the 78 inch Hartzell propeller. Richard seconded. The motion carried unanimously. Richard asked if we could pull the 430 and the transponder out of the plane while it sits in Woodland. Jon and others agreed that is a good idea. Questions for Tom Posey: What should we learn? Answer: follow your instincts, be cautious, don't necessarily trust airport folks. Richard will have some questions for Tom after the meeting.

## New Business

### Potential New Members

**Scott Bowman** grew up in Redmond, got his BS in nursing from UW. Started flying when he was 19. He is ready to leave Alternate Air. He lives near the U district. He has ~190 hours. He currently flies out of Boeing field and has about 40 hours in the last 6 months. He would like to get an instrument rating.

**Mark Robinson** is from Spokane and went to Univ. of ID. He is an EE. Learned to fly when working for Intel. He is a commercial pilot and has been a member previously. His son is a private pilot as well. He has about 21000 hours. About 1000 hours in GA. He is not a CFI.

**Meg Vader** is a student pilot with one official hour. She would like to get her license. She is familiar with the club due to a family connection. She works for Blue Origin and went to Aviation High School. She graduated in May with a BS in EE / Computer Engineering. She works on avionics for New Glenn.

Richard moved to accept all three. Scott seconded. The motion carried unanimously.

Potential New Club Instructor - **Shawn Walter just passed his CFI**. John moved to approve. Richard seconded. The motion carried unanimously.

**Steve Fribley's** family donated his credit to the club as a nice gesture at his passing.

**Free flight hour won by: Meg Vader**

**Meeting adjourned at: 7:44**

**Next Meeting:** September 11th at Trotters Restaurant, with food at 6, business starting at 6:30.

# Valley Fliers Treasurer Report

## Activities in July 2019/ August 2019:

### Enter/pay Bills:

Paid: rent \$1,192.72, Immaculate Flight \$308.28 07/29 80117, Century Link Internet (\$91.99); American Printing postage & envelopes 2<sup>nd</sup> Qtr (\$59.85); National Aviation (\$310.89); Trotters (\$188.44 July Meeting); G Aero LLC (\$485.10); DOR B&O and Sales Tax tax (\$2,586.45)

Paid EPIC fuel account 2x during month & recorded Fuel expense (Total = \$4,603.77 total for Aug)

### Billing activities:

Enter payments received, prepared deposits, input member fuel & other receipts

Collect/copy aircraft logs and fuel receipts and replace logs if needed

Input monthly membership dues

Input flight time activity invoices; run reports and calculate and identify minimum flight time to bill

Email statements; print, fold, stuff & mail statements

### Other activities:

Reconciled Bank accounts

Review financial data

Share Sales – Incoming Jeff Montgomery; Outgoing Hunter Chumbley

(2) shares for sale – Schaper & Snider

Check receivables aging and lock out members over 90 days behind from schedule master (3) 0

Prepared & Filed Quarterly Tax Report 2<sup>nd</sup> Qtr 2019, DOR is threatening to make us report monthly...

## Next Month (Aug /Sep):

Normal Monthly activities

Shares to sell & transfer... (2)

Annual Meeting Reporting Preparations

Hopefully complete the 2018 Tax return (extended due date is 11/15)

9:07 PM

08/12/19

Accrual Basis

**Valley Fliers**  
**Sales by Item Summary**  
July 2019

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	Jul 19			
	Qty	Amount	% of Sales	Avg Price
<b>Service</b>				
117 (hrs - Flight time: C-172 N-80117)	35.1	2,822.04	16.0%	80.40
63S (hrs - Flight time: PA-28-180F N-5163S)	12.5	1,076.25	6.1%	86.10
88L (hrs - Flight time: C-172 N-2388L)	39.2	3,151.68	17.8%	80.40
9MA (hrs - Flight time: C-182 N-759MA)	37.8	3,447.28	19.5%	91.20
Dues - monthly (Membership monthly dues)	59	4,425.00	25.0%	75.00
Minimum flying fee (Minimum flight fee - assessed when no flights made during the...)	28.7	2,307.48	13.0%	80.40
<b>Total Service</b>	212.30	17,229.73	97.4%	81.16
<b>Other Charges</b>				
Membership Purchase Hull Fund (Membership Purchase Hull Replacement Fund)	1	454.55	2.6%	454.55
<b>Total Other Charges</b>	1.00	454.55	2.6%	454.55
<b>TOTAL</b>	<b>213.3</b>	<b>17,684.28</b>	<b>100.0%</b>	<b>82.91</b>

## Valley Fliers

### Profit & Loss YTD Comparison

July 2019

	Jul 19	Jan - Jul 19
<b>Ordinary Income/Expense</b>		
<b>Income</b>		
<b>Sales</b>		
N-80117 Flight Time	2,822.04	21,957.24
N-759MA Flight Time	3,447.28	19,790.33
Aircraft Hull Replacement Fund	454.55	2,727.30
Fees	2,307.48	14,880.83
Membership Monthly Dues	4,425.00	30,975.00
N-2388L Flight Time	3,151.68	17,326.20
N-5163S Flight Time	1,076.25	9,402.12
<b>Total Sales</b>	17,684.28	117,059.02
<b>Total Income</b>	17,684.28	117,059.02
<b>Gross Profit</b>	17,684.28	117,059.02
<b>Expense</b>		
Re-Registration	0.00	260.00
Depreciation Expense	3,068.02	21,476.14
Meeting Expenses	188.44	1,115.30
<b>G&amp;A</b>		
Mail Services and Supplies	0.00	144.25
Office Supplies	0.00	26.10
Information Technology	786.99	1,338.93
<b>Total G&amp;A</b>	786.99	1,509.28
<b>Dues and Subscriptions</b>		
Data 117	0.00	450.00
Data 9MA	0.00	450.00
<b>Total Dues and Subscriptions</b>	0.00	900.00
<b>Fuel</b>		
117 Fuel	1,186.11	8,393.33
9MA Fuel	1,846.79	10,819.72
88L Fuel	1,554.01	9,016.24
63S Fuel	630.39	4,685.62
<b>Total Fuel</b>	5,217.30	32,914.91
<b>Insurance</b>		
Aircraft Policy	1,585.84	11,100.84
<b>Total Insurance</b>	1,585.84	11,100.84
<b>Licenses and Permits</b>		
9MA Reg and Lic	0.00	5.00
<b>Total Licenses and Permits</b>	0.00	5.00
<b>Postage and Delivery</b>	0.00	50.94
<b>Rent</b>		
N80117	256.15	1,793.05
N2388L	256.15	1,793.05
N759MA	256.15	1,793.05
N5163S	256.15	1,793.05
Office Rent	168.12	1,176.84
<b>Total Rent</b>	1,192.72	8,349.04
<b>Repairs &amp; Maintenance</b>		
Tires and tubes	0.00	1,364.00
117 Maintenance	721.00	10,584.69
9MA Maintenance	0.00	3,973.00
Aircraft oil	0.00	1,091.52
88L Maintenance	0.00	5,430.42
Maintenance Supplies	265.13	468.23

**Valley Fliers**  
**Profit & Loss YTD Comparison**  
July 2019

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	<u>Jul 19</u>	<u>Jan - Jul 19</u>
63S Maintenance	17.24	14,311.00
Equipment Repairs	0.00	375.00
<b>Total Repairs &amp; Maintenance</b>	<u>1,003.37</u>	<u>37,597.86</u>
<b>Taxes</b>		
State	249.58	468.06
<b>Total Taxes</b>	<u>249.58</u>	<u>468.06</u>
<b>Total Expense</b>	<u>13,292.26</u>	<u>115,747.37</u>
<b>Net Ordinary Income</b>	4,392.02	1,311.65
<b>Other Income/Expense</b>		
Other Income		
Interest Income	0.00	3.72
<b>Total Other Income</b>	<u>0.00</u>	<u>3.72</u>
<b>Net Other Income</b>	<u>0.00</u>	<u>3.72</u>
<b>Net Income</b>	<u><u>4,392.02</u></u>	<u><u>1,315.37</u></u>

**Valley Fliers**  
**Balance Sheet**  
As of July 31, 2019

	Jul 31, 19	Jul 31, 18
<b>ASSETS</b>		
<b>Current Assets</b>		
<b>Checking/Savings</b>		
Escrow savings account	39,721.79	39,717.80
Checking - Columbia State Bank	44,634.47	34,366.91
<b>Total Checking/Savings</b>	84,356.26	74,084.71
<b>Accounts Receivable</b>		
Accounts Receivable	22,736.12	23,720.31
<b>Total Accounts Receivable</b>	22,736.12	23,720.31
<b>Other Current Assets</b>		
Deposits - Fuel Purchases	0.00	7,500.00
Undeposited Funds	19,403.58	24,659.41
<b>Total Other Current Assets</b>	19,403.58	32,159.41
<b>Total Current Assets</b>	126,495.96	129,964.43
<b>Fixed Assets</b>		
N-80117 Accumulated Deprec	-33,615.93	-21,886.18
N-80117 Cessna 172M	115,879.95	110,451.95
N-759MA Accumulated Deprec.	-41,250.36	-33,964.09
N-759MA Cessna C-182Q	106,434.08	98,946.08
Operating Equipment	17,525.58	17,525.58
Accumulated Depreciation	-15,121.94	-13,299.93
N-2388L Cessna 172	152,672.29	147,244.29
N-2388L Accumulated Deprec.	-107,279.36	-98,626.12
N-5163S Piper PA-28-180F	152,919.94	147,491.94
N-5163S Accumulated Deprec.	-112,133.41	-104,285.63
<b>Total Fixed Assets</b>	236,030.84	249,597.89
<b>TOTAL ASSETS</b>	<b>362,526.80</b>	<b>379,562.32</b>
<b>LIABILITIES &amp; EQUITY</b>		
<b>Liabilities</b>		
<b>Current Liabilities</b>		
<b>Accounts Payable</b>		
Accounts Payable	525.62	14,722.33
<b>Total Accounts Payable</b>	525.62	14,722.33
<b>Other Current Liabilities</b>		
Membership Equity Shares Traded	0.00	10,000.00
<b>Sales Tax Payable</b>		
Sales Tax Paid - Maintenance	-100.35	-702.65
Taxes Paid - Fuel	-522.04	-561.92
Sales Tax Payable - Other	1,739.03	-1,137.31
<b>Total Sales Tax Payable</b>	1,116.64	-2,401.88
<b>Total Other Current Liabilities</b>	1,116.64	7,598.12
<b>Total Current Liabilities</b>	1,642.26	22,320.45
<b>Total Liabilities</b>	1,642.26	22,320.45
<b>Equity</b>		
Member Shares - Current Price	130,000.00	120,000.00
Retained Earnings	229,569.17	217,959.06
Net Income	1,315.37	19,282.81
<b>Total Equity</b>	360,884.54	357,241.87
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>362,526.80</b>	<b>379,562.32</b>

**Valley Fliers**  
**Statement of Cash Flows**  
 July 2019

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	Jul 19
<b>OPERATING ACTIVITIES</b>	
Net Income	4,392.02
Adjustments to reconcile Net Income to net cash provided by operations:	
Accounts Receivable	-5,531.38
Accounts Payable	1,865.52
Sales Tax Payable	-3,530.05
Sales Tax Payable:Sales Tax Paid - Maintenance	1,701.75
Sales Tax Payable:Taxes Paid - Fuel	647.84
	-454.30
<b>Net cash provided by Operating Activities</b>	
<b>INVESTING ACTIVITIES</b>	
N-80117 Accumulated Deprec	997.83
N-759MA Accumulated Deprec.	620.74
Accumulated Depreciation	78.38
N-2388L Accumulated Deprec.	700.35
N-5163S Accumulated Deprec.	670.72
	3,068.02
<b>Net cash provided by Investing Activities</b>	
<b>Net cash increase for period</b>	<b>2,613.72</b>
<b>Cash at beginning of period</b>	<b>101,146.12</b>
<b>Cash at end of period</b>	<b>103,759.84</b>



**Preliminary Findings of Fact**  
**759MA Propeller Strike**  
**as of 08/12/2019**

On August 4, 2019 at about 1530 PDT, N759MA had a propeller strike while parking at the Woodland State Airport (W27) in Woodland WA.

- The nose wheel ran into a tie down emplacement which is a conical shaped hole of about 2 feet in diameter and 3-4 inches deep.
- The steel, eye shaped tie down ring is planted in the center of the tie down emplacement.
- The propeller strike caused a scar in the sandy soil of about 14 inches long and .5 to 1.5 inches deep.
  - Both propeller tips were damaged enough to make the propeller not serviceable.
  - The engine must have at least a tear-down inspection.

As of the incident date, the incident pilot reported 293.3 total hours, 155.1 time in type, and 16.6 hours past 90 days.

Woodland State is owned and managed by the State of Washington.

- It is unattended and no services are provided.
- The Chart Supplement Northwest U.S. notes to contact WA State Aviation Division for facility information prior to use.
- The January 2019 Washington State Airport Guide notes "Use at own risk".
- The airport property is closely bounded on the North by the city of Woodland, on the East and South by the Lewis River, and on the West by Interstate 5.
- Runway 14/32 is a 1953x24 foot asphalt surface. Runway 14 threshold is displaced 290 feet.
- A grass taxiway of sandy, uneven ground parallels the west side of the runway.
- An grass parking area of mowed, sandy, uneven ground on the Northwest side of the airport is an area about 60x460 feet running from about the Runway 14 displaced threshold to the North boundary fence.
- Runway 14/32 have obstructed approaches of buildings and trees.

Within the past 60 days, parking area maintenance was done to mow the grass and improve the tie downs.

- Airport management did not publish a NOTAM for the tie down maintenance.
- With an aircraft centered in a tie down area, the distance between the aircraft tail and the West boundary fence is about 16 feet.

Woodland State has no weather reporting service.

- At the time of the incident, the incident pilot reported daylight, VMC conditions, clear sky, no reported wind, temperature 80F, and no precipitation.
- The nearest METAR reporting stations are 15nm Northwest (Southwest Washington Regional Airport - KKLS) and 9nm Southwest (Scappoose Industrial Airport - KSPB). The observations at the time of the incident were:
  - KKLS at 1456 PDT: wind 280@07kts, visibility 10sm, clear, temp/dew point 90F/61F, pressure 29.95
  - KSPB at 1453 PDT: 070@5kts, visibility 10sm, clear, temp/dew point 90F/57F, pressure 29.92

The FAA denied a request for a ferry permit to Auburn Airport (S50).

- The aircraft remains at Woodland State until arrangements can be made to repair and return it to Auburn Airport.